



CITY OF OREM
PLANNING COMMISSION MEETING
56 North State Street, Orem, Utah
November 15, 2023

*This meeting may be held electronically
to allow a Commission member to participate.*

3:30 PM PRE-MEETING – AGENDA REVIEW, CITY COUNCIL CONFERENCE ROOM, 56
NORTH STATE STREET, OREM, UT

- 1 John Dorny, Transportation Engineer - Discussion regarding previous Active Transportation Study and why we need a new one.**

4:30 PM REGULAR SESSION – CITY COUNCIL CHAMBERS

1. CALL TO ORDER
2. INVOCATION/INSPIRATIONAL THOUGHT: BY INVITATION
3. 4:30 PM SCHEDULED ITEMS
 - 3.1 Preliminary Plat – Approving the preliminary plat for Mecham, Plat B located generally at 425 North 600 West in the R7.5 zone.**
 - 3.2 Public Hearing – Rezone - Amending Article 22-5-3(A) and the zoning map of the City of Orem by enacting Article 22-11-65 and Appendix ZZ of the Orem City code and by rezoning the property located generally at 1350 East 740 North from the R12 zone to the PD-52 zone (approximately 6 acres).**
 - 3.3 Public Hearing – Considering a proposed settlement agreement between Wright Development Group and the City of Orem regarding development of the property located generally at 841 South State Street (former Meadow Gold property).**
4. MINUTES REVIEW AND APPROVAL
 - 4.1 Review and approve minutes from the November 1, 2023 meeting.**
5. ADJOURN
 - 5.1 The next meeting will be held Wednesday, December 6, 2023**

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL PLANNING COMMISSION MEETINGS.
If you need a special accommodation to participate in the Planning Commission Meetings and Study Sessions,
please call the Development Services Office at least 3 working days prior to the meeting.
(Voice 801-229-7183)

This agenda is also available on the City's webpage at orem.org



Planning Commission

November 15, 2023

Item 3.1

PRELIMINARY PLAT – Approving the preliminary plat for Mecham, Plat B located generally at 425 North 600 West in the R7.5 zone.

Prepared By:
Cheryl Vargas

Applicant:
Anthon Mecham

NOTICES:

- Posted in 2 public places
- Posted on City Webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at Utah.gov/pmn
- Noticed 125 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation:

Medium Density Residential

- Current Zone: **R7.5**
- Acreage: **.46**
- Neighborhood:

Geneva Heights

ACTION:

The Planning Commission is the final approving body for this item.

REQUEST: The applicant requests the Planning Commission approve the preliminary plat for Mecham, Plat B located generally at 425 North 600 West in the R7.5 zone.

BACKGROUND: The applicant is proposing to split one lot into two lots creating a deep lot. Lot 1 will be 10,018.8 square feet meeting the 7,500 square foot minimum requirement for the R7.5 zone. Lot 2 will also be 10,018.8 square feet meeting the zone's minimum lot size requirement. Deep Lots must be 125% of the zone's minimum square footage requirement which in the R7.5 zone is 9,375 square feet. [\(17-8-1\)](#)

There is an existing garage on Lot 1 that will be removed to provide room for an access easement to Lot 2. There is also a shop on Lot 2 that will be removed.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the preliminary plat for Mecham, Plat B located generally at 425 North 600 West in the R7.5 zone.



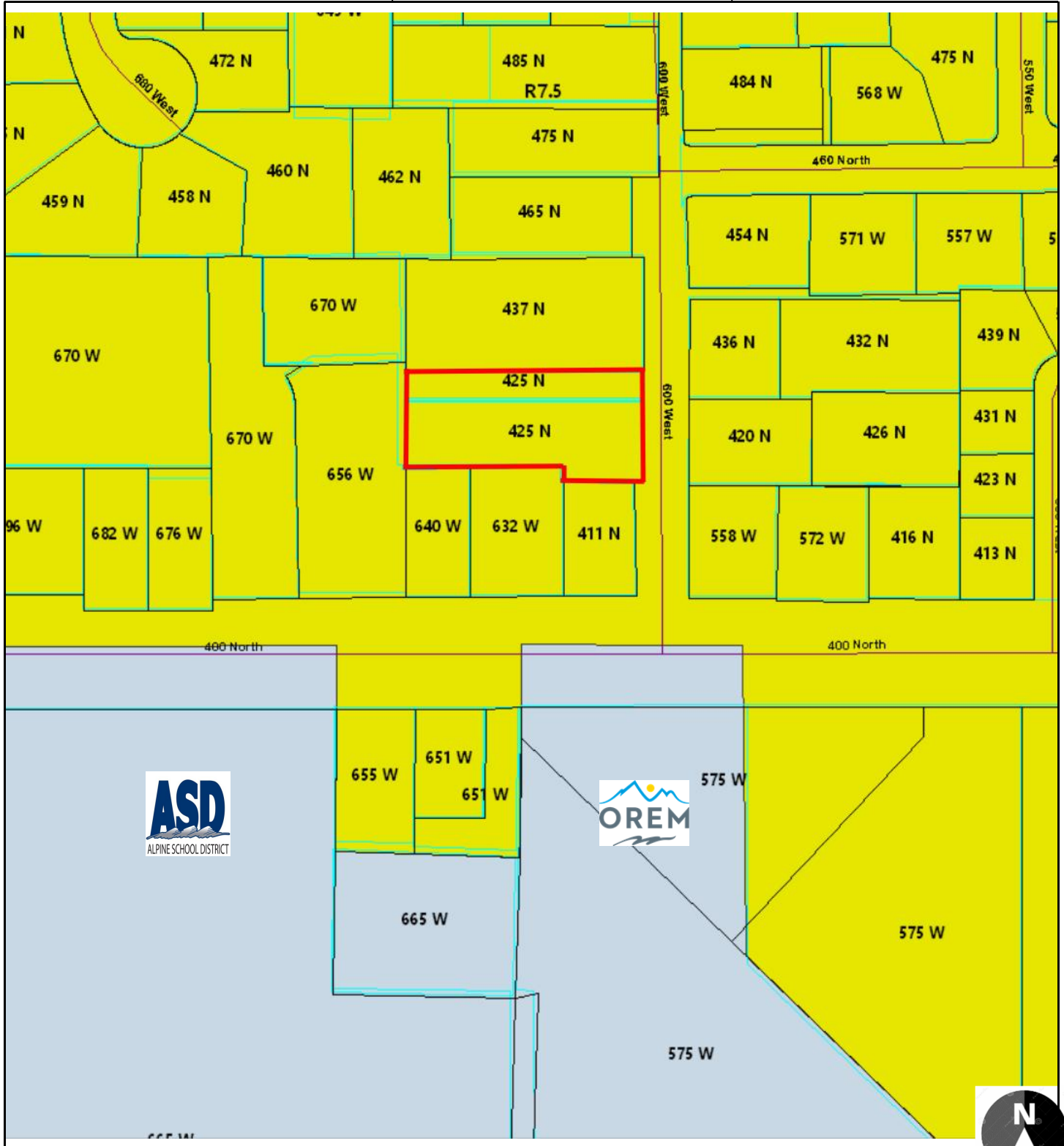
400 North

400 North

600 West

550 West

Mecham Plat B

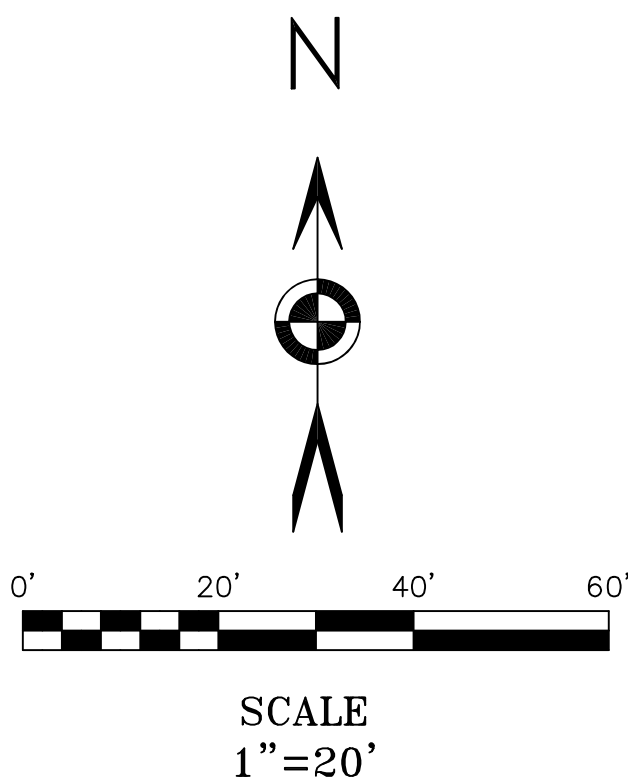


Preliminary Plat
Zone: R7.5
Acres: .46

NEIGHBORHOOD
Geneva Heights

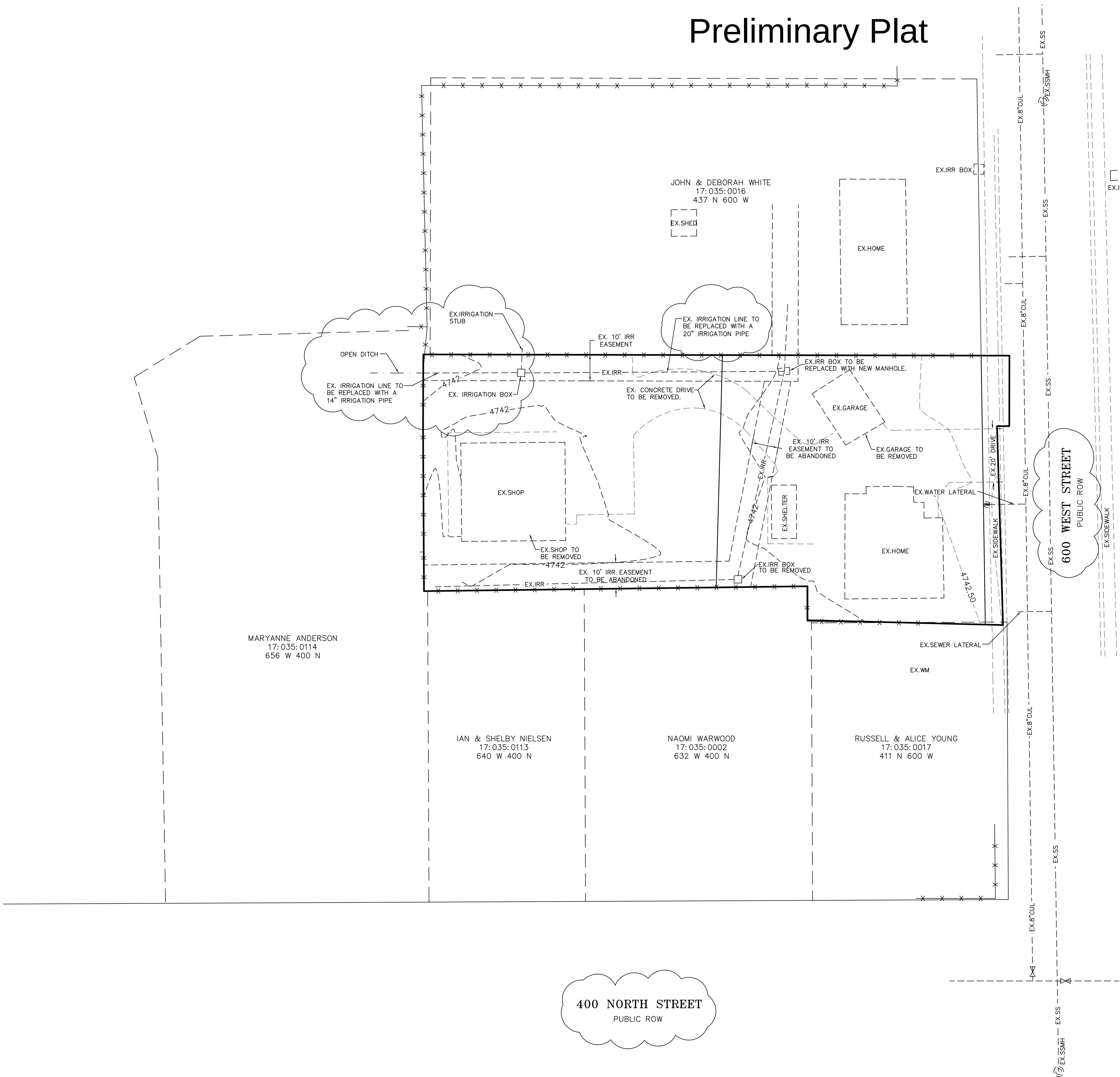
 425 North 600 West
 Parcels

Preliminary Plat



LEGEND

---	EX.SS	---	PROPERTY LINE
---	EX.SD	---	EXISTING SEWER LINE W/MH
---	EX.CUL	---	EXISTING SD LINE
---	EX.IRR	---	EXISTING CULINARY WATERLINE W/VALVE
---	4592	---	EX. PRESSURIZED IRRIGATION W/VALVE
---		---	EXISTING FIRE HYDRANT
---		---	EXISTING CONTOUR
---		---	EXISTING CURB AND GUTTER



REVISIONS

1.	_____	4.	_____
2.	_____	5.	_____
3.	_____	6.	_____

PROJECT NO.: LE 3718 SURVEYOR/DIRECTOR: D. PENROD
DATE: AUGUST 2023 FIELD SURVEYOR: M. JACOBSEN
SCALE: 1" = 20' DRAWN: K. ROUNDY
REVISION: _____ CHECKED: B. LUDLOW

LUDLOW ENGINEERING & LAND SURVEYING

Subdivisions * Boundary Surveys * City Lot Surveys * ALTA Surveys
Claim Surveys * Control Networks * Construction Surveys * Topography
Civil * Sewer & Water Design * Residential & Commercial Structure
Subdivision Design * Site Plans * Road Design
1451 South Main, Nephi, Utah 84648 (435) 623-0897 FAX (435) 623-2381

EXISTING TOPO

MECHAM SUBDIVISION

SECTION 10, T 6 S, R 2 E, SLB&M.
OREM CITY, UTAH COUNTY, UTAH
AUGUST 2023

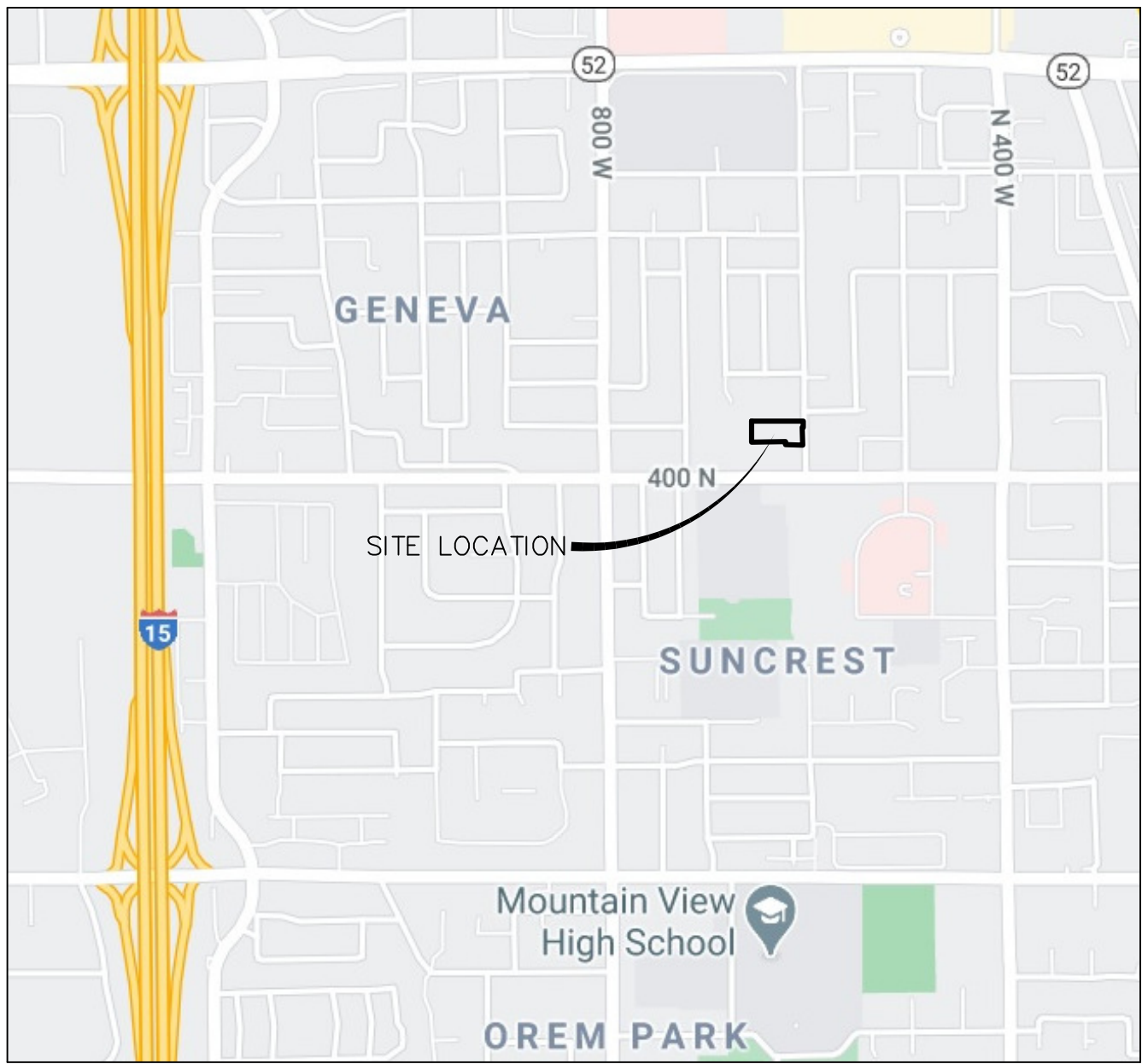
SHEET

C

3

SHEETS

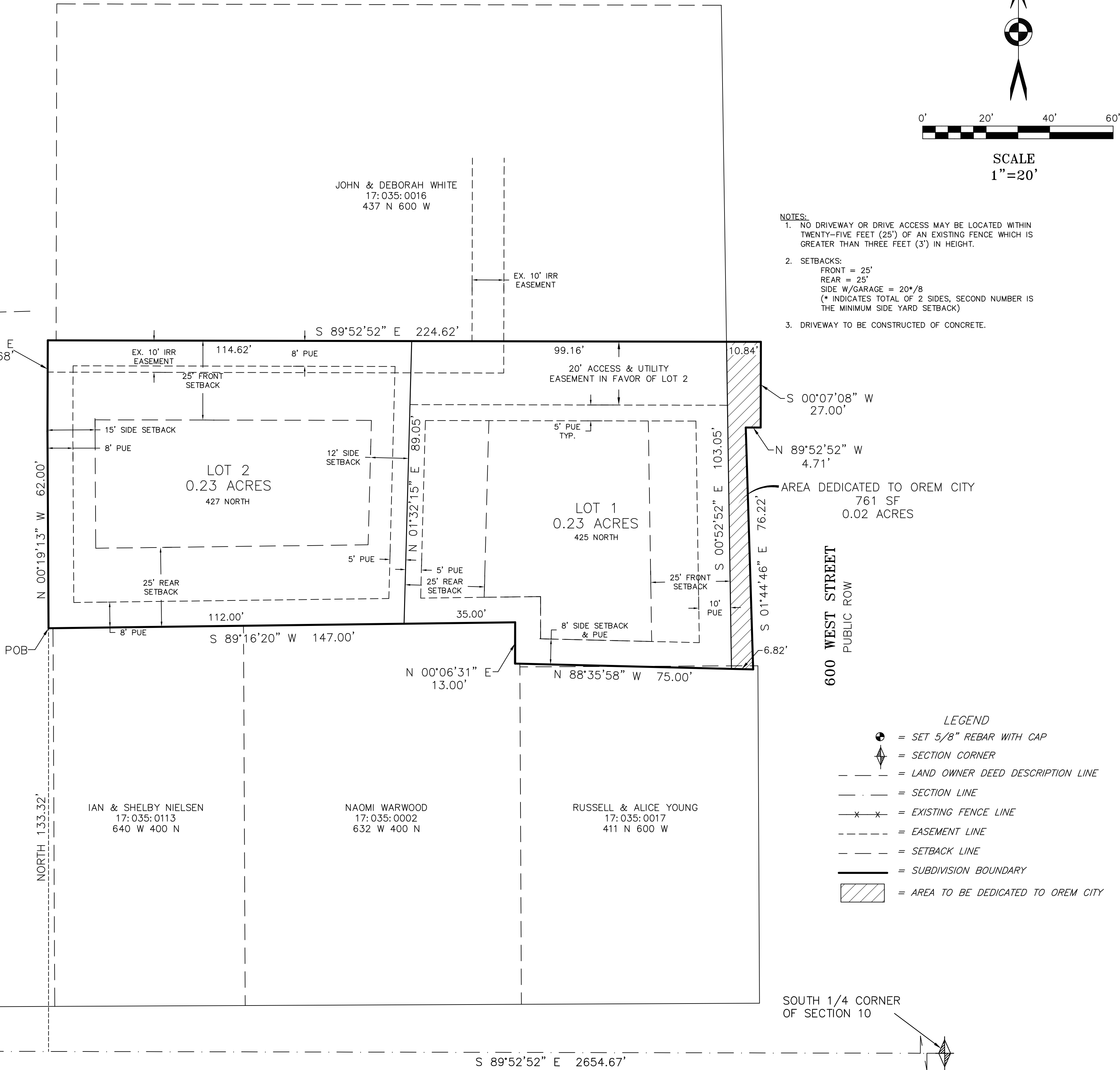
Final Plat



VICINITY MAP
-NTS-



SCALE
1"=20'



- NOTES:
1. NO DRIVEWAY OR DRIVE ACCESS MAY BE LOCATED WITHIN TWENTY-FIVE FEET (25') OF AN EXISTING FENCE WHICH IS GREATER THAN THREE FEET (3') IN HEIGHT.
 2. SETBACKS:
FRONT = 25'
REAR = 25'
SIDE W/GARAGE = 20'/8'
(* INDICATES TOTAL OF 2 SIDES, SECOND NUMBER IS THE MINIMUM SIDE YARD SETBACK)
 3. DRIVEWAY TO BE CONSTRUCTED OF CONCRETE.

600 WEST STREET
PUBLIC ROW

- LEGEND
- = SET 5/8" REBAR WITH CAP
 - = SECTION CORNER
 - = LAND OWNER DEED DESCRIPTION LINE
 - = SECTION LINE
 - = EXISTING FENCE LINE
 - = EASEMENT LINE
 - = SETBACK LINE
 - = SUBDIVISION BOUNDARY
 - = AREA TO BE DEDICATED TO OREM CITY

SOUTHWEST CORNER
OF SECTION 10

SOUTH 1/4 CORNER
OF SECTION 10

400 NORTH STREET
PUBLIC ROW

LUDLOW ENGINEERS & ASSOCIATES
1451 SOUTH MAIN NEPHI, UTAH 84648
VOICE (435) 623-0897 FAX: (435) 623-2381 LE 3718

DEVELOPER:
Anthon Mecham
425 N 600 W
Orem, Ut. 84057
801-885-8639

APPROVED AS TO FORM

CITY ATTORNEY

DATE

CERTIFICATION

I Daryl N. Penrod, do hereby certify that I am a professional land surveyor, and that I hold a license in accordance with Title 58, chapter 22, professional Engineers and Land Surveyors Licensing Act, Utah Code Annotated, 1953 as amended, certificate no. 5331527. I further certify that by the authority of the owners, I have made a survey of the tract of land shown on this plat and described below, have subdivided said tract of land into lots, and easements, have completed a survey of the property described on this plat in accordance with Section 17-23-17, Utah code Annotated, 1953 as amended, have verified all measurements, and have placed monuments as represented on the plat.

DARYL N. PENROD
(SEE SEAL BELOW)

DATE

BOUNDARY DESCRIPTION

Beginning at a point on a fence corner being S 89°52'52" E 1082.58 feet along the section line and North 133.32 feet from the Southwest corner of Section 10, Township 6 South, Range 2 East, Salt Lake Base and Meridian; thence N 00°19'13" W 62.00 feet along a fence line; thence N 00°12'27" E 28.68 feet; thence S 89°52'52" E 224.62 feet; thence S 00°07'08" W 27.00 feet; thence N 89°52'52" W 4.71 feet; thence S 01°44'46" E 76.22 feet; thence N 88°35'58" W 75.00 feet; thence N 00°06'31" E 13.00 feet; thence S 89°16'20" W 147.00 feet to the point of beginning.

Containing 0.48 acres.

Basis of Bearing = The current Utah County Bearing System as shown on the Utah County Re-survey plat.

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL THE PROPERTY DESCRIBED IN THE SURVEYORS CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, BLOCKS, STREETS AND EASEMENT AND DO HEREBY DEDICATE THE STREETS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS ____ DAY OF _____

A.D. 20____

Anthon W. Mecham, Trustee

Marie Mecham, Trustee

ACKNOWLEDGMENT

STATE OF _____
COUNTY OF _____ } S.S.

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF ____ 20____ BY ANTHON W. MECHAM AND MARIE MECHAM, WHO REPRESENTED THAT THEY ARE THE OWNERS OF THE ABOVE DESCRIBED PROPERTY AND HAVE AUTHORITY TO EXECUTE THIS INSTRUMENT.

MY COMMISSION NUMBER _____

A NOTARY PUBLIC COMMISSIONED IN UTAH.

NOTARY PUBLIC

MY COMMISSION EXPIRES _____

PRINT NOTARY PUBLIC NAME

ACCEPTANCE BY THE CITY OF OREM

THE CITY OF OREM, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL EASEMENTS, STREETS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC.

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

APPROVED BY CITY ENGINEER

APPROVED BY CITY RECORDER

CONDITIONS OF APPROVAL

PLAT B

MECHAM

SUBDIVISION

SECTION 10, TOWNSHIP 6 SOUTH, RANGE 2 EAST, S.L.B. & M.
OREM CITY, UTAH COUNTY, STATE OF UTAH
SCALE 1"= 20 FEET

SURVEYOR

NOTARY PUBLIC

CITY ENGINEER

CLERK-RECORDER

COUNTY RECORDER

Street View





City Council Chambers, 56 N State Street

***** IMPORTANT DEVELOPMENT NOTICE *****

PRELIMINARY PLAT - Approval of the preliminary plat and final plat for Mecham, Plat B located at 425 North 600 West in the R7.5 zone.

The applicant is requesting to split one lot into two by creating a flag lot. This project is located in the Geneva Heights neighborhood.

This is not a public hearing so not public comment will be received at the meeting. If you have questions or comments please contact staff prior to the meeting.

Additional information can be found at orem.org/planning under the "Current Planning (Public Hearing Notices)" tab.

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

Planning Commission
Wed, Nov 15, 2023
4:30 pm



City Council Chambers, 56 N State Street

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JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

Planning Commission
Wed, Nov 15, 2023
4:30 pm

ALLRED - JOSEPH L
454 N 600 W
OREM, UT 84057

ALPINE SCHOOL DISTRICT
50 N CENTER
AMERICAN FORK, UT 84003

ANDERSON - MARYANNE
57 W 400 N
LINDON, UT 84042

ASMUS - JARED C & SHELLY
460 N 680 W
OREM, UT 84057

BARNES - JANET MARIE
414 EMERY AV
OREM, UT 84057

BEHUNIN - LELAND E & VIDA (ET AL)
485 N 500 W
OREM, UT 84057

BOARD OF EDUCATION OF ALPINE
SCHOOL DISTRICT
50 N CENTER
AMERICAN FORK, UT 84003

BOCANEGRA - MARK HAROLD & JAMIE
462 N 680 W
OREM, UT 84057

BROWN - BURKE R & TONI L
420 N 600 W
OREM, UT 84057

BUNNELL - KENNY LYNN & TRACY ANN
4284 ALPINE COVE DR
ALPINE, UT 84004

CASTANEDA - RUDY
420 N EMERY AV
OREM, UT 84057

CHANTHARATH - KENCHAY &
SODACHAN
631 W 500 N
OREM, UT 84057

CHANTHASEN - KYTHAD &
VONGSAVANH
645 W 500 N
OREM, UT 84057

CHOQUE - RAUL & TAMAREE
465 N 680 W
OREM, UT 84057

CHURCH - BECKY
426 N EMERY AV
OREM, UT 84057

CITY OF OREM
56 N STATE ST
OREM, UT 84057

CJCJ FORTUNE - OREM LLC
51 W CENTER ST # 248
OREM, UT 84057

CORBLY - LESLIE & TIMOTHY
423 N 550 W
OREM, UT 84057

COX - STEVEN D & RHONDA L
540 W 400 N
OREM, UT 84057

CRISMON - THOMAS (ET AL)
465 N 600 W
OREM, UT 84057

EREKSON - THOMAS L & THOMAS L (ET
AL)
434 EMERY AV
OREM, UT 84057

ESTRADA - NEFI ORTEGA
607 W 500 N
OREM, UT 84057

FAILS - WILLIS CLARK & WILLIS CLARK
1025 VALLEY VIEW
SANTAQUIN, UT 84655

FARIAS - ANA ALEJANDRA & CRISTIAN
426 N 600 W
OREM, UT 84057

FLANNERY - MILLIE F
457 N 680 W
OREM, UT 84057

GARNER - BRANDON MICHAEL &
MICHELLE BROWN
557 W 460 N
OREM, UT 84057

HAIR - DANIEL W & MARGIE
491 N 550 W
OREM, UT 84057

HARRIS - DANIEL (ET AL)
486 N 680 W
OREM, UT 84057

HOWE - TYLER & ELVIRA
241 COURTNEY LN
ORINDA, CA 94563

HOWE - TYLER T & ELVIR A
241 COURTNEY LN
ORINDA, CA 94563

IHC HEALTH SERVICES INC PO BOX 3390 SALT LAKE CITY, UT 84110	IVERS - CINDY V (ET AL) 431 N 550 W OREM, UT 84057	JENKINS - DOUGLAS & RONILYNN 4115 N 200 E PROVO, UT 84604
JENKINS - DOUGLAS H & RONILYNN 696 W 400 N OREM, UT 84057	JOHNSON - LONNIE K & VIRGINIA M 651 W 400 N OREM, UT 84057	KRATZER - TAY & IRINA (ET AL) 475 N 600 W OREM, UT 84057
LEMUS - BERENICE 432 N 600 W OREM, UT 84057	LSR LLC 439 UT SERIES 1186 E 600 N OREM, UT 84097	LUCK WAYNE HOMES INC 1797 N 120 E OREM, UT 84058
MACEDONE - JORDAN & MEGAN 485 N 600 W OREM, UT 84057	MATTHEWS - SALLIE J 655 W 500 N OREM, UT 84057	MCCURDY - GAIL FRANCIS & ARLEENE YVONNE (ET AL) 720 W 400 N OREM, UT 84057
MECHAM - ANTHON W & MARIE (ET AL) 425 N 600 W OREM, UT 84057	MECHAM - ANTHON W & MARIE (ET AL) 121 E 190 N VINEYARD, UT 84059	MUAMOHOLEVA - FISILAU & BRIANNE 506 N 600 W OREM, UT 84057
MYKHO - VALERIIA 617 W 500 N OREM, UT 84057	NARCISO - JOVANNY (ET AL) 486 N 600 W OREM, UT 84057	NELSON - NANCY G (ET AL) 698 S 750 W SPANISH FORK, UT 84660
NIELSEN - IAN Z & SHELBY P 640 W 400 N OREM, UT 84057	OLER - RICHARD J & MELANIE 484 N 600 W OREM, UT 84057	REEDER - CLINTON & MERINDA 568 W 460 N OREM, UT 84057
REYNOLDS - LESLIE & R LANCE 3165 N 600 E PROVO, UT 84604	RMHF II SERIES LLC (ET AL) 542 W 440 N OREM, UT 84057	RUBIO - AMBROSIO & MARIA LAURA (ET AL) 974 N 100 W OREM, UT 84057
SARVER - AMMON JAMES & JULIE DIANE (ET AL) 436 N 600 W OREM, UT 84057	SINGH - AJMER (ET AL) 12082 TUSCANY CREEK WAY DRAPER, UT 84020	SROUFE - JESSICA A & MICHAEL W 481 N 680 W OREM, UT 84057
TAYLOR - DOUGLAS A & EMILY A 475 N 550 W OREM, UT 84057	TAYLOR - SANDRA 1430 E 900 S SPRINGVILLE, UT 84663	THOMAS - PATRICK J & ROSE ANN BUTLER (ET AL) 534 N EMERY AVE OREM, UT 84057

VALLEJO - VERONICA
1026 W 400 S
OREM, UT 84058

WARWOOD - NAOMI
632 W 400 N
OREM, UT 84057

WASSON - JUSTIN A & JOSLYN K
492 N 600 W
OREM, UT 84057

WHITE - JOHN D & DEBORAH L
437 N 600 W
OREM, UT 84057

YOUNG - RUSSELL JAY & ALICE ANN P
411 N 600 W
OREM, UT 84057

ZABRISKIE PROPERTIES #4 LLC
778 N 320 W
AMERICAN FORK, UT 84003

ZABRISKIE PROPERTIES #5
PO BOX 341
AMERICAN FORK, UT 84003

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	Planning Commission November 15, 2023	Item 3.2
	PUBLIC HEARING — REZONE - Amending Article 22-5-3(A) and the zoning map of the City of Orem by enacting Article 22-11-65 and Appendix ZZ of the Orem City code and by rezoning the property located generally at 1350 East 740 North from the R12 zone to the PD-52 zone (approximately 6 acres).	Prepared By: Makayla Wagstaff Applicant: Gardner & Assoc. Inc

NOTICES:

- Posted in 2 public places
- Posted on City Webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at Utah.gov/pmn
- Noticed 179 property owners with 1,000 ft.

SITE INFORMATION:

- General Plan Designation: **Community Commercial**
- Current Zone: **R12**
- Acreage: **6.0**
- Neighborhood: **Orchard**

ACTION:

The Planning Commission will forward a recommendation to the City Council for this item.

REQUEST: The applicant requests the Planning Commission forward a recommendation to the City Council to amend Article 22-5-3(A) and the zoning map of the City of Orem by enacting Article 22-11-65 and Appendix ZZ of the Orem City code and by rezoning the property located generally at 1350 East 740 North from the R12 zone to the PD-52 zone (approximately 6 acres).

BACKGROUND: The current use of the Provo Behavioral Hospital is legal non-conforming within the R12 zone, meaning that it was there prior to the zone being changed to R12 and thereby is allowed to continue operating under the same use as long as there are not changes to the site. The applicant is applying for the zone change in anticipation of a one story Women's Behavioral Health (24 beds) addition to the current building.

The rezone will bring the use for the Provo Behavioral Hospital to being a legal use and will allow for this addition, only the hospital use is allowed in the PD-52 zone. Following zoning approval, the applicant will apply for site plan approval for the addition. In response to comments at the neighborhood meeting the applicant shifted the location of the addition on the concept plan to be further away from the neighboring residential properties.

Height: The maximum height in the PD-52 zone is 15 feet from slab to top of parapet, this will apply to the new addition.

Setbacks: The addition will be about 80 feet from the south property line.

Architecture: The façade of the addition will be of similar masonry materials as is found on the current building.

Parking: The existing portion of the building was granted a parking reduction of 47% by the Planning Commission on July 11, 2001. The new portion of the building will be required to comply with a parking standard of 1 stall per 2 beds as shown in the proposed text. This standard requires 12 new stalls be provided along with the addition, 19 new stalls are proposed per the concept plan.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission forward a recommendation to the City Council to amend Article 22-5-3(A) and the zoning map of the City of Orem by enacting Article 22-11-65 and Appendix ZZ of the Orem City code and by rezoning the property located generally at 1350 East 740 North from the R12 zone to the PD-52 zone (approximately 6 acres).



Canyon Parkway

Canyon Parkway

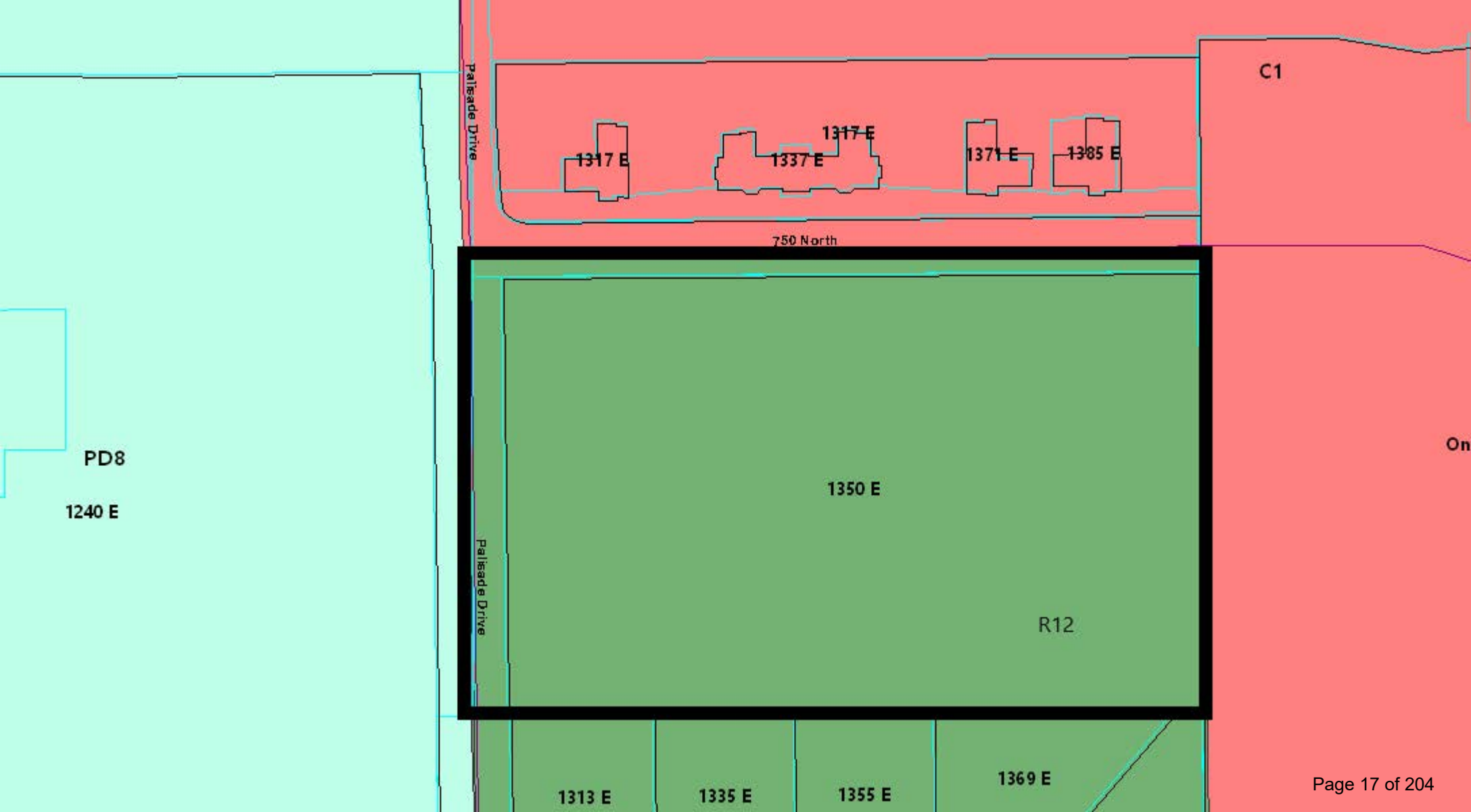
Palisade Drive

Palisade Drive

750 North

One

658 N



Palsade Drive

C1

750 North

1317 E

1317 E

1337 E

1371 E

1385 E

1350 E

R12

PD8

1240 E

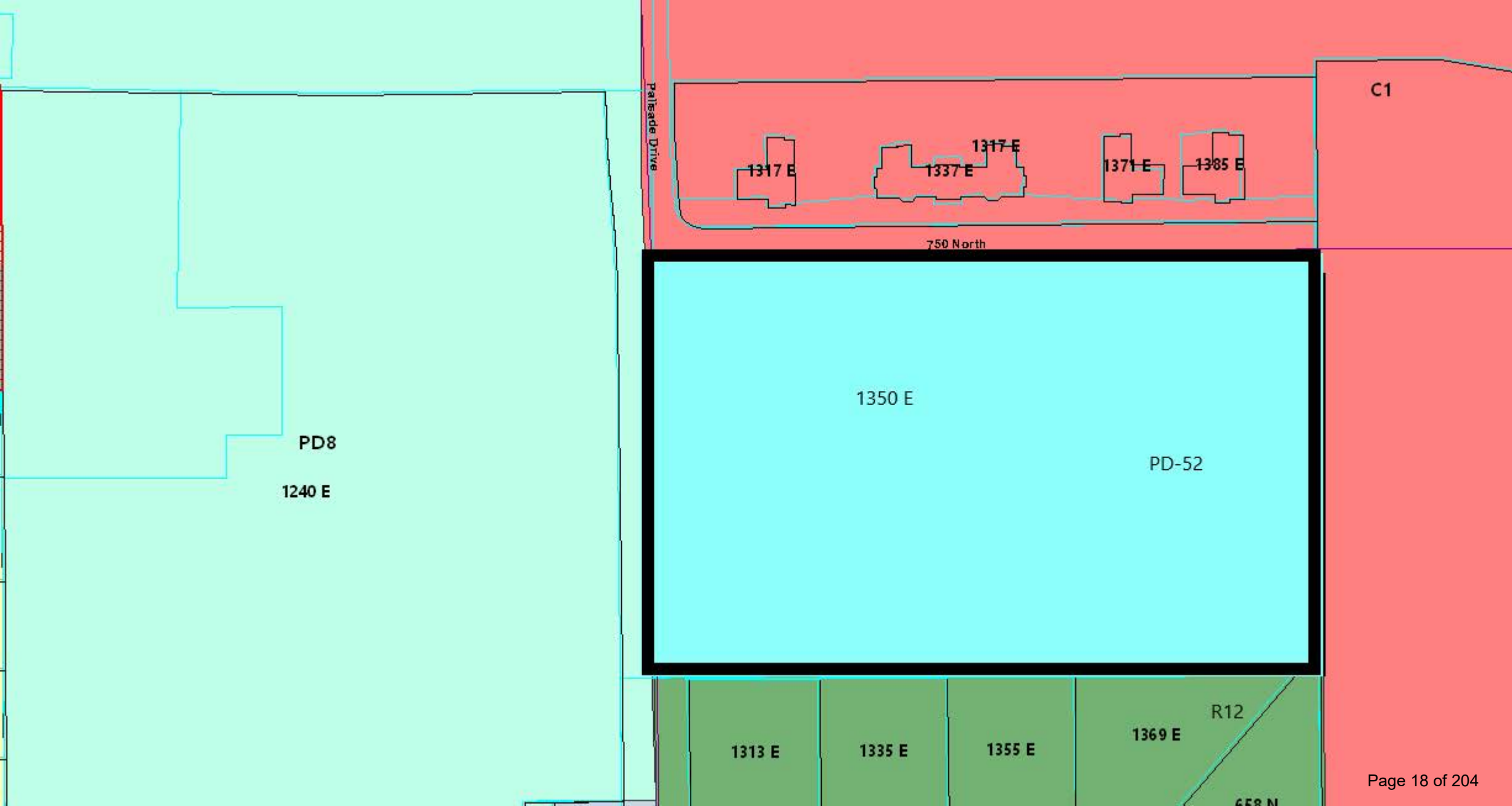
Palsade Drive

1313 E

1335 E

1355 E

1369 E



CODE OF ORDINANCES

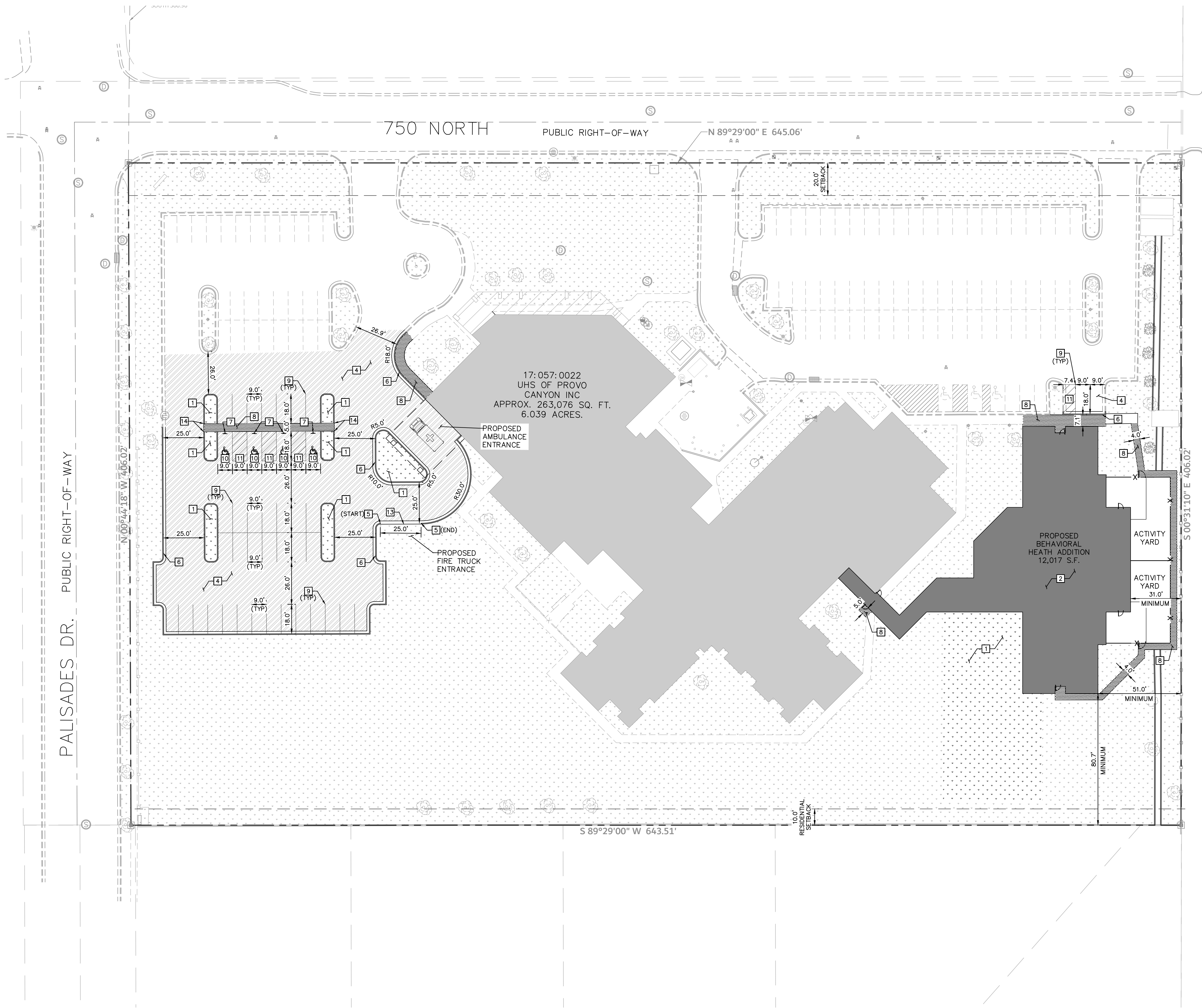
CHAPTER 22 ZONING

ARTICLE 22-11 PD ZONE

22-11-65

22-11-65. PD-52 ZONE

- A. Purpose. The purpose of the proposed PD-S2 zone is to allow a 24-bed expansion of an existing behavioral hospital located approximately 1350 East 750 North, Orem, Utah as shown in Appendix "ZZ".
- B. Development Standards. The following development standards and requirements shall apply to all development in the PD-52 zone.
 - 1. Height. The maximum height of any new addition shall not exceed 15 feet from top of floor slab to top of parapet coping. The mechanical unit (air conditioning unit) shall be placed on the roof of the new 24-bed addition at the most northern point as functionally practical and shall not exceed 10 feet in additional height from the top of the roof deck.
 - 2. Setbacks. The setbacks of the 24-bed addition shall be approximately 80 feet from the south property line. The parking lot area to the west of the current structure shall also be approximately 110 feet from the south property line.
 - 3. Windows. There shall be no windows facing to the south at the facade closest to the south property line in the new 24-bed addition except as it pertains to the emergency fire exit door which faces south.
 - 4. Architectural materials. The facade *of* the new 24-bed addition shall be of similar masonry materials as the current building.
 - 5. Parking Standard. The amount of required off-street parking spaces for the 24-bed expansion of the existing behavioral hospital shall be one (1) parking space for every two (2) beds.
 - 6. Other Regulations. Except as otherwise specified in this Section, the standards and requirements of the Orem City Code shall apply.
- C. Concept Plan. Development of the PD-52 zone shall substantially conform to the Concept Plan included herein as Appendix "ZZ" and incorporated herein by reference and made a part hereof. The Concept Plan illustrates the site layout, types of uses and design and architectural style of buildings to be developed within the PD-52 zone. No request for development within the PD-S2 zone shall be approved, which significantly differs from the Concept Plan. The Concept Plan may be amended in the same manner as an amendment to the zoning ordinance. However, minor amendments to the Concept Plan may be administratively approved by the City Manager or the City Manager's designee.



GENERAL NOTES

- CONTRACTOR TO VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN.
- CONTRACTOR TO PROTECT IN PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
- ANY EXISTING STRUCTURE, IMPROVEMENT OR APPURTENANCE TO REMAIN THAT IS DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- STORM WATER SYSTEM SHOWN AS A REPRESENTATION ONLY. ACTUAL SYSTEM MAY CHANGE WITH CITY REVIEW AND RECOMMENDATION.
- ALL RADII 3' UNLESS OTHERWISE NOTED ON PLAN.
- CONTRACTOR SHALL ENSURE A SMOOTH TIE-IN TO EXISTING PAVEMENT AND SURFACE.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.

SITE INFORMATION

TOTAL SITE AREA	261,592 S.F. (6.01 AC)
EXISTING BUILDING S.F.	58,568 S.F. (INCLUDING 19,622 S.F. SECOND FLOOR)
PROPOSED BUILDING ADDITION S.F.	12,017 S.F.
TOTAL EXISTING PARKING	120 STALLS
TOTAL PROPOSED PARKING	139 STALLS
TOTAL EXISTING ADA PARKING	6 STALLS
TOTAL PROPOSED ADA PARKING	7 STALLS
EXISTING IMPERVIOUS DRAINAGE AREA	118,743 S.F.
PROPOSED IMPERVIOUS DRAINAGE AREA	144,642 S.F.

CONSTRUCTION NOTES

- LANDSCAPE AREA (TYP), REFER TO LANDSCAPE PLANS FOR DETAILS.
- PROPOSED BUILDING ADDITION.
- LIGHT POLE. REFER TO LIGHTING AND ELECTRICAL PLANS DESIGNED BY OTHERS FOR DETAILS.
- CONSTRUCT ASPHALT PAVEMENT PER DETAIL ON SHEET C5.20.
- CONSTRUCT APWA TYPE D CURB AND GUTTER. REFER TO DETAIL ON SHEET C5.10.
- CONSTRUCT 6" TYPICAL VERTICAL CURB AND GUTTER PER OREM CITY STANDARDS AND SPECIFICATIONS. REFER TO DETAIL ON SHEET C5.10.
- FURNISH AND INSTALL VAN ACCESSIBLE ADA SIGN AND POST. PER DETAIL ON SHEET C5.20.
- CONSTRUCT CONCRETE SIDEWALK. PER DETAIL ON SHEET C5.10.
- PAINT 4" WIDE WHITE PARKING STRIPING.
- ADA PARKING STALL.
- FURNISH 4" WHITE PAINTED STRIPES AT 45° AT 2' O.C. PER DETAIL ON SHEET C5.20.
- FURNISH AND INSTALL ADA SIGN AND POST PER DETAIL ON SHEET C5.20.
- PROPOSED RED PAINTED FOR FIRE LANE CURB PER MUTCD STANDARDS.
- CONSTRUCT CURB AND GUTTER TRANSITION PER CITY OF OREM AND APWA STANDARDS AND SPECIFICATIONS.

LEGEND

	PROPERTY LINE
	PROPERTY SETBACK
	PROPOSED BUILDING ADDITION
	PROPOSED CONCRETE SIDEWALK PAVEMENT
	PROPOSED ASPHALT PAVEMENT. REFER TO PAVEMENT SECTION DETAILS ON SHEET C6.10.
	PROPOSED LANDSCAPE

DEPARTMENT REVIEW

SEWER /DATE 10/19/2023

WATER /DATE 10/17/2023

STORM DRAIN /DATE 10/18/2023

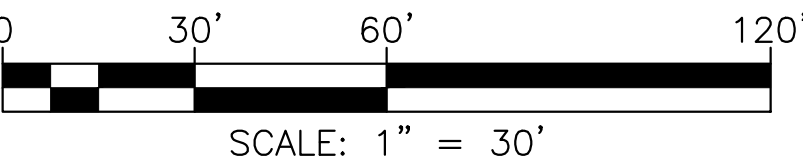
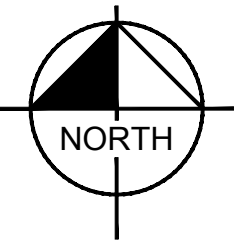
TRAFFIC /DATE

STREET LIGHTS /DATE 10/17/2023

FIRE MARSHAL /DATE

STREETS /DATE 10/18/2023

Received:
Date: 10/16/2023
By: MWV



CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

SHEET C3.00	SEAL	DRAWN BY: BSA _____ 10/5/2023		CONCEPT SITE PLAN		DATE	DESCRIPTION
		DESIGNED BY: BSA _____ 10/5/2023					
		CHECKED BY: CPB _____ 10/5/2023					
		PROJECT No.: 193062000					
		SCALE: AS SHOWN					
BEHAVIORAL HEALTH ADDITION ASPEN GROVE BEHAVIORAL HOSPITAL 1350 E 750 N ST, OREM, UT 84097							
				111 East Broadway, Suite 600 Salt Lake City, UT 84111 Tel. No. (385) 212-3178			



PROVO CANYON BEHAVIOR HOSPITAL EXPANSION

OREM, UTAH

Prepared for:
Stengel-Hill Architecture
613 W Main Street
Louisville, Kentucky 40202

Prepared by:
Kimley»Horn

October 2023
193062000
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TRAFFIC IMPACT STUDY

FOR

PROVO CANYON BEHAVIOR
HOSPITAL EXPANSION

Prepared for:
Stengel-Hill Architecture
613 W Main Street
Louisville, Kentucky 40202



Prepared by:
Kimley-Horn and Associates, Inc.
1850 Ashton Blvd
Suite 150
Lehi, Utah 84043
385-212-3184

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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1. EXECUTIVE SUMMARY

1.1. Project Description

The existing Provo Canyon Behavior Hospital is located on the southeast corner of Palisade Drive and 750 North in the City of Orem, Utah County, Utah. The expansion is planned to add an additional 10,000 square feet (sf) or 24 beds to the existing campus, on the eastern portion of the parcel. Access to the site will be provided via three existing full movement accesses on 750 North.

The location of the Provo Canyon Behavior Hospital Expansion site, study area intersection, and project driveway locations are shown in **Figure ES-1**.

The proposed expansion will add to the existing Provo Canyon Behavior Hospital development on parcel 170570022. A conceptual site plan of the development is shown in **Figure 2**. For this Traffic Impact Study (TIS), the anticipated future completion year for the proposed expansion is 2025.

1.2. Findings

1.2.1. Project Trip Generation

The proposed development to be completed in 2025 is expected to generate 62 daily trips, with five new trips occurring in the AM peak hour and eight new trips occurring in the PM peak hour of a typical weekday.

1.2.2. Analysis Findings and Potential Traffic Mitigations

Level of Service (LOS) results for the study area intersection are presented in **Table ES-1**.

Table ES-1 – Operational Analysis Results

Intersection	2023 Existing		2025 Background		2025 Background Plus Project	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
800 North/ Palisades Drive (#1) Signalized	6.2 (A)	10.3 (B)	6.4 (A)	11.1 (B)	6.5 (A)	11.3 (B)
750 North/ Palisades Drive (#2) Two-Way Stop-Control						
Northbound Left	0.0 (A)	7.3 (A)	0.0 (A)	7.3 (A)	0.0 (A)	7.3 (A)
Eastbound Left	10.5 (B)	9.6 (A)	10.7 (B)	9.7 (A)	10.7 (B)	9.8 (A)
Westbound Left	9.7 (A)	0.0 (A)	9.8 (A)	0.0 (A)	9.9 (A)	0.0 (A)
Westbound Right	8.7 (A)	8.7 (A)	8.8 (A)	8.7 (A)	8.8 (A)	8.7 (A)
Southbound Left	7.3 (A)	7.5 (A)	7.3 (A)	7.5 (A)	7.4 (A)	7.5 (A)

The intersection of 800 North and Palisades Drive (#1) and the intersection of 750 North and Palisades Drive operate at an acceptable level of service in the 2023 existing, 2025 background, and 2025 background plus project scenarios.

1.2.3. Conclusion

The expansion to the Provo Canyon Behavior Hospital is anticipated to generate 62 daily trips, with five new trips occurring in the AM peak hour and eight new trips occurring in the PM peak hour of a typical weekday. It is not expected that the minor increase in traffic generation will degrade the current acceptable operations of the surrounding transportation network. No mitigation measures are expected to be needed to accommodate traffic from the expansion to the Provo Canyon Behavior Hospital.

The access drives that serve the existing Provo Canyon Behavior Hospital are to remain and are expected to serve the proposed expansion acceptably. As the access drives are located along a dead-end street and minimal traffic is expected to be added to each access, no significant impact to the operation of these driveways is expected.



Study Area Intersection:

1. 800 North / Palisades Drive
2. 750 North / Palisades Drive

Project Access Driveways:

- A. 750 North / Access A
- B. 750 North / Access B
- C. 750 North / Access C

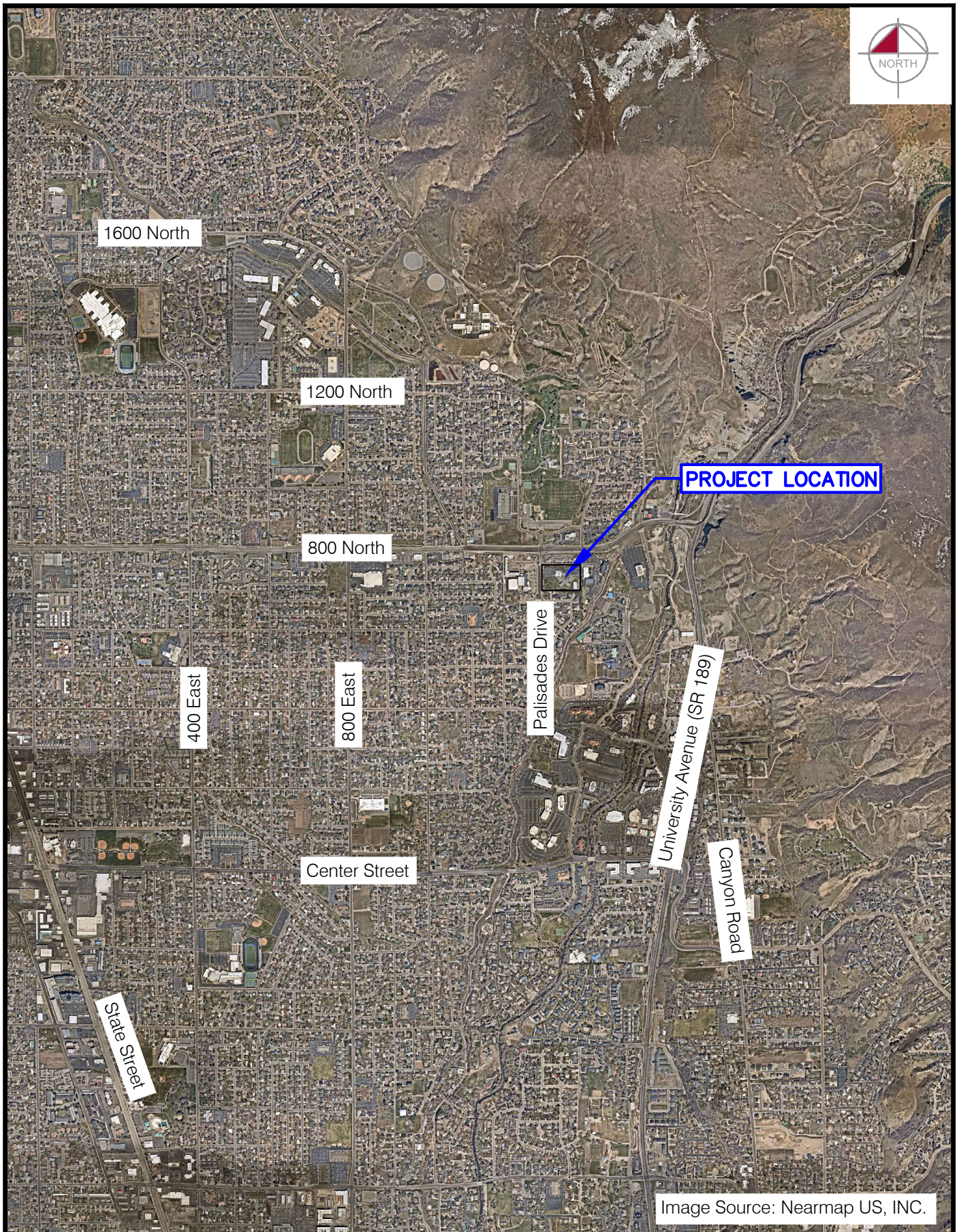
2. INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by the Stengel-Hill Architecture to prepare a traffic impact study (TIS) for the proposed Provo Canyon Behavioral Hospital Expansion, located on the southeast corner of 750 North and Palisades Drive in the City of Orem, Utah County, Utah. The expansion is planned to add an additional 10,000 square feet (sf) or 24 beds to the existing campus. The location of the Provo Canyon Behavior Expansion within the City of Orem is shown in **Figure 1**.

The existing Provo Canyon Behavior Hospital is on parcel 170570022. A conceptual site plan of the development is shown in **Figure 2**. Access to the site will be provided via three existing full movement accesses on 750 North. The developer's site plan is also provided as **Appendix A**. For this TIS, the anticipated future completion year for the proposed expansion is 2025.

The purpose of this TIS is to identify trip generation characteristics of the proposed development, evaluate traffic related impacts on the adjacent street system, and recommend mitigation measures to identified impacts.

This study was prepared in accordance with the Orem City Traffic Impact Study Requirements (included in Appendix E of the Orem Transportation Master Plan). Based on the Orem City Traffic Impact Study Requirements and the project's proposed trip generation, a Level I TIS was prepared, with existing conditions (2023) and opening day (2025) included in the analysis.



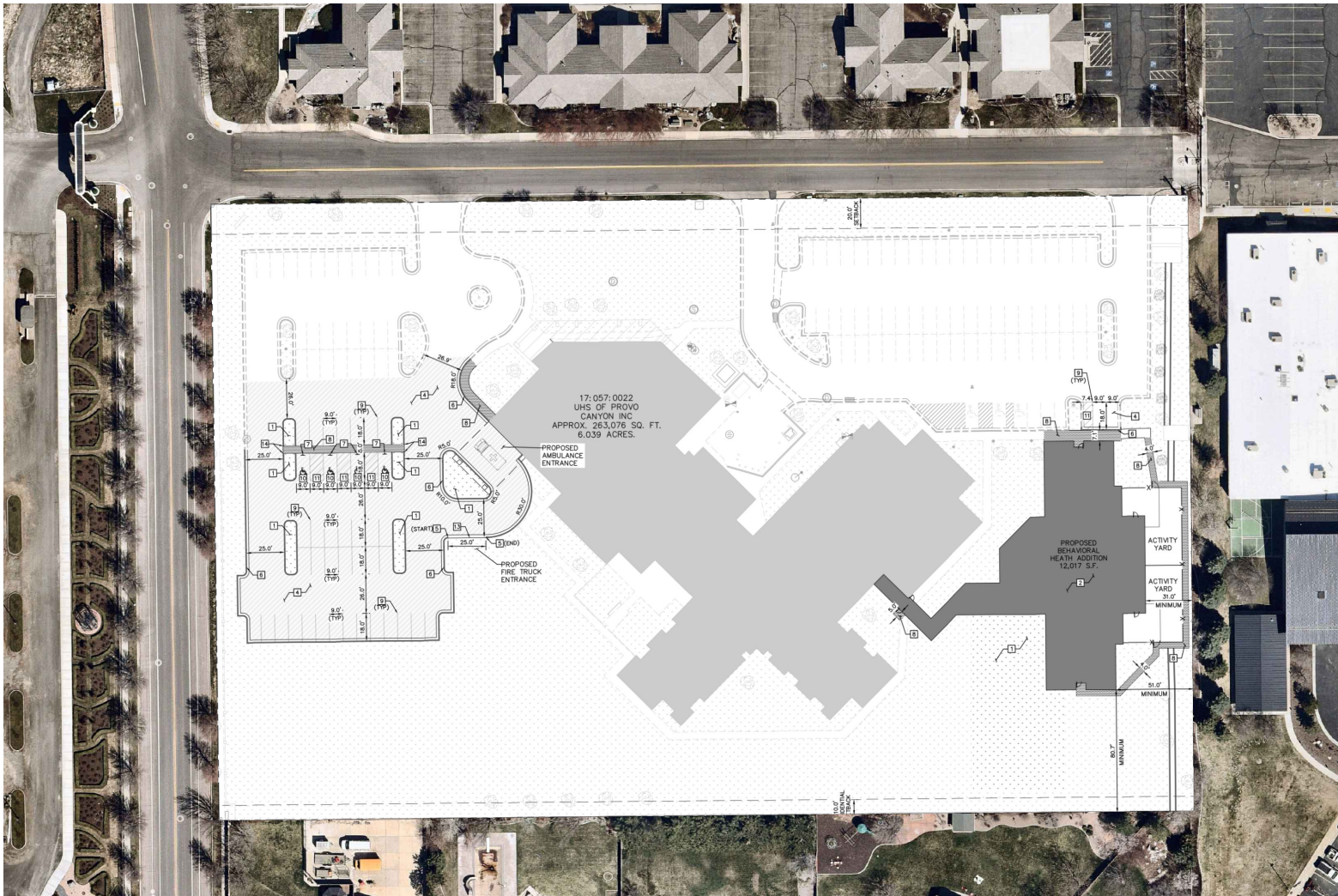


Image Source: Stengel-Hill Architecture

3. EXISTING CONDITIONS

This section of the report details existing conditions adjacent to the proposed project site.

3.1. Study Area Intersections

The study area intersections were based on the guidelines outlined in Appendix E in the Orem Transportation Master Plan. The traffic study guidelines state that “the study area may be limited to or include property frontage and include neighboring and adjacent parcels. Identify site, cross, and next adjacent up and down stream access points within access category distance of property boundaries.” Based on these parameters, the signalized intersection of 800 North and Palisades Drive (#1) and the stop-controlled intersection of 750 North and Palisades Drive (#2) were identified for analysis.

3.2. Existing Land Uses

The site consists of parcel number 170570022, which is currently occupied by the existing Provo Canyon Behavioral Hospital facility. The site is currently zoned CC (Community Commercial). Per the Orem City zoning map, the parcel is surrounded by low density residential and community commercial zoning.

3.3. Existing Lane Configurations and Control

Regional access to the Provo Canyon Behavior Hospital Expansion development will be provided via I-15, State Street (SR 89) and University Avenue (SR 189). Primary access to the development will be provided by 800 North (SR 52) and Palisades Drive (#1). Direct access will be provided by 750 North.

800 North (SR 52) is an east/west state-maintained roadway with two lanes in each direction and a center two-way left-turn lane (TWLTL). The roadway is classified as a Principal Arterial roadway per the UDOT Functional Classification Map. The posted speed limit is 45 miles per hour (mph) within the study area.

Palisades Drive is a north/south city-maintained roadway with one lane in each direction. The roadway is classified as an Urban Collector in the Orem City Transportation Master Plan. Bicycle lanes are provided on both sides of the road south of 750 North. On-Street parking is permitted south of 750 North. The posted speed limit is 25 mph in the study area.

750 North is an east/west city maintained roadway with two lanes in each direction. The roadway is classified as a Local roadway in the Orem City Transportation Master Plan. The posted speed limit is assumed to be 25 mph in the study area.

Existing speed limits, lane configurations, and traffic control at the time of this study are illustrated in **Figure 3**.

3.4. Existing Traffic Volumes

Existing AM (7:00-9:00) and PM (4:00-6:00) peak period turning movement count data for the intersection of 800 North and Palisades Drive (#1) was collected using the Utah Department of Transportation's (UDOT) Automated Traffic Signal Performance Measures (ATSPM) online tool. Data was obtained for the following time periods:

- Thursday, August 17, 2023
- Wednesday, August 23, 2023
- Tuesday, August 29, 2023

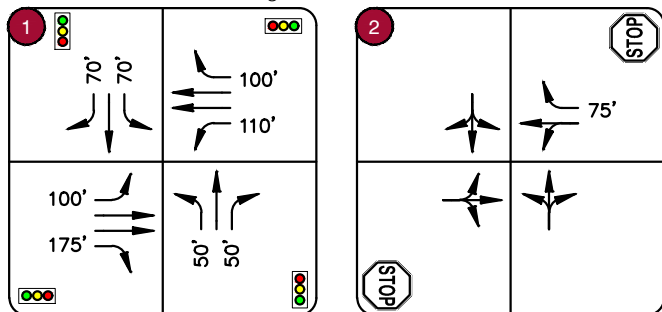
For a representation of typical weekday AM and PM peak hour traffic, an average of the AM and PM peak hour traffic volumes from the three time periods was calculated and used for this study.

The PM peak hour for the intersection of 750 North and Palisades Drive was collected on Wednesday, October 11, 2023 and the AM Peak hour was collected on Thursday, October 12, 2023.

A summary of the existing traffic data at the study area intersection is shown in **Figure 3**. Data sheets for the three time periods and averages are provided in **Appendix B**.



2023 Existing Lane Configuration and Control



2023 Existing Peak Hour Traffic Volumes

1 36(76) 6(16) 28(51) 4(11) 848(1888) 31(25)	2 2(15) 47(19) 30(82) 67(15) 10(0)
65(50) 1590(1080) 45(23) 29(77) 17(18) 24(48)	63(1) 16(1) 0(1) 31(53) 3(8)

4. FUTURE CONDITIONS

This section summarizes conditions that are expected in the future 2025 conditions.

4.1. Proposed Development

The proposed Provo Canyon Behavior Hospital Expansion development is anticipated to be completed in 2025 and will consist of an additional 10,000 square feet (sf) or 24 beds to the existing campus.

Access to the site will be provided via three existing full movement accesses on 750 North.

4.2. Planned Improvements

A review of the Orem City Master Transportation Plan shows no improvements that would affect the proposed development in 2025. It should be noted that 800 North is planned to be widened to seven lanes as part of Mountainland Association of Governments (MAG) – Phase 3 from 2035-2040, per the Orem City Master Transportation Plan.

4.3. 2025 Background Traffic Volumes

To determine the impact of project traffic, the first step is to estimate future baseline traffic volumes on roadways in the vicinity of proposed development site. 2025 background traffic volumes were forecasted by observing historic traffic volumes via the Wasatch Front Regional Council (WFRC) Travel Demand Model. The traffic on 800 North (from Palisades Drive to University Avenue (SR 189)), 800 North (from 800 East to Palisades Drive), and Palisades Drive (from 800 North to 400 North) grew approximately 1.20%, 0.83%, and 0.45% per year between 2019-2024, respectively. However, to be conservative in this analysis a 2.0% annual growth rate was used to calculate future traffic volumes.

The 2025 background traffic volumes at the study area intersections are illustrated in **Figure 4**.



1 ← 38(81) ← 6(17) ← 30(54)	↗ 4(12) ← 900(2004) ↖ 33(27)
69(53) ↗ 1687(1146) → 48(24) ↘	↗ 31(82) ↗ 18(19) ↗ 25(51)

2 ↖ 2(16) ← 50(20) ↖ 32(87)	↗ 71(16) ↖ 11(0)
67(1) ↗ 17(1) ↘	↗ 0(1) ↗ 33(56) ↗ 3(8)

4.4. Project Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition was used to estimate the number of new trips that are anticipated to be generated by the Provo Canyon Behavior Hospital Expansion project. The ITE *Trip Generation Manual* is a widely accepted reference that contains a compilation of trip generation studies completed at sites throughout the country.

Daily and peak hour trips, shown in **Table 1**, were calculated using applicable regression equations and average rates from the ITE *Trip Generation Manual*. The ITE *Trip Generation Manual* information is provided in **Appendix C**.

It should be noted that there is not a specific ITE land use code (LUC) for behavior hospitals. The land use in the *Trip Generation Manual* that is most-closely associated with behavioral health is that of an assisted living facility, or ITE LUC 254 – Assisted Living. The *Trip Generation Manual* defines assisted living facilities as “a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations” and “The complex commonly provides separate living quarters for each resident.”

The proposed development is expected to generate 62 daily trips, with five new trips occurring in the AM peak hour and eight new trips occurring in the PM peak hour of a typical weekday.

Table 1 – Trip Generation for Provo Canyon Behavior Hospital Expansion

Land Use Type	ITE Land Use Code	Quantity	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
Assisted Living	254	24	Beds	62	3	2	5	4	4	8

4.5. Project Trip Distribution

Project trip directional distribution quantifies the percentage of site-generated traffic that approaches and departs the site from a given direction.

Distribution estimates consider study area street network characteristics, existing traffic patterns based on collected count data, expected street network, and access to regional facilities.

Entering and exiting trip distribution for the site is shown in **Figure 5**.

4.6. Project Trip Assignment

Trips generated by the proposed development were assigned to the roadway network based on the trip distribution and likely travel patterns to and from the project site.

Trips were assigned using the lane geometry and intersection control shown in **Figure 3** as well as the project trip distribution and estimated traffic generation provided in **Figure 5** and **Table 1**, respectively. Project trip assignment is illustrated in **Figure 5**.

4.7. 2025 Background Plus Project Traffic Volumes

The project trip assignment (**Figure 5**) was added to 2025 background traffic volumes (**Figure 4**) to calculate 2025 background plus project traffic volumes for study area intersections.

The 2025 background plus project peak hour traffic volumes are illustrated in **Figure 6**.



Project Trip Distribution				Project Trip Assignment			
1		← 40%(0%)		1		← 2(2)	
	60%(0%) →	0%(60%) →	0%(40%) →		2(3) →	2(3) →	1(2) →
2		← 100%(0%)	← 0%(100%)	2		← 3(4)	← 2(4)



1 ← 38(81) ← 6(17) ← 30(54)	↗ 4(12) ← 900(2004) ↖ 35(29)
69(53) ↗ 1687(1146) → 50(27) ↘	↗ 33(85) ↗ 18(19) ↗ 26(53)

2 ↖ 2(16) ← 50(20) ↖ 35(91)	↖ 73(20) ↖ 11(0)
67(1) ↗ 17(1) ↘	↖ 0(1) ↗ 33(56) ↗ 3(8)

5. ANALYSIS

Traffic scenarios analyzed in this TIS include those listed below. Each scenario's AM and PM peak hour are analyzed and reported in this section:

- 2023 Existing
- 2025 Background
- 2025 Background Plus Project

5.1. Analysis Methodology

Study area intersections were analyzed based on average total delay for signalized and unsignalized intersections as presented in the Transportation Research Board's *Highway Capacity Manual, 6th Edition* (HCM 6).

Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for a signalized intersection, four-way stop controlled intersections, or a roundabout is defined for the intersection as a whole. **Table 2** shows the definition of LOS for intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, 6th Edition, Transportation Research Board.

Synchro 11 Analysis and Optimization Software was used to analyze the study area intersections for LOS and total delay.

The Orem City Traffic Impact Study Guidelines state that mitigation improvements are required for intersections not operating at an acceptable LOS. The Orem City defines LOS D as acceptable for future planning in the Orem City Master Transportation Plan.

5.2. Operational Analysis

Analysis of 2023 existing, 2025 background, and 2025 background plus project conditions are based on the lane geometry and intersection control shown in **Figure 3**.

Synchro reports for operational analyses for each scenario are provided in **Appendix D**.

5.2.1. Key Intersection Operational Analysis

Operational analysis results for the 2023 existing, 2025 background, and 2025 background plus project scenarios for both the AM and PM peak hours are shown in **Table 3**.

The intersection of 800 North and Palisades Drive (#1) and the intersection of 750 North and Palisades Drive (#2) operate at an acceptable level of service in the 2023 existing, 2025 background, and 2025 background plus project scenarios.

Table 3 – Intersection Peak Hour LOS Analysis Results

Intersection	2023 Existing		2025 Background		2025 Background Plus Project	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
800 North/ Palisades Drive (#1) Signalized	6.2 (A)	10.3 (B)	6.4 (A)	11.1 (B)	6.5 (A)	11.3 (B)
750 North/ Palisades Drive (#2) Two-Way Stop-Control						
Northbound Left	0.0 (A)	7.3 (A)	0.0 (A)	7.3 (A)	0.0 (A)	7.3 (A)
Eastbound Left	10.5 (B)	9.6 (A)	10.7 (B)	9.7 (A)	10.7 (B)	9.8 (A)
Westbound Left	9.7 (A)	0.0 (A)	9.8 (A)	0.0 (A)	9.9 (A)	0.0 (A)
Westbound Right	8.7 (A)	8.7 (A)	8.8 (A)	8.7 (A)	8.8 (A)	8.7 (A)
Southbound Left	7.3 (A)	7.5 (A)	7.3 (A)	7.5 (A)	7.4 (A)	7.5 (A)

5.2.2. Project Access and Other Intersection Operational Analysis

The anticipated added traffic from the proposed development expansion is minimal and not anticipated to affect the non-signalized intersections in the area.

The access drives that serve the existing Provo Canyon Behavior Hospital are to remain and are expected to serve the proposed expansion acceptably. As the access drives are located along a dead-end street and minimal traffic is expected to be added to each access, no significant impact to the operation of these driveways is expected.

6. CONCLUSION

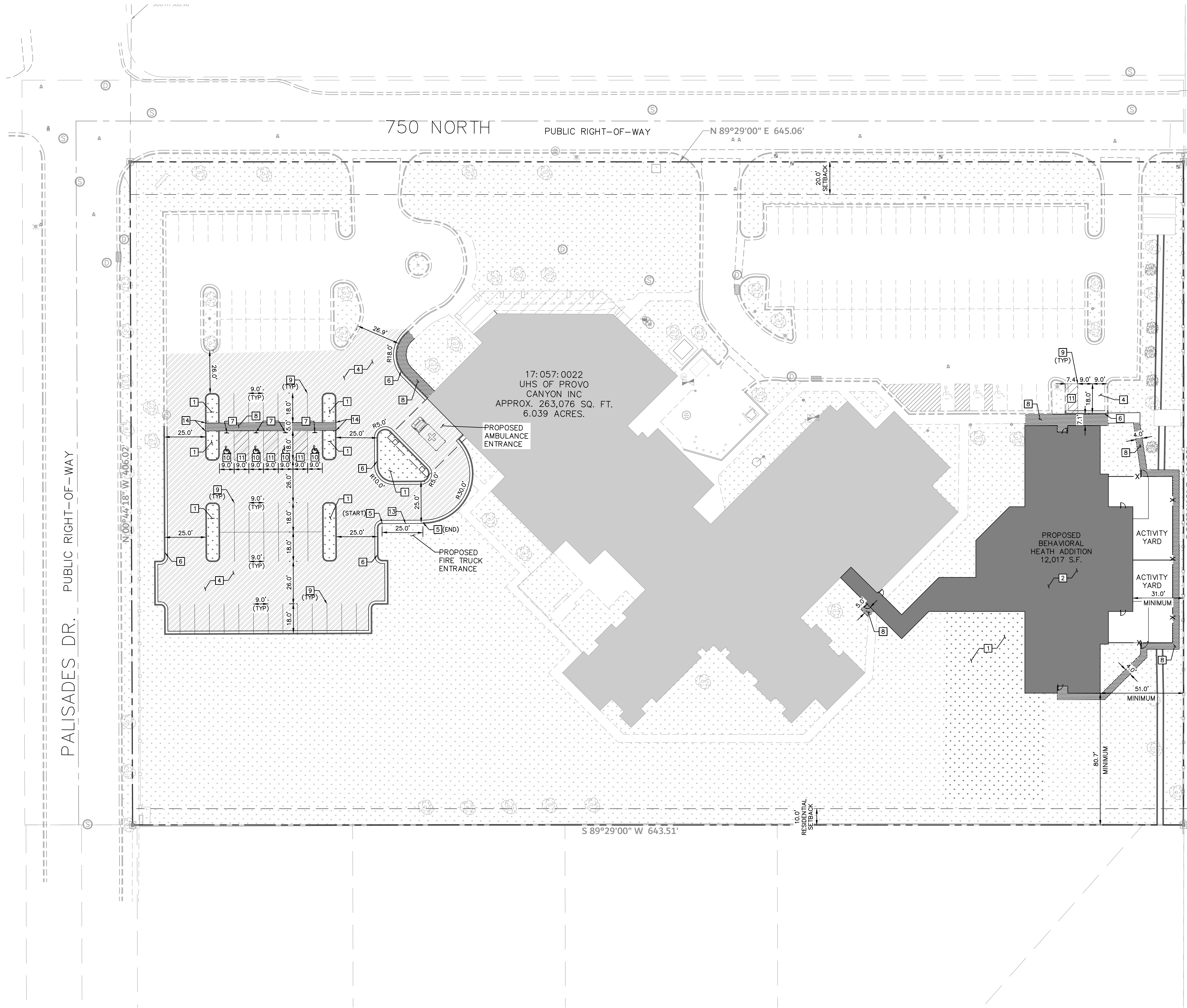
The expansion to the Provo Canyon Behavior Hospital is anticipated to generate 62 daily trips, with five new trips occurring in the AM peak hour and eight new trips occurring in the PM peak hour of a typical weekday. It is not expected that the minor increase in traffic generation will degrade the current acceptable operations of the surrounding transportation network. No mitigation measures are expected to be needed to accommodate traffic from the expansion to the Provo Canyon Behavior Hospital.

The intersection of 800 North and Palisades Drive (#1) and the intersection of 750 North and Palisades Drive (#2) operate at an acceptable level of service in the 2023 existing, 2025 background, and 2025 background plus project scenarios.

The access drives that serve the existing Provo Canyon Behavior Hospital are to remain and are expected to serve the proposed expansion acceptably. As the access drives are located along a dead-end street and minimal traffic is expected to be added to each access, no significant impact to the operation of these driveways is expected.

APPENDIX A

SITE PLAN



GENERAL NOTES

- CONTRACTOR TO VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN.
- CONTRACTOR TO PROTECT IN PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
- ANY EXISTING STRUCTURE, IMPROVEMENT OR APPURTENANCE TO REMAIN THAT IS DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- STORM WATER SYSTEM SHOWN AS A REPRESENTATION ONLY. ACTUAL SYSTEM MAY CHANGE WITH CITY REVIEW AND RECOMMENDATION.
- ALL RADII 3' UNLESS OTHERWISE NOTED ON PLAN.
- CONTRACTOR SHALL ENSURE A SMOOTH TIE-IN TO EXISTING PAVEMENT AND SURFACE.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.

SITE INFORMATION

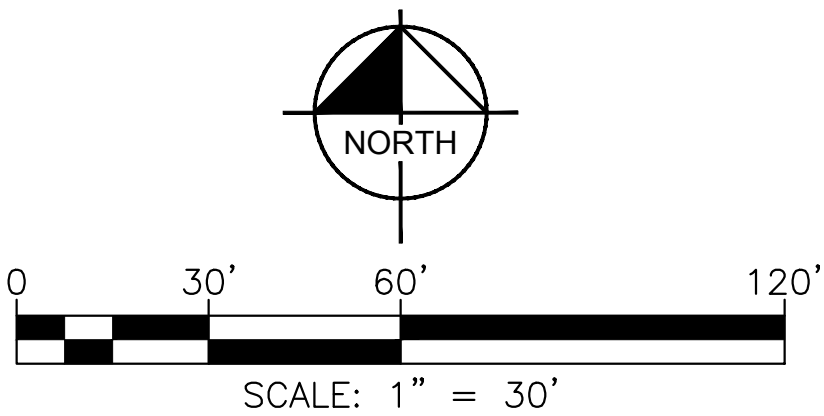
TOTAL SITE AREA	261,592 S.F. (6.01 AC)
EXISTING BUILDING S.F.	58,568 S.F. (INCLUDING 19,622 S.F. SECOND FLOOR)
PROPOSED BUILDING ADDITION S.F.	12,017 S.F.
TOTAL EXISTING PARKING	120 STALLS
TOTAL PROPOSED PARKING	168 STALLS
TOTAL EXISTING ADA PARKING	6 STALLS
TOTAL PROPOSED ADA PARKING	7 STALLS
EXISTING IMPERVIOUS DRAINAGE AREA	118,743 S.F.
PROPOSED IMPERVIOUS DRAINAGE AREA	144,642 S.F.

CONSTRUCTION NOTES

- LANDSCAPE AREA (TYP), REFER TO LANDSCAPE PLANS FOR DETAILS.
- PROPOSED BUILDING ADDITION.
- LIGHT POLE. REFER TO LIGHTING AND ELECTRICAL PLANS DESIGNED BY OTHERS FOR DETAILS.
- CONSTRUCT ASPHALT PAVEMENT PER DETAIL ON SHEET C5.20.
- CONSTRUCT APWA TYPE D CURB AND GUTTER. REFER TO DETAIL ON SHEET C5.10.
- CONSTRUCT 6" TYPICAL VERTICAL CURB AND GUTTER PER OREM CITY STANDARDS AND SPECIFICATIONS. REFER TO DETAIL ON SHEET C5.10.
- FURNISH AND INSTALL VAN ACCESSIBLE ADA SIGN AND POST. PER DETAIL ON SHEET C5.20.
- CONSTRUCT CONCRETE SIDEWALK. PER DETAIL ON SHEET C5.10.
- PAINT 4" WIDE WHITE PARKING STRIPING.
- ADA PARKING STALL.
- FURNISH 4" WHITE PAINTED STRIPES AT 45° AT 2' O.C. PER DETAIL ON SHEET C5.20.
- FURNISH AND INSTALL ADA SIGN AND POST PER DETAIL ON SHEET C5.20.
- PROPOSED RED PAINTED FOR FIRE LANE CURB PER MUTCD STANDARDS.
- CONSTRUCT CURB AND GUTTER TRANSITION PER CITY OF OREM AND APWA STANDARDS AND SPECIFICATIONS.

LEGEND

	PROPERTY LINE
	PROPERTY SETBACK
	PROPOSED BUILDING ADDITION
	PROPOSED CONCRETE SIDEWALK PAVEMENT
	PROPOSED ASPHALT PAVEMENT. REFER TO PAVEMENT SECTION DETAILS ON SHEET C6.10.
	PROPOSED LANDSCAPE



CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

SHEET C3.00	SEAL	DRAWN BY: BSA _____ 10/5/2023 _____		HORIZONTAL CONTROL	Kimley»»Horn 111 East Broadway, Suite 600 Salt Lake City, UT 84111 Tel. No. (385) 212-3178	△	DATE	DESCRIPTION
		DESIGNED BY: BSA _____ 10/5/2023 _____				10/05/2023	VALIDATION SET	
		CHECKED BY: CPB _____ 10/5/2023 _____						
		PROJECT No.: 193062000 _____						
		SCALE: AS SHOWN						
				BEHAVIORAL HEALTH ADDITION ASPEN GROVE BEHAVIORAL HOSPITAL 1350 E 750 N ST, OREM, UT 84097				

APPENDIX B

TRAFFIC COUNT DATA

8/29/2023	EBL	EBT	EBR	EB Tot	WBL	WBT	WBR	WB To	NBL	NBT	NBR	NB Tot	SBL	SBT	SBR	SB Tot	Total	Rolling	Hour
12:00 AM	2	16	0	18	0	32	0	32	1	0	0	1	0	0	0	0	51	145	
12:15 AM	1	15	1	17	0	22	0	22	1	0	0	1	0	1	2	3	43	111	
12:30 AM	0	18	0	18	0	12	0	12	0	0	0	0	0	0	0	0	30	90	
12:45 AM	0	6	0	6	0	14	0	14	0	0	1	1	0	0	0	0	21	73	
1:00 AM	0	9	0	9	0	6	0	6	1	0	1	2	0	0	0	0	17	63	
1:15 AM	0	9	0	9	0	12	0	12	0	0	0	0	0	1	0	1	22	58	
1:30 AM	0	9	0	9	0	3	0	3	1	0	0	1	0	0	0	0	13	49	
1:45 AM	0	3	0	3	0	8	0	8	0	0	0	0	0	0	0	0	11	42	
2:00 AM	0	6	0	6	0	6	0	6	0	0	0	0	0	0	0	0	12	38	
2:15 AM	0	6	0	6	2	4	0	6	1	0	0	1	0	0	0	0	13	36	
2:30 AM	0	4	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6	44	
2:45 AM	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0	7	51	
3:00 AM	0	4	1	5	0	5	0	5	0	0	0	0	0	0	0	0	10	54	
3:15 AM	1	9	0	10	0	10	0	10	1	0	0	1	0	0	0	0	21	58	
3:30 AM	0	5	1	6	0	7	0	7	0	0	0	0	0	0	0	0	13	79	
3:45 AM	0	6	0	6	0	4	0	4	0	0	0	0	0	0	0	0	10	103	
4:00 AM	0	8	0	8	1	5	0	6	0	0	0	0	0	0	0	0	14	147	
4:15 AM	0	24	1	25	0	17	0	17	0	0	0	0	0	0	0	0	42	205	
4:30 AM	0	28	1	29	0	8	0	8	0	0	0	0	0	0	0	0	37	264	
4:45 AM	0	39	0	39	0	13	0	13	2	0	0	2	0	0	0	0	54	354	
5:00 AM	0	49	2	51	0	18	0	18	1	1	1	3	0	0	0	0	72	490	
5:15 AM	0	70	1	71	0	28	0	28	1	0	1	2	0	0	0	0	101	622	
5:30 AM	0	82	1	83	0	42	0	42	0	0	1	1	0	1	0	1	127	790	
5:45 AM	2	134	4	140	4	40	0	44	4	1	1	6	0	0	0	0	190	1006	
6:00 AM	2	155	1	158	1	36	0	37	3	1	1	5	0	2	2	4	204	1203	
6:15 AM	2	196	3	201	2	55	0	57	3	2	3	8	0	0	3	3	269	1371	
6:30 AM	2	233	3	238	2	88	3	93	7	1	2	10	2	0	0	2	343	1630	
6:45 AM	3	274	4	281	2	97	0	99	4	0	2	6	1	0	0	1	387	1935	
7:00 AM	5	233	9	247	0	113	0	113	2	2	2	6	3	1	2	6	372	2172	
7:15 AM	11	333	10	354	2	142	1	145	4	0	6	10	11	2	6	19	528	2428	
7:30 AM	11	408	8	427	5	182	2	189	10	1	2	13	12	1	6	19	648	2573	
7:45 AM	10	400	17	427	7	162	0	169	8	0	5	13	6	5	4	15	624	2606	
8:00 AM	12	408	13	433	13	156	1	170	6	6	2	14	7	1	3	11	628	2751	
8:15 AM	10	450	10	470	3	172	1	176	6	2	9	17	4	2	4	10	673		
8:30 AM	15	381	11	407	5	228	1	234	10	5	8	23	6	1	10	17	681		
8:45 AM	32	358	15	405	10	283	4	297	13	9	11	33	10	1	23	34	769		
9:00 AM	37	294	11	342	12	233	4	249	10	22	6	38	18	15	49	82	711	2448	
9:15 AM	12	359	14	385	8	200	3	211	6	5	7	18	11	9	30	50	664	2261	
9:30 AM	14	262	6	282	6	200	0	206	8	2	4	14	3	4	11	18	520	2049	
9:45 AM	10	297	9	316	12	192	2	206	3	4	10	17	4	1	9	14	553	2038	
10:00 AM	12	239	5	256	9	221	1	231	7	6	10	23	4	2	8	14	524	2008	
10:15 AM	11	223	6	240	6	177	0	183	8	1	6	15	6	3	5	14	452	1980	
10:30 AM	8	264	4	276	4	203	0	207	15	2	2	19	1	1	5	7	509	1985	
10:45 AM	6	237	7	250	10	235	2	247	8	2	5	15	5	2	4	11	523	2000	
11:00 AM	11	226	8	245	3	213	3	219	13	3	6	22	3	1	6	10	496	1998	
11:15 AM	5	206	6	217	5	192	2	199	9	5	7	21	8	1	11	20	457	2063	
11:30 AM	7	227	9	243	4	224	3	231	17	4	11	32	11	0	7	18	524	2123	
11:45 AM	9	210	5	224	7	227	0	234	18	3	6	27	17	8	11	36	521	2070	
12:00 PM	12	230	7	249	5	228	3	236	9	9	14	32	3	10	31	44	561	2109	
12:15 PM	7	234	1	242	5	233	0	238	10	4	2	16	8	2	11	21	517	2046	
12:30 PM	10	198	3	211	2	206	0	208	16	4	2	22	7	4	19	30	471	2039	
12:45 PM	5	255	12	272	8	230	4	242	13	3	6	22	5	3	16	24	560	2084	
1:00 PM	12	208	12	232	3	218	3	224	18	2	4	24	2	2	14	18	498	2040	
1:15 PM	7	212	6	225	7	233	1	241	14	3	9	26	6	0	12	18	510	2089	
1:30 PM	7	213	2	222	6	254	0	260	9	4	2	15	3	4	12	19	516	2114	
1:45 PM	17	234	6	257	9	214	2	225	7	2	10	19	2	4	9	15	516	2162	
2:00 PM	11	200	3	214	7	276	2	285	14	3	16	33	6	3	6	15	547	2280	
2:15 PM	19	209	3	231	4	253	1	258	12	6	6	24	7	3	12	22	535	2276	
2:30 PM	11	254	9	274	7	234	1	242	11	5	7	23	10	5	10	25	564	2433	
2:45 PM	18	251	5	274	6	306	1	313	15	0	11	26	7	2	12	21	634	2666	
3:00 PM	18	182	1	201	3	292	5	300	8	5	3	16	13	0	13	26	543	2722	
3:15 PM	35	221	5	261	6	351	1	358	18	16	7	41	11	3	18	32	692	2883	
3:30 PM	26	203	3	232	14	387	2	403	21	9	15	45	16	24	77	117	797	2915	
3:45 PM	16	248	6	270	10	346	1	357	22	0	7	29	5	9	20	34	690	2878	
4:00 PM	10	230	7	247	6	390	1	397	16	3	11	30	8	4	18	30	704	2995	
4:15 PM	9	248	1	258	9	397	2	408	25	1	10	36	9	1	12	22	724	3143	

8/29/2023	EBL	EBT	EBR	EB Tot	WBL	WBT	WBR	WB To	NBL	NBT	NBR	NB To	SBL	SBT	SBR	SB Tot	Total	Rolling Hour
4:30 PM	13	235	5	253	7	429	2	438	35	1	14	50	6	4	9	19	760	3325
4:45 PM	14	228	6	248	5	471	3	479	25	3	17	45	10	5	20	35	807	3361
5:00 PM	22	264	4	290	9	455	3	467	24	2	14	40	23	3	29	55	852	3353
5:15 PM	6	283	7	296	6	515	3	524	15	8	14	37	19	4	26	49	906	
5:30 PM	11	261	3	275	4	469	0	473	11	5	4	20	6	5	17	28	796	
5:45 PM	14	274	6	294	14	433	1	448	15	9	6	30	12	5	10	27	799	
6:00 PM	13	272	6	291	9	356	1	366	12	1	5	18	10	4	12	26	701	2614
6:15 PM	9	264	4	277	5	362	2	369	16	4	7	27	6	2	12	20	693	2448
6:30 PM	17	270	1	288	4	302	1	307	7	5	5	17	11	4	17	32	644	2290
6:45 PM	19	245	3	267	2	269	1	272	8	1	5	14	4	4	15	23	576	2146
7:00 PM	9	253	2	264	3	239	1	243	6	1	5	12	6	1	9	16	535	2026
7:15 PM	14	196	3	213	8	262	3	273	17	5	7	29	9	3	8	20	535	1923
7:30 PM	16	189	2	207	2	249	3	254	14	1	12	27	4	3	5	12	500	1877
7:45 PM	11	177	3	191	7	225	4	236	6	4	5	15	4	2	8	14	456	1809
8:00 PM	11	142	3	156	1	232	3	236	7	0	4	11	9	4	16	29	432	1777
8:15 PM	7	148	1	156	4	283	0	287	2	1	3	6	10	2	28	40	489	1728
8:30 PM	6	143	1	150	5	248	1	254	6	3	1	10	9	3	6	18	432	1573
8:45 PM	4	161	2	167	4	229	0	233	4	3	3	10	3	3	8	14	424	1457
9:00 PM	2	139	1	142	1	195	1	197	12	0	4	16	9	7	12	28	383	1245
9:15 PM	5	118	1	124	5	171	2	178	8	2	4	14	7	3	8	18	334	1066
9:30 PM	1	133	2	136	3	164	0	167	5	0	2	7	2	0	4	6	316	922
9:45 PM	0	95	1	96	3	104	1	108	4	1	2	7	1	0	0	1	212	772
10:00 PM	2	92	1	95	1	102	0	103	3	0	1	4	1	1	0	2	204	701
10:15 PM	1	76	3	80	0	107	0	107	2	0	0	2	1	0	0	1	190	594
10:30 PM	3	72	0	75	5	81	0	86	0	1	1	2	3	0	0	3	166	496
10:45 PM	0	63	0	63	0	66	2	68	0	1	0	1	4	2	3	9	141	396
11:00 PM	0	38	1	39	1	45	0	46	8	0	3	11	0	0	1	1	97	330
11:15 PM	1	45	2	48	2	42	0	44	0	0	0	0	0	0	0	0	92	233
11:30 PM	1	31	0	32	1	31	0	32	2	0	0	2	0	0	0	0	66	141
11:45 PM	0	30	0	30	1	37	0	38	1	2	3	6	0	0	1	1	75	75

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
8:00 AM	9:00 AM	6	6	2	7	1	3	12	408	13	13	156	1	628
8:15 AM		6	2	9	4	2	4	10	450	10	3	172	1	673
8:30 AM		10	5	8	6	1	10	15	381	11	5	228	1	681
8:45 AM		13	9	11	10	1	23	32	358	15	10	283	4	769
Total		35	22	30	27	5	40	69	1597	49	31	839	7	2751
PHF		0.659			0.529			0.912			0.738			0.894

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
4:45 PM	5:45 PM	25	3	17	10	5	20	14	228	6	5	471	3	807
5:00 PM		24	2	14	23	3	29	22	264	4	9	455	3	852
5:15 PM		15	8	14	19	4	26	6	283	7	6	515	3	906
5:30 PM		11	5	4	6	5	17	11	261	3	4	469	0	796
Total		75	18	49	58	17	92	53	1036	20	24	1910	9	3361
PHF		0.789			0.759			0.937			0.927			0.927

Source <https://udottraffic.utah.gov/atspm/>
Signal ID 6307
Intersection Palisade Drive and 800 North

8/23/2023	EBL	EBT	EBR	EB Tot	WBL	WBT	WBR	WB To	NBL	NBT	NBR	NB Tot	SBL	SBT	SBR	SB Tot	Total	Rolling Hour
12:00 AM	0	21	0	21	0	24	0	24	1	1	2	4	1	0	1	2	51	132
12:15 AM	0	9	0	9	0	21	0	21	1	0	0	1	0	0	0	0	31	93
12:30 AM	0	12	1	13	0	14	0	14	0	0	0	0	1	0	1	2	29	75
12:45 AM	0	9	0	9	0	12	0	12	0	0	0	0	0	0	0	0	21	60
1:00 AM	0	5	0	5	0	4	1	5	2	0	0	2	0	0	0	0	12	57
1:15 AM	0	6	0	6	0	6	0	6	0	0	1	1	0	0	0	0	13	55
1:30 AM	0	3	0	3	0	11	0	11	0	0	0	0	0	0	0	0	14	54
1:45 AM	0	9	0	9	0	8	0	8	1	0	0	1	0	0	0	0	18	54
2:00 AM	0	4	0	4	0	5	0	5	1	0	0	1	0	0	0	0	10	43
2:15 AM	0	6	0	6	0	6	0	6	0	0	0	0	0	0	0	0	12	46
2:30 AM	1	5	0	6	0	7	0	7	0	0	0	0	0	1	0	1	14	42
2:45 AM	0	2	0	2	0	5	0	5	0	0	0	0	0	0	0	0	7	44
3:00 AM	0	6	0	6	0	7	0	7	0	0	0	0	0	0	0	0	13	56
3:15 AM	0	6	0	6	0	2	0	2	0	0	0	0	0	0	0	0	8	60
3:30 AM	0	9	0	9	0	7	0	7	0	0	0	0	0	0	0	0	16	66
3:45 AM	0	11	1	12	0	5	0	5	2	0	0	2	0	0	0	0	19	95
4:00 AM	0	11	0	11	0	6	0	6	0	0	0	0	0	0	0	0	17	140
4:15 AM	0	5	0	5	0	9	0	9	0	0	0	0	0	0	0	0	14	200
4:30 AM	0	26	0	26	0	17	0	17	2	0	0	2	0	0	0	0	45	288
4:45 AM	0	50	0	50	0	14	0	14	0	0	0	0	0	0	0	0	64	378
5:00 AM	0	51	2	53	0	23	0	23	1	0	0	1	0	0	0	0	77	525
5:15 AM	0	72	0	72	0	28	0	28	0	0	2	2	0	0	0	0	102	648
5:30 AM	0	91	3	94	1	38	0	39	0	0	2	2	0	0	0	0	135	839
5:45 AM	0	147	3	150	2	53	0	55	3	0	1	4	1	1	0	2	211	1050
6:00 AM	0	140	1	141	0	52	0	52	2	0	4	6	0	1	0	1	200	1248
6:15 AM	1	217	7	225	1	58	0	59	1	0	3	4	0	1	4	5	293	1485
6:30 AM	1	232	7	240	3	89	1	93	10	0	1	11	1	0	1	2	346	1760
6:45 AM	2	290	5	297	3	100	0	103	2	1	5	8	1	0	0	1	409	2048
7:00 AM	7	297	7	311	3	105	0	108	3	3	10	16	1	0	1	2	437	2342
7:15 AM	11	355	7	373	2	161	0	163	5	2	5	12	6	4	10	20	568	2473
7:30 AM	18	362	12	392	2	205	2	209	6	4	5	15	12	2	4	18	634	2594
7:45 AM	13	466	14	493	5	165	3	173	10	1	11	22	8	3	4	15	703	2702
8:00 AM	9	369	15	393	10	142	0	152	3	1	4	8	10	2	3	15	568	2767
8:15 AM	13	449	7	469	5	187	2	194	8	6	2	16	4	0	6	10	689	
8:30 AM	14	408	12	434	4	264	2	270	13	3	7	23	7	2	6	15	742	
8:45 AM	32	415	9	456	9	249	1	259	5	10	4	19	6	3	25	34	768	
9:00 AM	38	373	13	424	5	215	3	223	4	23	2	29	17	19	67	103	779	2548
9:15 AM	14	366	13	393	7	181	4	192	7	4	10	21	7	16	26	49	655	2252
9:30 AM	4	319	16	339	4	163	2	169	12	2	7	21	4	1	7	12	541	2055
9:45 AM	14	288	14	316	9	213	0	222	11	1	3	15	8	3	9	20	573	1987
10:00 AM	9	247	3	259	6	179	2	187	9	1	10	20	6	1	10	17	483	1893
10:15 AM	9	220	8	237	8	181	0	189	9	1	10	20	5	0	7	12	458	1888
10:30 AM	11	237	9	257	2	182	2	186	8	1	2	11	10	2	7	19	473	1916
10:45 AM	8	246	1	255	8	191	0	199	3	1	3	7	10	2	6	18	479	1987
11:00 AM	3	246	8	257	2	200	1	203	6	2	0	8	2	3	5	10	478	2075
11:15 AM	4	236	8	248	3	188	1	192	12	3	9	24	8	6	8	22	486	2134
11:30 AM	13	224	8	245	9	247	2	258	14	5	3	22	6	2	11	19	544	2183
11:45 AM	18	261	4	283	4	234	1	239	10	2	5	17	6	4	18	28	567	2214
12:00 PM	14	244	5	263	0	236	1	237	12	0	5	17	8	3	9	20	537	2220
12:15 PM	7	251	3	261	4	230	2	236	12	2	5	19	6	3	10	19	535	2282
12:30 PM	15	213	5	233	14	276	1	291	9	4	14	27	2	3	19	24	575	2260
12:45 PM	12	237	6	255	9	257	1	267	16	3	9	28	3	2	18	23	573	2245
1:00 PM	8	224	7	239	4	293	2	299	17	5	10	32	14	2	13	29	599	2252
1:15 PM	14	223	7	244	1	233	0	234	7	1	5	13	4	3	15	22	513	2235
1:30 PM	4	246	2	252	5	250	2	257	16	0	8	24	7	3	17	27	560	2260
1:45 PM	15	253	5	273	4	254	1	259	15	5	12	32	1	7	8	16	580	2291
2:00 PM	12	245	4	261	8	277	3	288	12	2	6	20	4	1	8	13	582	2325
2:15 PM	6	193	7	206	5	285	2	292	13	3	6	22	4	1	13	18	538	2375
2:30 PM	17	231	4	252	5	295	0	300	7	4	5	16	11	3	9	23	591	2472
2:45 PM	18	266	8	292	10	279	0	289	9	2	6	17	2	2	12	16	614	2667
3:00 PM	27	222	5	254	4	331	3	338	12	7	7	26	6	1	7	14	632	2733
3:15 PM	26	136	9	171	9	360	3	372	27	18	10	55	9	7	21	37	635	2842
3:30 PM	32	218	11	261	9	377	3	389	19	5	9	33	14	23	66	103	786	2944
3:45 PM	17	224	8	249	7	334	3	344	27	2	10	39	11	5	32	48	680	3018
4:00 PM	13	279	4	296	4	371	1	376	34	2	5	41	8	7	13	28	741	3199
4:15 PM	11	237	4	252	8	419	2	429	19	0	8	27	5	4	20	29	737	3361

8/23/2023	EBL	EBT	EBR	EB Tot	WBL	WBT	WBR	WB To	NBL	NBT	NBR	NB To	SBL	SBT	SBR	SB Tot	Total	Rolling Hour
4:30 PM	10	251	5	266	4	487	5	496	39	4	16	59	8	6	25	39	860	3480
4:45 PM	10	267	7	284	10	486	3	499	37	6	11	54	11	2	11	24	861	3395
5:00 PM	13	275	9	297	9	510	0	519	20	7	13	40	21	5	21	47	903	3345
5:15 PM	20	230	5	255	4	507	6	517	19	6	11	36	20	6	22	48	856	
5:30 PM	20	219	5	244	6	436	2	444	18	14	8	40	19	5	23	47	775	
5:45 PM	14	279	5	298	8	446	1	455	10	7	10	27	10	4	17	31	811	
6:00 PM	9	282	7	298	7	389	3	399	6	1	5	12	10	4	14	28	737	2678
6:15 PM	13	270	2	285	6	340	2	348	7	3	10	20	8	6	27	41	694	2542
6:30 PM	15	259	4	278	3	304	1	308	6	2	7	15	10	3	16	29	630	2358
6:45 PM	23	247	3	273	3	313	0	316	4	1	8	13	3	2	10	15	617	2216
7:00 PM	19	220	2	241	5	295	1	301	4	4	7	15	16	6	22	44	601	2052
7:15 PM	16	197	4	217	3	264	2	269	9	0	4	13	2	3	6	11	510	1926
7:30 PM	15	190	4	209	6	248	0	254	6	0	3	9	4	3	9	16	488	1900
7:45 PM	4	162	3	169	3	243	0	246	6	3	7	16	9	1	12	22	453	1852
8:00 PM	24	144	2	170	3	245	1	249	8	2	1	11	16	4	25	45	475	1818
8:15 PM	3	178	1	182	4	265	1	270	5	0	2	7	7	2	16	25	484	1739
8:30 PM	3	152	0	155	6	249	0	255	5	3	1	9	6	3	12	21	440	1566
8:45 PM	4	145	0	149	4	235	2	241	5	4	1	10	7	0	12	19	419	1407
9:00 PM	8	131	5	144	3	213	0	216	3	3	2	8	10	3	15	28	396	1246
9:15 PM	5	115	1	121	4	175	0	179	2	1	1	4	4	1	2	7	311	1139
9:30 PM	3	119	1	123	2	143	1	146	3	0	2	5	3	2	2	7	281	1053
9:45 PM	2	94	0	96	1	153	0	154	2	0	1	3	0	2	3	5	258	929
10:00 PM	0	96	0	96	2	173	0	175	7	0	2	9	4	4	1	9	289	787
10:15 PM	2	74	3	79	1	132	0	133	1	1	2	4	3	4	2	9	225	613
10:30 PM	0	67	1	68	0	85	0	85	0	0	0	0	1	0	3	4	157	486
10:45 PM	2	50	0	52	1	59	0	60	1	0	1	2	0	0	2	2	116	398
11:00 PM	0	46	0	46	1	62	0	63	0	0	2	2	3	0	1	4	115	353
11:15 PM	1	33	1	35	0	59	0	59	1	0	0	1	1	0	2	3	98	238
11:30 PM	1	31	1	33	0	33	0	33	0	0	1	1	0	2	0	2	69	140
11:45 PM	0	27	1	28	0	37	0	37	2	1	2	5	0	1	0	1	71	71

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
8:00 AM	9:00 AM	3	1	4	10	2	3	9	369	15	10	142	0	568
8:15 AM		8	6	2	4	0	6	13	449	7	5	187	2	689
8:30 AM		13	3	7	7	2	6	14	408	12	4	264	2	742
8:45 AM		5	10	4	6	3	25	32	415	9	9	249	1	768
Total		29	20	17	27	7	40	68	1641	43	28	842	5	2767
PHF		0.717			0.544			0.934			0.81			0.901

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
4:30 PM	5:30 PM	39	4	16	8	6	25	10	251	5	4	487	5	860
4:45 PM		37	6	11	11	2	11	10	267	7	10	486	3	861
5:00 PM		20	7	13	21	5	21	13	275	9	9	510	0	903
5:15 PM		19	6	11	20	6	22	20	230	5	4	507	6	856
Total		115	23	51	60	19	79	53	1023	26	27	1990	14	3480
PHF		0.801			0.823			0.928			0.978			0.963

Source https://udottraffic.utah.gov/atspm/
Signal ID 6307
Intersection Palisade Drive and 800 North

8/17/2023	EBL	EBT	EBR	EB Tot	WBL	WBT	WBR	WB To	NBL	NBT	NBR	NB To	SBL	SBT	SBR	SB Tot	Total	Rolling Hour
12:00 AM	0	16	0	16	0	40	0	40	2	1	1	4	2	0	0	2	62	168
12:15 AM	1	14	0	15	0	21	0	21	3	0	0	3	0	0	1	1	40	136
12:30 AM	0	12	0	12	0	24	0	24	0	0	0	0	0	0	0	0	36	117
12:45 AM	0	13	0	13	0	16	0	16	0	0	0	0	0	0	1	1	30	95
1:00 AM	0	15	1	16	0	14	0	14	0	0	0	0	0	0	0	0	30	77
1:15 AM	1	11	0	12	0	8	0	8	0	0	0	0	1	0	0	1	21	67
1:30 AM	0	5	0	5	0	9	0	9	0	0	0	0	0	0	0	0	14	60
1:45 AM	0	5	0	5	0	7	0	7	0	0	0	0	0	0	0	0	12	54
2:00 AM	0	13	0	13	0	7	0	7	0	0	0	0	0	0	0	0	20	61
2:15 AM	0	7	1	8	0	6	0	6	0	0	0	0	0	0	0	0	14	50
2:30 AM	0	5	0	5	0	3	0	3	0	0	0	0	0	0	0	0	8	46
2:45 AM	0	6	1	7	0	11	0	11	0	0	0	0	0	0	1	1	19	54
3:00 AM	0	2	0	2	0	7	0	7	0	0	0	0	0	0	0	0	9	49
3:15 AM	0	7	0	7	0	3	0	3	0	0	0	0	0	0	0	0	10	59
3:30 AM	0	7	0	7	0	9	0	9	0	0	0	0	0	0	0	0	16	80
3:45 AM	0	8	0	8	0	6	0	6	0	0	0	0	0	0	0	0	14	100
4:00 AM	0	9	0	9	0	10	0	10	0	0	0	0	0	0	0	0	19	148
4:15 AM	0	18	0	18	0	11	0	11	1	0	0	1	0	0	1	1	31	224
4:30 AM	0	23	1	24	0	10	0	10	0	2	0	2	0	0	0	0	36	280
4:45 AM	0	48	0	48	0	13	0	13	0	0	0	0	0	0	1	1	62	376
5:00 AM	0	60	1	61	0	29	0	29	0	1	3	4	0	0	1	1	95	503
5:15 AM	0	60	0	60	0	27	0	27	0	0	0	0	0	0	0	0	87	599
5:30 AM	0	88	0	88	0	41	0	41	0	0	2	2	0	0	1	1	132	800
5:45 AM	0	136	3	139	4	43	0	47	0	0	1	1	2	0	0	2	189	1062
6:00 AM	2	140	2	144	1	41	0	42	1	1	0	2	1	2	0	3	191	1322
6:15 AM	4	216	2	222	1	58	0	59	2	0	2	4	0	1	2	3	288	1565
6:30 AM	3	278	9	290	1	80	2	83	11	0	5	16	2	2	1	5	394	1736
6:45 AM	5	307	7	319	2	119	0	121	2	0	5	7	2	0	0	2	449	1970
7:00 AM	5	293	12	310	0	117	0	117	2	0	1	3	4	0	0	4	434	2170
7:15 AM	3	262	9	274	4	154	0	158	5	1	10	16	1	3	7	11	459	2325
7:30 AM	13	376	11	400	9	180	3	192	7	1	12	20	7	4	5	16	628	2498
7:45 AM	12	401	14	427	9	191	1	201	7	0	6	13	7	0	1	8	649	2545
8:00 AM	5	372	11	388	8	170	0	178	6	3	6	15	5	0	3	8	589	2652
8:15 AM	7	388	10	405	12	197	0	209	4	0	4	8	7	2	1	10	632	
8:30 AM	13	367	13	393	9	242	0	251	7	2	8	17	13	0	1	14	675	
8:45 AM	32	405	10	447	6	255	1	262	7	4	6	17	4	5	21	30	756	
9:00 AM	34	344	11	389	8	186	1	195	9	21	3	33	16	15	55	86	703	2484
9:15 AM	13	374	14	401	6	201	1	208	13	1	4	18	4	7	18	29	656	2328
9:30 AM	6	295	8	309	4	206	2	212	4	1	3	8	5	1	14	20	549	2124
9:45 AM	12	318	2	332	8	202	1	211	8	0	7	15	8	2	8	18	576	2062
10:00 AM	14	314	8	336	8	177	0	185	4	1	11	16	2	1	7	10	547	1991
10:15 AM	13	212	1	226	11	184	2	197	11	2	3	16	3	1	9	13	452	1939
10:30 AM	12	251	4	267	1	193	0	194	8	0	9	17	4	1	4	9	487	2009
10:45 AM	5	248	6	259	9	211	4	224	5	1	5	11	4	1	6	11	505	2060
11:00 AM	7	230	5	242	6	218	1	225	10	0	8	18	6	1	3	10	495	2122
11:15 AM	8	240	5	253	7	217	0	224	18	1	7	26	6	1	12	19	522	2151
11:30 AM	6	243	3	252	4	241	0	245	12	0	15	27	2	3	9	14	538	2187
11:45 AM	10	277	5	292	7	233	1	241	8	2	10	20	6	1	7	14	567	2209
12:00 PM	6	242	4	252	2	228	0	230	16	1	8	25	3	3	11	17	524	2204
12:15 PM	5	252	7	264	2	256	0	258	14	2	5	21	4	3	8	15	558	2261
12:30 PM	10	263	5	278	5	234	1	240	8	1	4	13	12	2	15	29	560	2262
12:45 PM	15	241	8	264	6	245	3	254	11	2	5	18	8	3	15	26	562	2279
1:00 PM	8	251	4	263	4	268	2	274	16	0	9	25	9	0	10	19	581	2291
1:15 PM	10	236	6	252	10	275	0	285	7	0	0	7	7	0	8	15	559	2303
1:30 PM	10	252	8	270	5	281	0	286	10	0	2	12	3	1	5	9	577	2359
1:45 PM	12	230	3	245	6	294	4	304	9	3	3	15	1	2	7	10	574	2430
2:00 PM	6	234	4	244	4	299	1	304	10	4	9	23	6	2	14	22	593	2548
2:15 PM	9	235	5	249	4	307	3	314	11	5	9	25	4	8	15	27	615	2608
2:30 PM	9	268	5	282	4	317	4	325	13	3	5	21	8	1	11	20	648	2633
2:45 PM	12	278	6	296	13	347	2	362	6	2	7	15	5	1	13	19	692	2736
3:00 PM	21	247	8	276	4	336	0	340	9	1	11	21	5	3	8	16	653	2694
3:15 PM	31	187	7	225	5	336	2	343	8	17	9	34	17	2	19	38	640	2754
3:30 PM	25	178	7	210	7	377	2	386	17	10	8	35	14	29	77	120	751	2773
3:45 PM	12	276	4	292	7	292	2	301	13	2	10	25	7	4	21	32	650	2745
4:00 PM	8	165	32	205	7	416	4	427	16	2	10	28	13	9	31	53	713	2875
4:15 PM	16	12	127	155	8	435	0	443	16	10	1	27	5	2	27	34	659	2991

8/17/2023	EBL	EBT	EBR	EB Tot	WBL	WBT	WBR	WB To	NBL	NBT	NBR	NB To	SBL	SBT	SBR	SB Tot	Total	Rolling Hour
4:30 PM	26	144	59	229	9	363	5	377	39	23	21	83	10	3	21	34	723	3174
4:45 PM	14	291	7	312	9	388	5	402	20	1	13	34	11	4	17	32	780	3239
5:00 PM	8	283	7	298	4	452	5	461	15	1	15	31	9	4	26	39	829	3245
5:15 PM	17	320	6	343	9	444	1	454	11	6	10	27	8	4	6	18	842	
5:30 PM	14	271	5	290	6	441	3	450	10	3	11	24	7	1	16	24	788	
5:45 PM	4	308	4	316	7	426	4	437	5	1	7	13	9	3	8	20	786	
6:00 PM	12	263	11	286	9	406	4	419	13	4	3	20	19	7	17	43	768	2702
6:15 PM	10	304	4	318	3	344	4	351	7	0	5	12	1	0	9	10	691	2406
6:30 PM	12	255	2	269	6	302	4	312	10	3	5	18	6	3	18	27	626	2220
6:45 PM	11	276	1	288	2	296	1	299	12	1	2	15	8	1	6	15	617	2017
7:00 PM	7	204	5	216	3	220	2	225	8	4	4	16	3	5	7	15	472	1812
7:15 PM	7	215	5	227	8	211	0	219	4	2	8	14	15	3	27	45	505	1729
7:30 PM	14	189	4	207	4	183	1	188	9	1	5	15	3	0	10	13	423	1670
7:45 PM	10	163	2	175	3	212	3	218	2	0	3	5	5	3	6	14	412	1651
8:00 PM	11	150	0	161	4	178	0	182	8	1	5	14	14	6	12	32	389	1629
8:15 PM	7	147	3	157	5	227	2	234	2	1	2	5	25	3	22	50	446	1610
8:30 PM	4	149	1	154	1	217	0	218	4	1	4	9	5	1	17	23	404	1519
8:45 PM	6	132	1	139	0	233	0	233	2	2	5	9	3	2	4	9	390	1457
9:00 PM	5	130	3	138	4	199	2	205	4	0	3	7	7	1	12	20	370	1339
9:15 PM	2	147	0	149	1	191	1	193	3	2	1	6	4	2	1	7	355	1219
9:30 PM	2	117	2	121	3	194	0	197	11	0	0	11	3	2	8	13	342	1081
9:45 PM	2	107	1	110	2	150	1	153	1	2	1	4	1	0	4	5	272	966
10:00 PM	3	92	4	99	2	131	2	135	4	1	3	8	4	1	3	8	250	847
10:15 PM	1	97	0	98	0	108	0	108	3	0	2	5	4	2	0	6	217	724
10:30 PM	1	76	4	81	5	135	0	140	0	2	0	2	0	2	2	4	227	610
10:45 PM	0	45	1	46	2	102	0	104	0	1	2	3	0	0	0	0	153	470
11:00 PM	0	46	0	46	0	75	0	75	1	0	0	1	1	1	3	5	127	389
11:15 PM	0	31	0	31	3	66	0	69	1	0	1	2	1	0	0	1	103	262
11:30 PM	0	40	1	41	1	40	0	41	0	0	5	5	0	0	0	0	87	159
11:45 PM	1	30	0	31	1	35	1	37	3	0	1	4	0	0	0	0	72	72

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
8:00 AM	9:00 AM	6	3	6	5	0	3	5	372	11	8	170	0	589
8:15 AM		4	0	4	7	2	1	7	388	10	12	197	0	632
8:30 AM		7	2	8	13	0	1	13	367	13	9	242	0	675
8:45 AM		7	4	6	4	5	21	32	405	10	6	255	1	756
Total		24	9	24	29	7	26	57	1532	44	35	864	1	2652
PHF		0.838			0.517			0.913			0.859			0.877

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
5:00 PM	6:00 PM	15	1	15	9	4	26	8	283	7	4	452	5	829
5:15 PM		11	6	10	8	4	6	17	320	6	9	444	1	842
5:30 PM		10	3	11	7	1	16	14	271	5	6	441	3	788
5:45 PM		5	1	7	9	3	8	4	308	4	7	426	4	786
Total		41	11	43	33	12	56	43	1182	22	26	1763	13	3245
PHF		0.766			0.647			0.909			0.977			0.963

Source <https://udottraffic.utah.gov/atspm/>
Signal ID 6307
Intersection Palisade Drive and 800 North

Average
AM Peak Hour

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
8:00 AM	9:00 AM	5	3	4	7	1	3	9	383	13	10	156	0	595
8:15 AM		6	3	5	5	1	4	10	429	9	7	185	1	665
8:30 AM		10	3	8	9	1	6	14	385	12	6	245	1	699
8:45 AM		8	8	7	7	3	23	32	393	11	8	262	2	764
Total		29	17	24	28	6	36	65	1590	45	31	848	4	2723
PHF		0.761			0.53			0.949			0.812			0.891

PM Peak Hour

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
4:45 PM	5:45 PM	26	3	16	9	5	24	11	254	6	4	470	4	832
5:00 PM		24	5	12	14	3	15	16	284	6	9	462	2	852
5:15 PM		15	6	13	16	3	21	11	276	7	7	489	2	866
5:30 PM		12	4	7	12	5	16	12	266	4	5	467	3	813
Total		77	18	48	51	16	76	50	1080	23	25	1888	11	3363
PHF		0.794			0.894			0.942			0.966			0.971

8/29/2023

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
8:00 AM	9:00 AM	6	6	2	7	1	3	12	408	13	13	156	1	628
8:15 AM		6	2	9	4	2	4	10	450	10	3	172	1	673
8:30 AM		10	5	8	6	1	10	15	381	11	5	228	1	681
8:45 AM		13	9	11	10	1	23	32	358	15	10	283	4	769
Total		35	22	30	27	5	40	69	1597	49	31	839	7	2751
PHF		0.659			0.529			0.912			0.738			0.894

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
4:45 PM	5:45 PM	25	3	17	10	5	20	14	228	6	5	471	3	807
5:00 PM		24	2	14	23	3	29	22	264	4	9	455	3	852
5:15 PM		15	8	14	19	4	26	6	283	7	6	515	3	906
5:30 PM		11	5	4	6	5	17	11	261	3	4	469	0	796
Total		75	18	49	58	17	92	53	1036	20	24	1910	9	3361
PHF		0.789			0.759			0.937			0.927			0.927

8/23/2023

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
8:00 AM	9:00 AM	3	1	4	10	2	3	9	369	15	10	142	0	568
8:15 AM		8	6	2	4	0	6	13	449	7	5	187	2	689
8:30 AM		13	3	7	7	2	6	14	408	12	4	264	2	742
8:45 AM		5	10	4	6	3	25	32	415	9	9	249	1	768
Total		29	20	17	27	7	40	68	1641	43	28	842	5	2767
PHF		0.717			0.544			0.934			0.81			0.901

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
4:30 PM	5:30 PM	39	4	16	8	6	25	10	251	5	4	487	5	860
4:45 PM		37	6	11	11	2	11	10	267	7	10	486	3	861
5:00 PM		20	7	13	21	5	21	13	275	9	9	510	0	903
5:15 PM		19	6	11	20	6	22	20	230	5	4	507	6	856
Total		115	23	51	60	19	79	53	1023	26	27	1990	14	3480
PHF		0.801			0.823			0.928			0.978			0.963

8/17/2023

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
8:00 AM	9:00 AM	6	3	6	5	0	3	5	372	11	8	170	0	589
8:15 AM		4	0	4	7	2	1	7	388	10	12	197	0	632
8:30 AM		7	2	8	13	0	1	13	367	13	9	242	0	675
8:45 AM		7	4	6	4	5	21	32	405	10	6	255	1	756
Total		24	9	24	29	7	26	57	1532	44	35	864	1	2652
PHF		0.838			0.517			0.913			0.859			0.877

Start	End	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
5:00 PM	6:00 PM	15	1	15	9	4	26	8	283	7	4	452	5	829
5:15 PM		11	6	10	8	4	6	17	320	6	9	444	1	842
5:30 PM		10	3	11	7	1	16	14	271	5	6	441	3	788
5:45 PM		5	1	7	9	3	8	4	308	4	7	426	4	786
Total		41	11	43	33	12	56	43	1182	22	26	1763	13	3245
PHF		0.766			0.647			0.909			0.977			0.963

Source <https://udottraffic.utah.gov/atspm/>
Signal ID 6307
Intersection Palisade Drive and 800 North

Aspen Grove Traffic Count
 Interrection of 750 W and Palisade Dr

4:45PM-5:45PM (WED) 10/11/2023

NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0	31	3	30	47	2	63	0	16	10	0	67

8:00AM-9:00AM (THUR) 10/12/2023

NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	53	8	82	19	15	1	0	1	0	0	15

APPENDIX C

ITE TRIP GENERATION INFORMATION

Land Use: 254

Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Connecticut, New Jersey, New York, Oregon, Pennsylvania, Tennessee, Texas, and Utah.

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912, 1016, 1029

Assisted Living

(254)

Vehicle Trip Ends vs: Beds
On a: Weekday

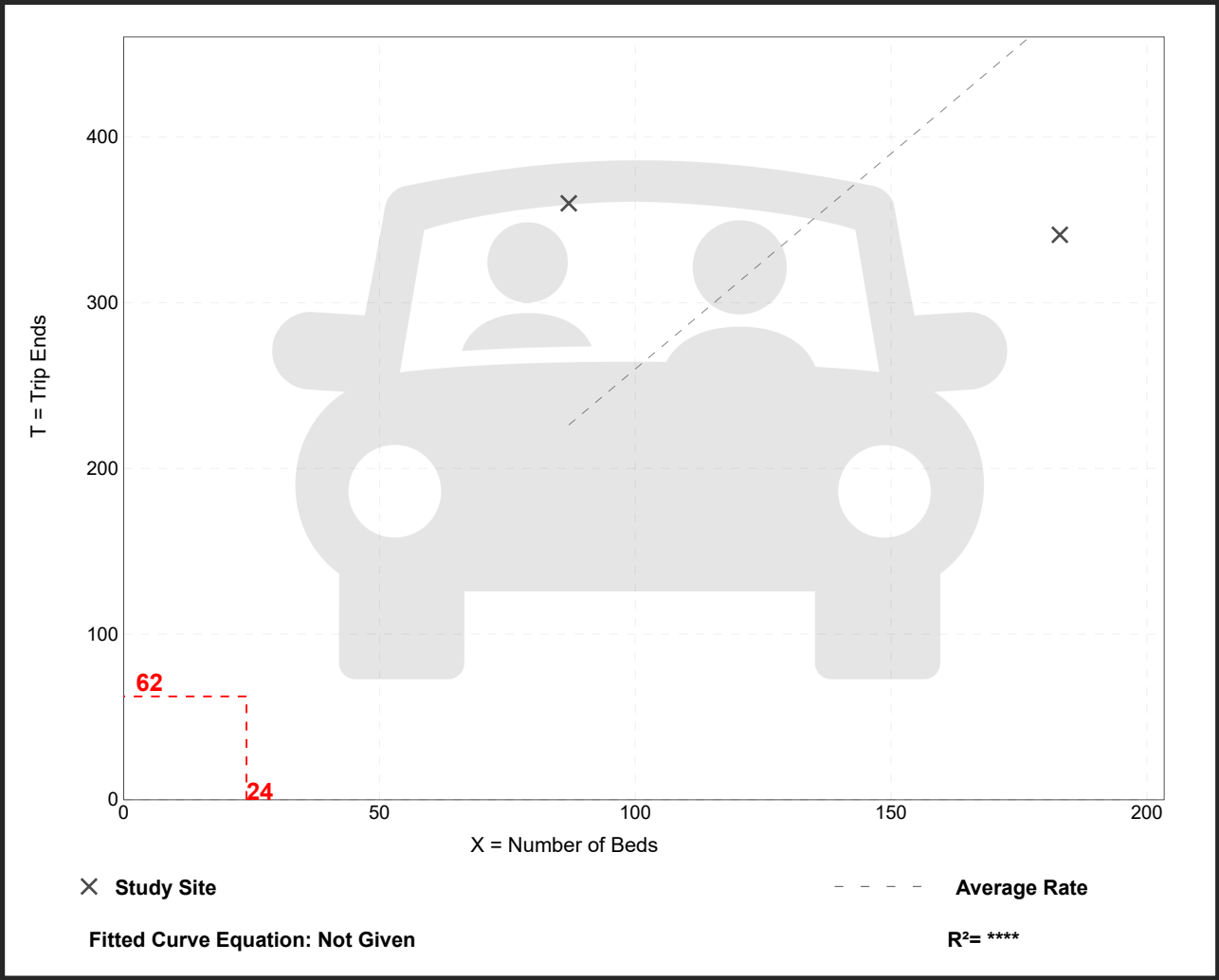
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Beds: 135
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	*

Data Plot and Equation

Caution – Small Sample Size



Assisted Living

(254)

Vehicle Trip Ends vs: Beds

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

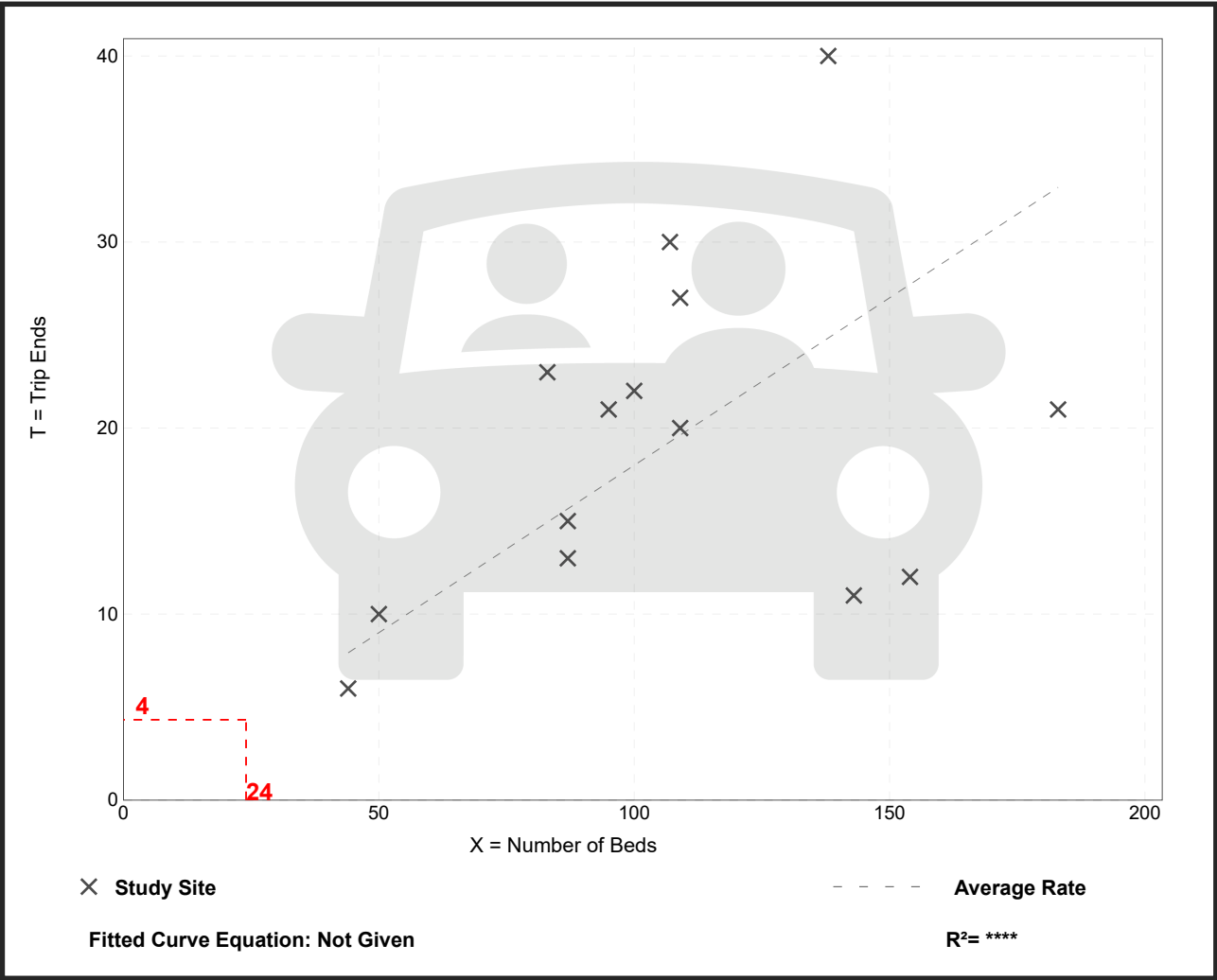
Avg. Num. of Beds: 106

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



Assisted Living

(254)

Vehicle Trip Ends vs: Beds

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

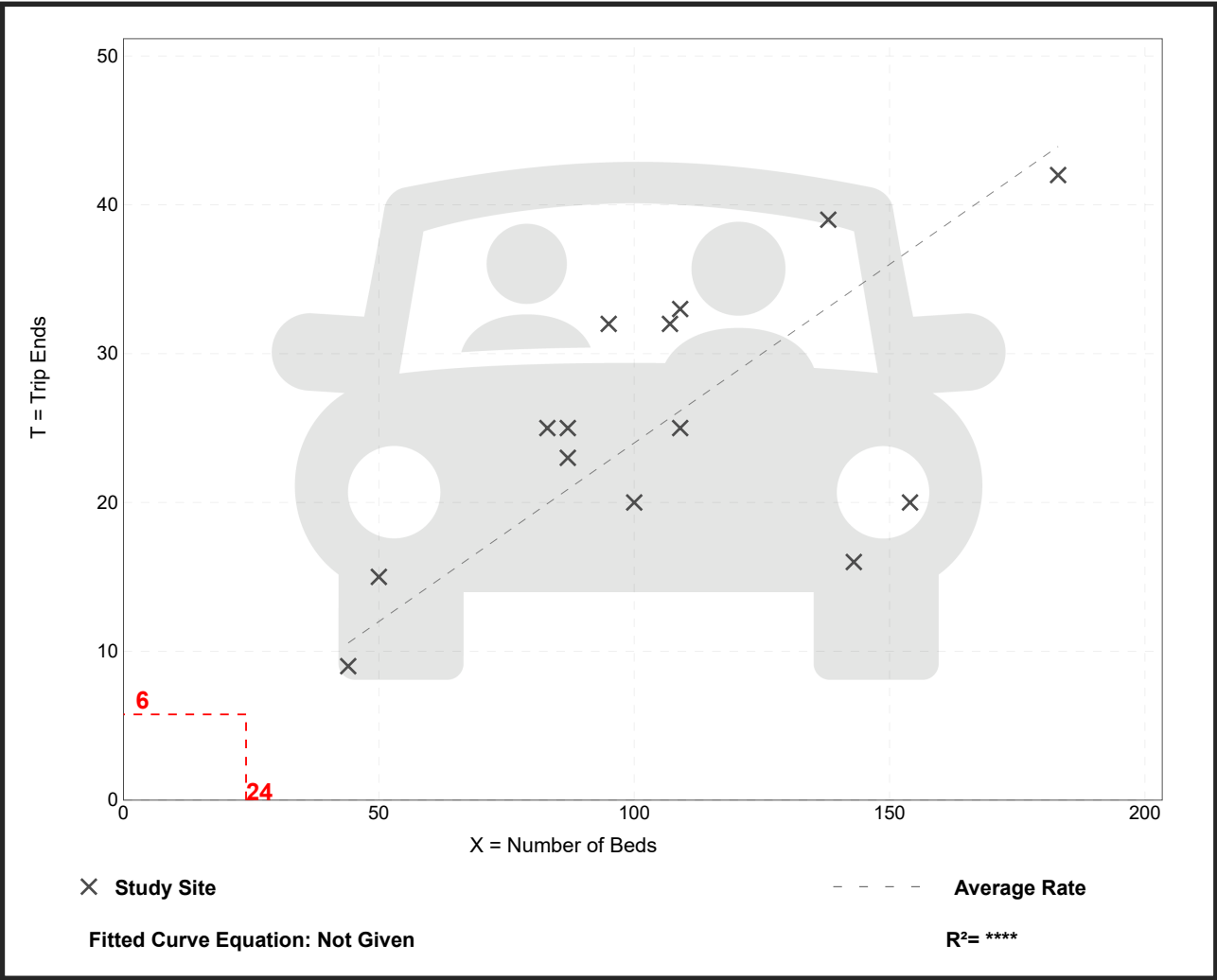
Avg. Num. of Beds: 106

Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



APPENDIX D

SYNCHRO REPORTS FOR OPERATIONAL ANALYSES

2023 Existing Analysis

HCM 6th Signalized Intersection Summary

1: Palisades Drive & 800 North

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1590	45	31	848	4	29	17	24	28	6	36
Future Volume (veh/h)	65	1590	45	31	848	4	29	17	24	28	6	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	1787	51	35	953	4	33	19	27	31	7	40
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	551	3033	1353	243	3033	1353	117	87	74	108	87	74
Arrive On Green	0.85	0.85	0.85	0.85	0.85	0.85	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	619	3554	1585	266	3554	1585	1434	1870	1585	1435	1870	1585
Grp Volume(v), veh/h	73	1787	51	35	953	4	33	19	27	31	7	40
Grp Sat Flow(s),veh/h/ln	619	1777	1585	266	1777	1585	1434	1870	1585	1435	1870	1585
Q Serve(g_s), s	3.5	19.3	0.6	5.8	7.0	0.0	2.9	1.3	2.1	2.8	0.5	3.2
Cycle Q Clear(g_c), s	10.5	19.3	0.6	25.1	7.0	0.0	3.4	1.3	2.1	4.0	0.5	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	3033	1353	243	3033	1353	117	87	74	108	87	74
V/C Ratio(X)	0.13	0.59	0.04	0.14	0.31	0.00	0.28	0.22	0.37	0.29	0.08	0.54
Avail Cap(c_a), veh/h	551	3033	1353	243	3033	1353	359	403	341	350	403	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.0	2.8	1.4	6.5	1.9	1.4	60.9	59.7	60.1	61.6	59.3	60.6
Incr Delay (d2), s/veh	0.5	0.8	0.1	1.2	0.3	0.0	0.5	0.5	1.1	0.5	0.1	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	6.3	0.2	0.7	2.3	0.0	2.0	1.1	1.6	1.9	0.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.5	3.7	1.5	7.7	2.2	1.4	61.4	60.2	61.2	62.2	59.5	62.9
LnGrp LOS	A	A	A	A	A	A	E	E	E	E	E	E
Approach Vol, veh/h	1911			992			79			78		
Approach Delay, s/veh	3.6			2.4			61.1			62.3		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	118.0			12.0			118.0			12.0		
Change Period (Y+Rc), s	7.0			6.0			7.0			6.0		
Max Green Setting (Gmax), s	89.0			28.0			89.0			28.0		
Max Q Clear Time (g_c+l1), s	27.1			6.0			21.3			5.4		
Green Ext Time (p_c), s	4.6			0.0			11.2			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	6.2											
HCM 6th LOS	A											

HCM 6th TWSC

2: Palisades Drive & 750 North

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	0	16	10	0	67	0	31	3	30	47	2
Future Vol, veh/h	63	0	16	10	0	67	0	31	3	30	47	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	0	18	11	0	74	0	34	3	33	52	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	192	156	53	164	156	36	54	0	0	37	0	0
Stage 1	119	119	-	36	36	-	-	-	-	-	-	-
Stage 2	73	37	-	128	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	768	736	1014	801	736	1037	1551	-	-	1574	-	-
Stage 1	885	797	-	980	865	-	-	-	-	-	-	-
Stage 2	937	864	-	876	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	701	720	1014	774	720	1037	1551	-	-	1574	-	-
Mov Cap-2 Maneuver	701	720	-	774	720	-	-	-	-	-	-	-
Stage 1	885	779	-	980	865	-	-	-	-	-	-	-
Stage 2	870	864	-	842	778	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.5		8.8		0		2.8					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1551	-	-	748	774	1037	1574	-	-			
HCM Lane V/C Ratio	-	-	-	0.117	0.014	0.072	0.021	-	-			
HCM Control Delay (s)	0	-	-	10.5	9.7	8.7	7.3	0	-			
HCM Lane LOS	A	-	-	B	A	A	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.2	0.1	-	-			

HCM 6th Signalized Intersection Summary

1: Palisades Drive & 800 North

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1080	23	25	1888	11	77	18	48	51	16	76
Future Volume (veh/h)	50	1080	23	25	1888	11	77	18	48	51	16	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1113	24	26	1946	11	79	19	49	53	16	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	2967	1323	445	2967	1323	145	147	124	145	147	124
Arrive On Green	0.83	0.83	0.83	0.83	0.83	0.83	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	237	3554	1585	522	3554	1585	1374	1870	1585	1407	1870	1585
Grp Volume(v), veh/h	52	1113	24	26	1946	11	79	19	49	53	16	78
Grp Sat Flow(s),veh/h/ln	237	1777	1585	522	1777	1585	1374	1870	1585	1407	1870	1585
Q Serve(g_s), s	15.4	11.3	0.4	1.9	30.0	0.2	8.5	1.4	4.4	5.5	1.2	7.2
Cycle Q Clear(g_c), s	45.4	11.3	0.4	13.2	30.0	0.2	9.7	1.4	4.4	6.9	1.2	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	2967	1323	445	2967	1323	145	147	124	145	147	124
V/C Ratio(X)	0.26	0.38	0.02	0.06	0.66	0.01	0.55	0.13	0.39	0.37	0.11	0.63
Avail Cap(c_a), veh/h	199	2967	1323	445	2967	1323	303	362	306	307	362	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	3.0	2.1	4.6	4.5	2.1	68.7	64.3	65.7	67.5	64.2	67.0
Incr Delay (d2), s/veh	3.2	0.4	0.0	0.3	1.1	0.0	1.2	0.1	0.8	0.6	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	5.1	0.2	0.4	12.1	0.1	5.5	1.2	3.3	3.6	1.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	3.3	2.1	4.8	5.7	2.1	69.9	64.5	66.5	68.1	64.4	68.9
LnGrp LOS	B	A	A	A	A	A	E	E	E	E	E	E
Approach Vol, veh/h	1189			1983			147			147		
Approach Delay, s/veh	3.9			5.6			68.1			68.1		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	132.2			17.8			132.2			17.8		
Change Period (Y+Rc), s	7.0			6.0			7.0			6.0		
Max Green Setting (Gmax), s	108.0			29.0			108.0			29.0		
Max Q Clear Time (g_c+l1), s	32.0			9.2			47.4			11.7		
Green Ext Time (p_c), s	12.8			0.1			6.4			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	10.3											
HCM 6th LOS	B											

HCM 6th TWSC

2: Palisades Drive & 750 North

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	1	0	1	0	0	15	1	53	8	82	19	15
Future Vol, veh/h	1	0	1	0	0	15	1	53	8	82	19	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	17	1	59	9	91	21	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	286	282	30	278	286	64	38	0	0	68	0	0
Stage 1	212	212	-	66	66	-	-	-	-	-	-	-
Stage 2	74	70	-	212	220	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	666	627	1044	674	623	1000	1572	-	-	1533	-	-
Stage 1	790	727	-	945	840	-	-	-	-	-	-	-
Stage 2	935	837	-	790	721	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	624	588	1044	642	584	1000	1572	-	-	1533	-	-
Mov Cap-2 Maneuver	624	588	-	642	584	-	-	-	-	-	-	-
Stage 1	789	683	-	944	839	-	-	-	-	-	-	-
Stage 2	918	836	-	741	677	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	8.7	0.1	5.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	781	-	1000	1533
HCM Lane V/C Ratio	0.001	-	-	0.003	-	0.017	0.059
HCM Control Delay (s)	7.3	0	-	9.6	0	8.7	7.5
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1	0.2

2025 Background Analysis

HCM 6th Signalized Intersection Summary

1: Palisades Drive & 800 North

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1687	48	33	900	4	31	18	25	30	6	38
Future Volume (veh/h)	69	1687	48	33	900	4	31	18	25	30	6	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1874	53	37	1000	4	34	20	28	33	7	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	525	3026	1350	223	3026	1350	120	91	77	110	91	77
Arrive On Green	0.85	0.85	0.85	0.85	0.85	0.85	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	592	3554	1585	244	3554	1585	1431	1870	1585	1433	1870	1585
Grp Volume(v), veh/h	77	1874	53	37	1000	4	34	20	28	33	7	42
Grp Sat Flow(s),veh/h/ln	592	1777	1585	244	1777	1585	1431	1870	1585	1433	1870	1585
Q Serve(g_s), s	4.0	21.5	0.7	7.3	7.6	0.0	3.0	1.3	2.2	2.9	0.5	3.4
Cycle Q Clear(g_c), s	11.6	21.5	0.7	28.8	7.6	0.0	3.5	1.3	2.2	4.3	0.5	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	525	3026	1350	223	3026	1350	120	91	77	110	91	77
V/C Ratio(X)	0.15	0.62	0.04	0.17	0.33	0.00	0.28	0.22	0.36	0.30	0.08	0.55
Avail Cap(c_a), veh/h	525	3026	1350	223	3026	1350	359	403	341	349	403	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.2	3.0	1.5	7.6	2.0	1.4	60.7	59.5	59.9	61.5	59.1	60.5
Incr Delay (d2), s/veh	0.6	1.0	0.1	1.6	0.3	0.0	0.5	0.4	1.1	0.6	0.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	7.2	0.2	0.8	2.5	0.0	2.0	1.2	1.7	2.0	0.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	4.0	1.5	9.2	2.3	1.4	61.2	59.9	61.0	62.1	59.2	62.7
LnGrp LOS	A	A	A	A	A	A	E	E	E	E	E	E
Approach Vol, veh/h	2004			1041			82			82		
Approach Delay, s/veh	3.9			2.5			60.8			62.2		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	117.7			12.3			117.7			12.3		
Change Period (Y+Rc), s	7.0			6.0			7.0			6.0		
Max Green Setting (Gmax), s	89.0			28.0			89.0			28.0		
Max Q Clear Time (g_c+l1), s	30.8			6.3			23.5			5.5		
Green Ext Time (p_c), s	5.1			0.0			12.5			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	6.4											
HCM 6th LOS	A											

HCM 6th TWSC

2: Palisades Drive & 750 North

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	0	17	11	0	71	0	33	3	32	50	2
Future Vol, veh/h	67	0	17	11	0	71	0	33	3	32	50	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	0	19	12	0	79	0	37	3	36	56	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	207	169	57	178	169	39	58	0	0	40	0	0
Stage 1	129	129	-	39	39	-	-	-	-	-	-	-
Stage 2	78	40	-	139	130	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	751	724	1009	784	724	1033	1546	-	-	1570	-	-
Stage 1	875	789	-	976	862	-	-	-	-	-	-	-
Stage 2	931	862	-	864	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	681	707	1009	755	707	1033	1546	-	-	1570	-	-
Mov Cap-2 Maneuver	681	707	-	755	707	-	-	-	-	-	-	-
Stage 1	875	770	-	976	862	-	-	-	-	-	-	-
Stage 2	860	862	-	827	770	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		8.9		0		2.8					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1546	-	-	729	755	1033	1570	-	-			
HCM Lane V/C Ratio	-	-	-	0.128	0.016	0.076	0.023	-	-			
HCM Control Delay (s)	0	-	-	10.7	9.8	8.8	7.3	0	-			
HCM Lane LOS	A	-	-	B	A	A	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.2	0.1	-	-			

HCM 6th Signalized Intersection Summary

1: Palisades Drive & 800 North

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1146	24	27	2004	12	82	19	51	54	17	81
Future Volume (veh/h)	53	1146	24	27	2004	12	82	19	51	54	17	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	1181	25	28	2066	12	85	20	53	56	18	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	2946	1314	412	2946	1314	151	158	133	152	158	133
Arrive On Green	0.83	0.83	0.83	0.83	0.83	0.83	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	210	3554	1585	489	3554	1585	1364	1870	1585	1401	1870	1585
Grp Volume(v), veh/h	55	1181	25	28	2066	12	85	20	53	56	18	84
Grp Sat Flow(s),veh/h/ln	210	1777	1585	489	1777	1585	1364	1870	1585	1401	1870	1585
Q Serve(g_s), s	21.7	12.8	0.4	2.3	35.6	0.2	9.2	1.5	4.8	5.8	1.3	7.7
Cycle Q Clear(g_c), s	57.3	12.8	0.4	15.1	35.6	0.2	10.6	1.5	4.8	7.3	1.3	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	2946	1314	412	2946	1314	151	158	133	152	158	133
V/C Ratio(X)	0.32	0.40	0.02	0.07	0.70	0.01	0.56	0.13	0.40	0.37	0.11	0.63
Avail Cap(c_a), veh/h	173	2946	1314	412	2946	1314	300	362	306	305	362	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	3.3	2.2	5.2	5.2	2.2	68.4	63.6	65.1	66.9	63.5	66.4
Incr Delay (d2), s/veh	4.8	0.4	0.0	0.3	1.4	0.0	1.2	0.1	0.7	0.6	0.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	6.0	0.2	0.4	14.4	0.1	5.9	1.3	3.6	3.8	1.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	3.7	2.3	5.5	6.6	2.2	69.6	63.7	65.8	67.5	63.6	68.2
LnGrp LOS	C	A	A	A	A	A	E	E	E	E	E	E
Approach Vol, veh/h	1261			2106			158			158		
Approach Delay, s/veh	4.4			6.6			67.6			67.4		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	131.4			18.6			131.4			18.6		
Change Period (Y+Rc), s	7.0			6.0			7.0			6.0		
Max Green Setting (Gmax), s	108.0			29.0			108.0			29.0		
Max Q Clear Time (g_c+l1), s	37.6			9.7			59.3			12.6		
Green Ext Time (p_c), s	14.7			0.1			7.3			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	11.1											
HCM 6th LOS	B											

HCM 6th TWSC

2: Palisades Drive & 750 North

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	1	0	1	0	0	16	1	56	8	87	20	16
Future Vol, veh/h	1	0	1	0	0	16	1	56	8	87	20	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	18	1	62	9	97	22	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	303	298	31	295	303	67	40	0	0	71	0	0
Stage 1	225	225	-	69	69	-	-	-	-	-	-	-
Stage 2	78	73	-	226	234	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	649	614	1043	657	610	997	1570	-	-	1529	-	-
Stage 1	778	718	-	941	837	-	-	-	-	-	-	-
Stage 2	931	834	-	777	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	606	573	1043	623	570	997	1570	-	-	1529	-	-
Mov Cap-2 Maneuver	606	573	-	623	570	-	-	-	-	-	-	-
Stage 1	777	671	-	940	836	-	-	-	-	-	-	-
Stage 2	913	833	-	726	665	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.7		8.7		0.1		5.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1570	-	-	767	-	997	1529	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.003	-	0.018	0.063	-	-			
HCM Control Delay (s)	7.3	0	-	9.7	0	8.7	7.5	0	-			
HCM Lane LOS	A	A	-	A	A	A	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1	0.2	-	-			

2025 Background Plus Project Analysis

HCM 6th Signalized Intersection Summary

1: Palisades Drive & 800 North

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1687	50	35	900	4	33	18	26	30	6	38
Future Volume (veh/h)	69	1687	50	35	900	4	33	18	26	30	6	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1874	56	39	1000	4	37	20	29	33	7	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	525	3026	1350	222	3026	1350	120	91	77	110	91	77
Arrive On Green	0.85	0.85	0.85	0.85	0.85	0.85	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	592	3554	1585	243	3554	1585	1431	1870	1585	1431	1870	1585
Grp Volume(v), veh/h	77	1874	56	39	1000	4	37	20	29	33	7	42
Grp Sat Flow(s),veh/h/ln	592	1777	1585	243	1777	1585	1431	1870	1585	1431	1870	1585
Q Serve(g_s), s	4.0	21.5	0.7	7.8	7.6	0.0	3.3	1.3	2.3	3.0	0.5	3.4
Cycle Q Clear(g_c), s	11.6	21.5	0.7	29.3	7.6	0.0	3.8	1.3	2.3	4.3	0.5	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	525	3026	1350	222	3026	1350	120	91	77	110	91	77
V/C Ratio(X)	0.15	0.62	0.04	0.18	0.33	0.00	0.31	0.22	0.38	0.30	0.08	0.55
Avail Cap(c_a), veh/h	525	3026	1350	222	3026	1350	359	403	341	349	403	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.2	3.0	1.5	7.6	2.0	1.4	60.9	59.5	59.9	61.5	59.1	60.4
Incr Delay (d2), s/veh	0.6	1.0	0.1	1.7	0.3	0.0	0.5	0.4	1.1	0.6	0.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	7.2	0.2	0.8	2.5	0.0	2.2	1.2	1.7	2.0	0.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	4.0	1.5	9.4	2.3	1.4	61.4	59.9	61.1	62.1	59.2	62.7
LnGrp LOS	A	A	A	A	A	A	E	E	E	E	E	E
Approach Vol, veh/h	2007			1043			86			82		
Approach Delay, s/veh	3.9			2.5			60.9			62.1		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	117.7			12.3			117.7			12.3		
Change Period (Y+Rc), s	7.0			6.0			7.0			6.0		
Max Green Setting (Gmax), s	89.0			28.0			89.0			28.0		
Max Q Clear Time (g_c+l1), s	31.3			6.3			23.5			5.8		
Green Ext Time (p_c), s	5.2			0.0			12.5			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	6.5											
HCM 6th LOS	A											

HCM 6th TWSC

2: Palisades Drive & 750 North

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	0	17	11	0	73	0	33	3	35	50	2
Future Vol, veh/h	67	0	17	11	0	73	0	33	3	35	50	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	0	19	12	0	81	0	37	3	39	56	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	214	175	57	184	175	39	58	0	0	40	0	0
Stage 1	135	135	-	39	39	-	-	-	-	-	-	-
Stage 2	79	40	-	145	136	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	743	718	1009	777	718	1033	1546	-	-	1570	-	-
Stage 1	868	785	-	976	862	-	-	-	-	-	-	-
Stage 2	930	862	-	858	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	671	699	1009	747	699	1033	1546	-	-	1570	-	-
Mov Cap-2 Maneuver	671	699	-	747	699	-	-	-	-	-	-	-
Stage 1	868	765	-	976	862	-	-	-	-	-	-	-
Stage 2	857	862	-	820	764	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		8.9		0		3					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1546	-	-	720	747	1033	1570	-	-			
HCM Lane V/C Ratio	-	-	-	0.13	0.016	0.079	0.025	-	-			
HCM Control Delay (s)	0	-	-	10.7	9.9	8.8	7.4	0	-			
HCM Lane LOS	A	-	-	B	A	A	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0.3	0.1	-	-			

HCM 6th Signalized Intersection Summary

1: Palisades Drive & 800 North

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1146	27	29	2004	12	85	19	53	54	17	81
Future Volume (veh/h)	53	1146	27	29	2004	12	85	19	53	54	17	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	1181	28	30	2066	12	88	20	55	56	18	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	2939	1311	409	2939	1311	154	162	137	155	162	137
Arrive On Green	0.83	0.83	0.83	0.83	0.83	0.83	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	210	3554	1585	488	3554	1585	1364	1870	1585	1398	1870	1585
Grp Volume(v), veh/h	55	1181	28	30	2066	12	88	20	55	56	18	84
Grp Sat Flow(s),veh/h/ln	210	1777	1585	488	1777	1585	1364	1870	1585	1398	1870	1585
Q Serve(g_s), s	21.9	12.9	0.5	2.5	36.0	0.2	9.5	1.5	4.9	5.8	1.3	7.7
Cycle Q Clear(g_c), s	58.0	12.9	0.5	15.5	36.0	0.2	10.9	1.5	4.9	7.3	1.3	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	2939	1311	409	2939	1311	154	162	137	155	162	137
V/C Ratio(X)	0.32	0.40	0.02	0.07	0.70	0.01	0.57	0.12	0.40	0.36	0.11	0.61
Avail Cap(c_a), veh/h	171	2939	1311	409	2939	1311	300	362	306	305	362	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	3.4	2.3	5.4	5.4	2.3	68.2	63.3	64.9	66.6	63.2	66.1
Incr Delay (d2), s/veh	4.9	0.4	0.0	0.3	1.4	0.0	1.2	0.1	0.7	0.5	0.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	6.1	0.2	0.5	14.7	0.1	6.2	1.3	3.7	3.8	1.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	3.8	2.3	5.7	6.8	2.3	69.5	63.4	65.6	67.2	63.3	67.8
LnGrp LOS	C	A	A	A	A	A	E	E	E	E	E	E
Approach Vol, veh/h	1264			2108			163			158		
Approach Delay, s/veh	4.5			6.8			67.4			67.0		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	131.0			19.0			131.0			19.0		
Change Period (Y+Rc), s	7.0			6.0			7.0			6.0		
Max Green Setting (Gmax), s	108.0			29.0			108.0			29.0		
Max Q Clear Time (g_c+l1), s	38.0			9.7			60.0			12.9		
Green Ext Time (p_c), s	14.7			0.1			7.3			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	11.3											
HCM 6th LOS	B											

HCM 6th TWSC

2: Palisades Drive & 750 North

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	1	0	1	0	0	20	1	56	8	91	20	16
Future Vol, veh/h	1	0	1	0	0	20	1	56	8	91	20	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	22	1	62	9	101	22	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	313	306	31	303	311	67	40	0	0	71	0	0
Stage 1	233	233	-	69	69	-	-	-	-	-	-	-
Stage 2	80	73	-	234	242	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	640	608	1043	649	604	997	1570	-	-	1529	-	-
Stage 1	770	712	-	941	837	-	-	-	-	-	-	-
Stage 2	929	834	-	769	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	593	566	1043	614	562	997	1570	-	-	1529	-	-
Mov Cap-2 Maneuver	593	566	-	614	562	-	-	-	-	-	-	-
Stage 1	769	664	-	940	836	-	-	-	-	-	-	-
Stage 2	907	833	-	716	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	8.7	0.1	5.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	756	-	997	1529
HCM Lane V/C Ratio	0.001	-	-	0.003	-	0.022	0.066
HCM Control Delay (s)	7.3	0	-	9.8	0	8.7	7.5
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1	0.2



City Council Chambers, 56 N State Street

***** IMPORTANT DEVELOPMENT NOTICE *****

PUBLIC HEARING - REZONE - Amending Article 22-5-3 (A) and the zoning map of the City of Orem by rezoning the property located generally at 1350 East 740 North from the R12 zone to the PD-52 zone (approximately 6 acres) and enacting Appendix ZZ of the Orem City code.

The applicant has requested to rezone this property to allow the use for Provo Behavioral Hospital to be a permitted use in anticipation of a one-story 12,017 square foot addition to the building. Site plan approval will be required prior to the addition being built. This project is located in the Orchard neighborhood.

Additional information can be found at orem.org/planning under the "Current Planning (Public Hearing Notices)" tab.

UHS OF PROVO CANYON INC
%ICPG
6200 UTSA BLVD # 2
SAN ANTONIO, TX 78249

Planning Commission
Wed, Nov 15, 2023
4:30 pm



City Council Chambers, 56 N State Street

***** IMPORTANT DEVELOPMENT NOTICE *****

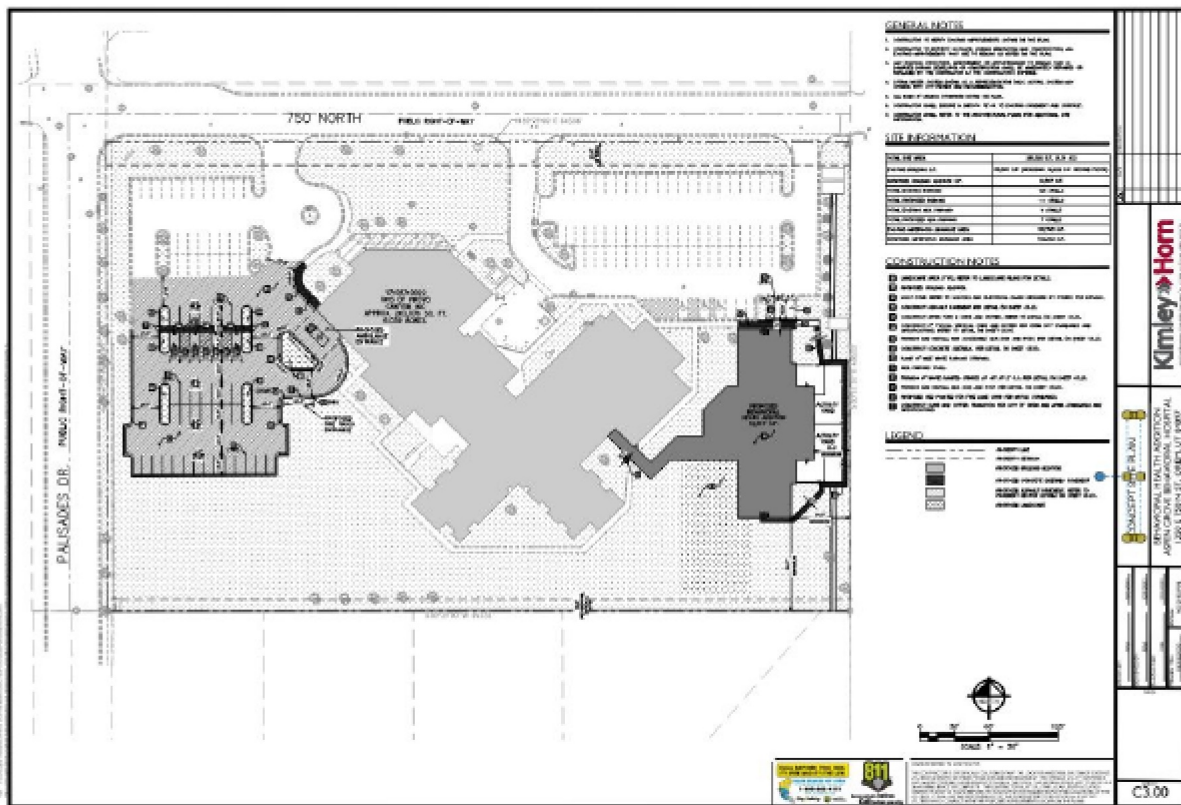
PUBLIC HEARING - REZONE - Amending Article 22-5-3 (A) and the zoning map of the City of Orem by rezoning the property located generally at 1350 East 740 North from the R12 zone to the PD-52 zone (approximately 6 acres) and enacting Appendix ZZ of the Orem City code.

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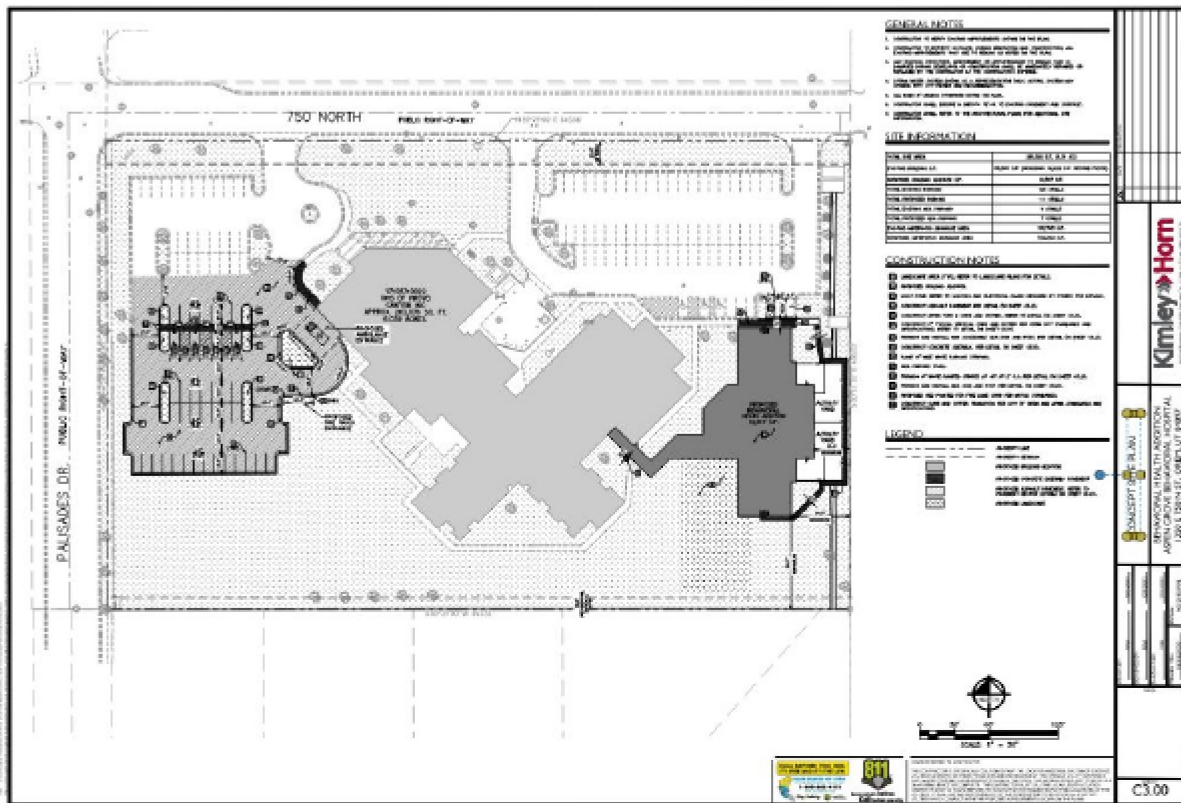
Additional information can be found at orem.org/planning under the "Current Planning (Public Hearing Notices)" tab.

HAWKINS, KEVIN B & JEAN
7076 S ALTON WAY BLDG H
CENTENNIAL, CO 80112

Planning Commission
Wed, Nov 15, 2023
4:30 pm



orem.org/planning under "Current Planning (Public Hearing Notices)" tab



orem.org/planning under "Current Planning (Public Hearing Notices)" tab

PANDA BEAR HOMES INC
PO BOX 1132
OREM, UT 84057

GREENFIELD PROPERTIES LIMITED
PARTNERSHIP
PO BOX 1239
OREM, UT 84059

QUESTAR GAS COMPANY
PO BOX 45360
SALT LAKE CITY, UT 84145

R S LOSEE STUDIO LC
RR 3 BOX A10
SUNDANCE, UT 84604

OREM CITY CORPORATION
--OR CURRENT RESIDENT--
STREET 1181 E 600 N
OREM, UT 84097

CENTRAL UTAH WATER
CONSERVANCY DISTRICT
--OR CURRENT RESIDENT--
1 XACTWARE PLAZA
OREM, UT 84097

CORP OF PRES BISHOP CHURCH OF
JESUS CHRIST OF LDS
50 E NORTH TEMPLE FL 12
SALT LAKE CITY, UT 84150

CANYON RIVER HOLDCO LLC
50 W BROADWAY STE 333 PMB 42981
SALT LAKE CITY, UT 84101

JAMES HAWKES
55 WEST 500 SOUTH
OREM, UT 84058

COMMON AREA
100 E CENTER ST
PROVO, UT 84606

HELENA KLEINLEIN
103 WEST 2170 SOUTH
OREM, UT 84058

1313 EAST 800 NORTH OREM LLC
124 E 2200 N
LEHI, UT 84043

JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

DAVE YOUNG
173 S COUNTRYSIDE LANE
OREM, UT 84058

CASCADE SEDDIE LLC
%BECK, JON
212 E CROSSROADS BLVD 143
SARATOGA SPRINGS, UT 84045

RM DAIVS COMMERCIAL TWO LLC
236 N COUNTRY MANOR LN
ALPINE, UT 84004

PROVO RIVER WATER USERS
ASSOCIATION
285 W 1100 N
PLEASANT GROVE, UT 84062

LANAE MILLETT
288 W 1500 N
OREM, UT 84057

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

SISNEROS, ELMER & DEBBIE
566 N BELLA VISTA DR
OREM, UT 84097

HOLT, A MONTE & SHIRLEY H (ET
AL)
569 N 1230 E
OREM, UT 84097

ALPINE SCHOOL DISTRICT
575 N 100 E
AMERICAN FORK, UT 84003

REID, DOUGLAS T & TERI LYNN
584 N 1230 E
OREM, UT 84097

FREDRICKSEN, AMY N & JERRY S
585 N 1230 E
OREM, UT 84097

CHRISTENSEN, WILLIAM G &
KRISTEN H
587 N BELLA VISTA DR
OREM, UT 84097

WINEGAR, LISA M
588 N BELLA VISTA DR
OREM, UT 84097

FWT BUSINESSES LLC
602 DRAPER HEIGHTS WAY
DRAPER, UT 84020

HARRISON, MICHAEL A & CLYDA F
602 N BELLA VISTA DR
OREM, UT 84097

SOSA, ALISSA
607 N 1230 E
OREM, UT 84097

BROWN, RONALD GENE & ELARY F
608 N 1230 E
OREM, UT 84097

NIXON, DAVID QUINN & SANDRA
JANE
612 N 1170 E
OREM, UT 84097

GILBERT, KENT S & LANA R
612 N BELLA VISTA DR
OREM, UT 84097

GREENFIELD PROPERTIES LIMITED
PARTNERSHIP
615 S STATE ST
OREM, UT 84058

RODRIGUEZ, VICTORIA A
619 N 1230 E
OREM, UT 84097

CHERRINGTON, MARK O & KELLI R
622 N 1170 E
OREM, UT 84097

WILKINSON, MICHAEL K & PATRICIA
L
622 N 1280 E
OREM, UT 84097

CHERRINGTON, MARK O & KELLI R
--OR CURRENT RESIDENT--
622 N CHERRINGTON CIR
OREM, UT 84097

ESPLIN, BRENT H & JULIE C
626 N 1170 E
OREM, UT 84097

ESPLIN, BRENT H & JULIE C
--OR CURRENT RESIDENT--
626 N CHERRINGTON CIR
OREM, UT 84097

JOHNSON, ALAN E & NORINE L (ET
AL)
631 N BELLA VISTA DR
OREM, UT 84097

CLARK, THOMAS C & ELNA L (ET AL)
--OR CURRENT RESIDENT--
632 N 1280 EAST
OREM, UT 84097

JOHNSON, JONATHAN W & HEATHER
A
635 N 1250 E
OREM, UT 84097

DEBBY LAURET
641 S 1920 W
OREM, UT 84059

JOHNSTON, DAVID K & KERRI R (ET
AL)
642 N 1250 E
OREM, UT 84097

SMITH, CHRISTOPHER EDWARD &
WENDY THOMAS
645 N 1250 E
OREM, UT 84097

DAVIS, MARK D
647 N 1280 E
OREM, UT 84097

HOWARD, KANDIS HOLLEY
648 N 1180 E
OREM, UT 84097

CLARK, THOMAS C & ELNA L (ET AL)
648 N 1280 E
OREM, UT 84097

HILL, JAY & SARA
648 N BELLA VISTA DR
OREM, UT 84097

ARTHUR, DOUGLAS K & TERRY C
651 N BELLA VISTA DR
OREM, UT 84097

OREM KEY PROPERTIES LLC
651 W GALENA PARK BLVD STE 101
DRAPER, UT 84020

BOWLES, ALAN NEIL & KRISTINE
ANN
652 N 1180 E
OREM, UT 84097

MADELINE KOMEN
653 W. 1360 NORTH
OREM, UT 84057

HILTON, DAVID B
655 N 1180 E
OREM, UT 84097

CAMERON, CLINTON BRUCE &
MARCIA JONES
658 N BELLA VISTA DR
OREM, UT 84097

BUSHNELL, MIKEL & HOLLY (ET AL)
664 N 1180 E
OREM, UT 84097

THAXTON, GLEN E & CHELE L
678 N 1180 E
OREM, UT 84097

RUSSELL, ROBERT A & CASSANDRA
G
692 N 1180 E
OREM, UT 84097

TROST, JODI QUINN
706 N 1180 E
OREM, UT 84097

WOOLLEY, SPENCER DEAN &
RAELYNN LAMBERT
722 N 1180 E
OREM, UT 84097

ACE REAL ESTATE VENTURES LLC
--OR CURRENT RESIDENT--
727 N 1550 EAST
OREM, UT 84097

ACE REAL ESTATE VENTURES LLC
727 N 1550 E # 400
OREM, UT 84097

SMITH, JAMES N & BETHANY
731 N 1180 E
OREM, UT 84097

GRANT, DAVID & LYNNETTE
732 N 1180 E
OREM, UT 84097

JUNGFRAU LLC - SERIES COLONIES
TOWNHOUSE
747 N 1180 E
OREM, UT 84097

HADFIELD, VARDEN EUGENE &
REBECCA DAWNE
748 N 1180 E
OREM, UT 84097

STRATTON, KEVEN J
754 W 700 S
PLEASANT GROVE, UT 84062

HERITAGE BEHAVIORAL HEALTH
SYSTEMS INC
--OR CURRENT RESIDENT--
759 N 1180 EAST
OREM, UT 84097

CASTLE, CRAIG N & STACI
762 N 1180 E
OREM, UT 84097

MICHAELIS, KIRT & NICOLE
773 N 1180 E
OREM, UT 84097

NIELSEN, REBECCA SUSAN (ET AL)
774 N 1180 E
OREM, UT 84097

R S LOSEE STUDIO PROPERTY LC
777 N PALISADES DR
OREM, UT 84097

BORN, JEFFREY A & VICKY L
779 N 1180 E
OREM, UT 84097

ACE REAL ESTATE VENTURES LLC
--OR CURRENT RESIDENT--
787 N 1550 EAST
OREM, UT 84097

MILO PROPERTY LLC
--OR CURRENT RESIDENT--
825 N 1420 EAST
OREM, UT 84097

MILO PROPERTY LLC
--OR CURRENT RESIDENT--
831 N 1420 EAST
OREM, UT 84097

WOLSEY, NICK J & AIMEE A
872 N CANYON HILLS DR
OREM, UT 84097

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

MURRAY LOW
904 S. 725 WEST
OREM, UT 84058

ALPINE SCHOOL DISTRICT
--OR CURRENT RESIDENT--
921 N 1240 EAST
OREM, UT 84097

ABA 800 SOUTH STATE LLC
941 E 680 N
OREM, UT 84097

SOMMERSET PARK LLC
964 S 950 E
ALBION, ID 83311

GERALD CRISMON
1069 S. 545 EAST
OREM, UT 84097

TERRY PETERSON
1125 LYNNWOOD DRIVE
OREM, UT 84097

HAMPTON, MORGAN LEA (ET AL)
1152 E 680 N
OREM, UT 84097

WILSON, KAITLIN MARIE &
BENJAMIN DOW
1153 E 680 N
OREM, UT 84097

ZOLLINGER, BRANDON & SHAUNA
1154 E 720 N
OREM, UT 84097

BELL, LAREE D & LAREE D
1164 E 680 N
OREM, UT 84097

BARKDULL, GAVON J & TANYA
1165 E 680 N
OREM, UT 84097

BOWDEN, STEVEN DOUGLAS &
SHERRY SUE ELKINS (ET AL)
1166 E 720 N
OREM, UT 84097

KEEMER, TYLER BRUCE & NICOLE
RENEE
1186 E 600 N
OREM, UT 84097

GARNER LC
1188 W 10400 S
SOUTH JORDAN, UT 84095

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

YUTOPIA CORPORATION
1240 E 800 N
OREM, UT 84097

DEAN, LUKAS R & ANGELA ESPLIN
1242 E 570 N
OREM, UT 84097

SCALORA, MICHAEL A
1255 E 620 N
OREM, UT 84097

JONASSAINT, MARISA
1261 E 570 N
OREM, UT 84097

BARTHOLOMEW, YING-LI (ET AL)
1262 E 570 N
OREM, UT 84097

HICKS, JACOB RONALD & JENNIFER
ROSE (ET AL)
1262 E 620 N
OREM, UT 84097

WASHBURN, STEPHEN & MELISSA
(ET AL)
1263 E 530 N
OREM, UT 84097

MAGNESS, ROBERT J & COURTNEY
1265 E 620 N
OREM, UT 84097

GOUGH, JASON T & LUISA R
1273 E 570 N
OREM, UT 84097

CARLILE, ALTHEA ELAINE BUSATH
1274 E 570 N
OREM, UT 84097

EDMUNDS, JOHN M & MELANIE
MCKAY (ET AL)
--OR CURRENT RESIDENT--
1275 E 530 NORTH
OREM, UT 84097

ARBON, VAL A & BONNIE L
1276 E 620 N
OREM, UT 84097

NEWSOM, KEVIN GRAY & LORI
OAKS
1285 E 570 N
OREM, UT 84097

WASHBURN, JERRY C & BETTY P (ET
AL)
1286 E 570 N
OREM, UT 84097

DYER, WILLIAM GIBB JR & THERESA
CAROL FRANCK
1287 E 530 N
OREM, UT 84097

MORCK, DANIEL S
1313 E 660 N
OREM, UT 84097

FAGGIOLI, DOUGLAS & JANICE V
1314 E 660 N
OREM, UT 84097

ZAMBONI, GARY A & COLLEEN (ET
AL)
1315 E 550 N
OREM, UT 84097

MEHLHOFF, JEANICE O (ET AL)
--OR CURRENT RESIDENT--
1316 E 600 NORTH
OREM, UT 84097

STANLEY L GUBLER LTD (ET AL)
--OR CURRENT RESIDENT--
1317 E 750 NORTH
OREM, UT 84097

WOLLASTON, DARCY J
1320 E 600 N
OREM, UT 84097

EVERSOLE, ADAM & LISA KAY (ET
AL)
1322 E 550 N
OREM, UT 84097

MEHLHOFF, JEANICE O (ET AL)
1331 E 600 N
OREM, UT 84097

HAWKINS, KEVIN B & JEAN
--OR CURRENT RESIDENT--
1335 E 660 NORTH
OREM, UT 84097

SOMMERSET PARK LLC
--OR CURRENT RESIDENT--
1337 E 750 NORTH
OREM, UT 84097

GEDICKS, FREDERICK MARK &
NICEA S (ET AL)
1338 E 660 N
OREM, UT 84097

LEGAS, JENNIFER & RICHARD (ET
AL)
1341 E 600 N
OREM, UT 84097

UHS OF PROVO CANYON INC
--OR CURRENT RESIDENT--
1350 E 750 NORTH
OREM, UT 84097

HUFFAKER, BRIAN & MISA
1355 E 660 N
OREM, UT 84097

JARVIS, MICHAEL L & KELLYE A (ET AL)
1369 E 660 N
OREM, UT 84097

SOMMERSET PARK HOLDINGS LLC
--OR CURRENT RESIDENT--
1371 E 750 NORTH
OREM, UT 84097

CASCADE PROFESSIONAL PLAZA LLC
--OR CURRENT RESIDENT--
1375 E 800 NORTH
OREM, UT 84097

K&S JENSON PROPERTIES LLC
1385 E 750 N
OREM, UT 84097

RYAN CLARK
1405 N. 1430 WEST
PLEASANT GROVE, UT 84062

LIBERTY PIONEER ENERGY LLC
--OR CURRENT RESIDENT--
1409 E 840 NORTH
OREM, UT 84097

RM DAIVS COMMERCIAL TWO LLC
--OR CURRENT RESIDENT--
1415 E 840 NORTH
OREM, UT 84097

CENTRAL UTAH WATER
CONSERVANCY DISTRICT
--OR CURRENT RESIDENT--
1420 E 800 NORTH
OREM, UT 84097

BLUE 42 LLC
1422 E 820 N
OREM, UT 84097

SCHMIDT, PETER ROBERT
1425 E 880 N
OREM, UT 84097

BLUE 42 LLC
--OR CURRENT RESIDENT--
1426 E 820 NORTH
OREM, UT 84097

CENTRAL UTAH WATER
CONSERVANCY DISTRICT
1426 E 750 N STE 400
OREM, UT 84097

JAMISON PROPERTIES LLC
1428 E 840 N
OREM, UT 84097

PETERSON, LEILANI MARIE
--OR CURRENT RESIDENT--
1432 E 840 NORTH
OREM, UT 84097

PETERSON, LEILANI MARIE
1432 E 840 N STE 100
OREM, UT 84097

CWCIC LC
%HANSEN, DENNIS
1433 E 840 N
OREM, UT 84097

CANYON VIEW OF OREM LLC
--OR CURRENT RESIDENT--
1434 E 820 NORTH
OREM, UT 84097

MMSALTZ LTD (ET AL)
1434 E 880 N
OREM, UT 84097

CWCIC LC
--OR CURRENT RESIDENT--
1435 E 840 NORTH
OREM, UT 84097

LAMBSON, ALAN K & EDEL C
1436 E 920 N
OREM, UT 84097

CWCIC LC
--OR CURRENT RESIDENT--
1437 E 840 NORTH
OREM, UT 84097

BRYCE, NATHAN KEITH & KRISTIN
GAYLE
1439 E 880 N
OREM, UT 84097

SACHS INVESTMENT PROPERTY LLC
--OR CURRENT RESIDENT--
1442 E 820 NORTH
OREM, UT 84097

SAGERS, JAMES (ET AL)
1446 E 880 N
OREM, UT 84097

GARNER LC
--OR CURRENT RESIDENT--
1450 E 820 NORTH
OREM, UT 84097

BROBERG, ROGER D & LAJEAN G
1452 E 920 N
OREM, UT 84097

FWT BUSINESSES LLC
--OR CURRENT RESIDENT--
1454 E 820 NORTH
OREM, UT 84097

BUTLER, RICHARD JOHN & DIANE
(ET AL)
1455 E 880 N
OREM, UT 84097

OREM KEY PROPERTIES LLC
--OR CURRENT RESIDENT--
1457 E 840 NORTH
OREM, UT 84097

OREM KEY PROPERTIES LLC
--OR CURRENT RESIDENT--
1461 E 840 NORTH
OREM, UT 84097

NICHOLSON, LYNELLE & STEVEN L
1468 E 880 N
OREM, UT 84097

HARRIS, ROBERT JAMES (ET AL)
1471 E 880 N
OREM, UT 84097

BACK BAY INVESTMENTS LC
--OR CURRENT RESIDENT--
1472 E 820 NORTH
OREM, UT 84097

OLSEN, TONY F & KERRI
1478 E 880 N
OREM, UT 84097

BACK BAY INVESTMENTS LLC
--OR CURRENT RESIDENT--
1480 E 820 NORTH
OREM, UT 84097

ABA 800 SOUTH STATE LLC
--OR CURRENT RESIDENT--
1481 E 840 NORTH
OREM, UT 84097

PATTON, DANNY R & BARBARA (ET AL)
1483 E 880 N
OREM, UT 84097

HEALTH WATCH PROVO INC
--OR CURRENT RESIDENT--
1485 E 840 NORTH
OREM, UT 84097

MAKIN, JUSTIN R & JENNIFER ANN
1486 E 880 N
OREM, UT 84097

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

JASON BENCH
1911 N MAIN STREET
OREM, UT 84057-2101

SOMMERSET PARK HOLDINGS LLC
2064 GRAYSTONE LA
DRAPER, UT 84020

CASCADE PROFESSIONAL PLAZA
LLC
%WYNGATE PROPERTY
MANAGEMENT
2230 N UNIVERSITY PKWY STE 2F
PROVO, UT 84604

EDMUNDS, JOHN M & MELANIE
MCKAY (ET AL)
2294 MOUNTAIN VISTA LN
PROVO, UT 84606

MILO PROPERTY LLC
2975 INDIAN HILLS DR
PROVO, UT 84604

LIBERTY PIONEER ENERGY LLC
3319 N UNIVERSITY AVE STE 200
PROVO, UT 84604

BACK BAY INVESTMENTS LLC
3733 PEBBLE LN
PROVO, UT 84604

SACHS INVESTMENT PROPERTY LLC
4126 W JOSUAH LN
CEDAR HILLS, UT 84062

UTAH DEPARTMENT OF
TRANSPORTATION
4501 S 2700 W
SALT LAKE CITY, UT 84129

STANLEY L GUBLER LTD (ET AL)
%GUBLER, BRENT
5030 S REGENCY ST
SALT LAKE CITY, UT 84117

CANYON VIEW OF OREM LLC
5132 N 300 W STE 100
PROVO, UT 84604

SCENICVIEW ASSETS LLC
5455 N RIVER RUN DR
PROVO, UT 84604

HERITAGE BEHAVIORAL HEALTH
SYSTEMS INC
5600 HERITAGE SCHOOL DR
PROVO, UT 84604

CANYON RIVER HOLDCO LLC
--OR CURRENT RESIDENT--
5720 N HERITAGE SCHOOL (250 W)
DR
PROVO, UT 84604

UHS OF PROVO CANYON INC
%ICPG
6200 UTSA BLVD # 2
SAN ANTONIO, TX 78249

HAWKINS, KEVIN B & JEAN
7076 S ALTON WAY BLDG H
CENTENNIAL, CO 80112

HEALTH WATCH PROVO INC
9152 SILVER LAKE DR
CEDAR HILLS, UT 84062



Planning Commission

November 15, 2023

Item 3.3

PUBLIC HEARING – Considering a proposed settlement agreement between Wright Development Group and the City of Orem regarding development of the property located generally at 841 South State Street (former Meadow Gold property).

Prepared By:
Cheryl Vargas

Applicant:
Logan Johnson, Wright
Development Group

NOTICES:

- Posted in 2 public places
- Posted on City Webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at Utah.gov/pmn
- Noticed 478 property owners with 1,000 ft.

SITE INFORMATION:

- General Plan Designation:

Community Commercial

- Current Zone: **C2**
- Acreage: **4.17**
- Neighborhood:

Hillcrest

ACTION:

The Planning Commission shall forward a recommendation to the City Council for this item.

REQUEST: The owner of the property at 841 South State Street and City staff request the City consider a proposed settlement agreement regarding development of the property at 841 South State Street (the former Meadow Gold property).

BACKGROUND: In 2018, five State Street Districts were enacted with specific zoning requirements for each District. The property at 841 South State Street was in the Arts District. While the property in question was in the Arts District, the owner had several meetings with staff over a period of a couple years regarding the zoning requirements for a multi-story structure with commercial and retail business on the first floor and residential apartments above. The applicant submitted a site plan application in July 2021 for a mixed-use project consisting of seven stories with a height of approximately 79 feet. Shortly thereafter, a moratorium on the development of residential units in the State Street District zones was put in place and the project was stopped.

Wright Development Group then filed a lawsuit against the City challenging the validity of the moratorium. Since that time, City staff and the owner of the property have conducted negotiations regarding a possible settlement of the lawsuit for the consideration of the Planning Commission and City Council. The proposed settlement agreement would allow a residential development on the property with the following elements:

1. ***Building Height.*** A maximum building height of 52 feet (top of parapet) and four stories with a limited exception for a rooftop structure enclosing the stairway, elevator and lobby in the location shown in Exhibit "B" of the settlement agreement which may have a maximum height of 64 feet.
2. ***Number of Residential Units.*** A maximum of 311 residential units.
3. ***Required Parking.*** A requirement that the project have at least 650 parking stalls. The proposed agreement includes a requirement that residents can't be charged a fee, deposit or other charge to use the on-site parking stalls.
4. ***Conformance with Building Elevations.*** A requirement that the project be built in substantial conformance with the layout and elevations shown in the settlement agreement including conformance will all setbacks, landscaping, and design elements shown in the proposed settlement agreement.

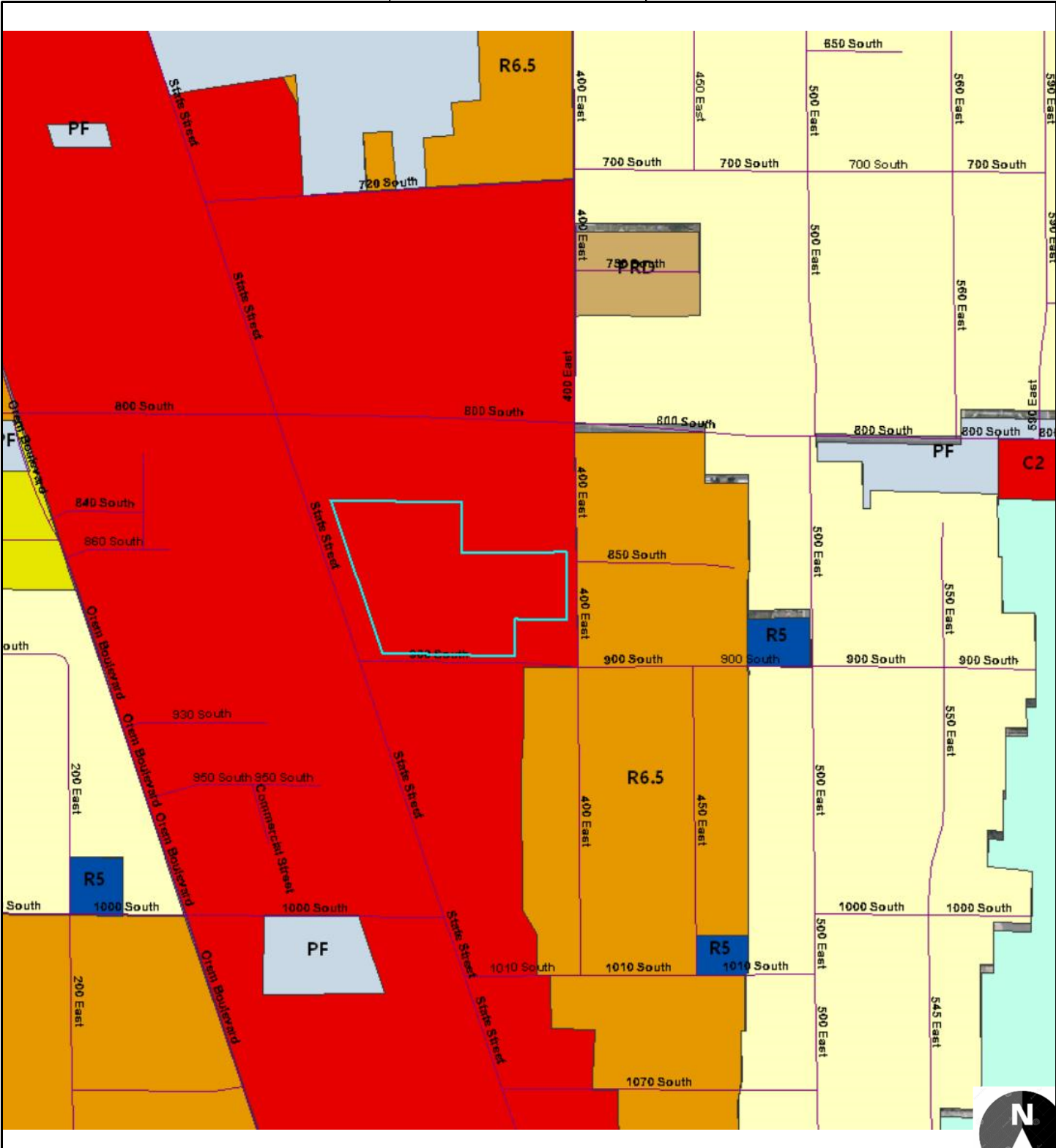
5. **Materials.** Except as otherwise provided, all buildings shall be completed on all sides with brick, split-face block, glass, stone, fiber cement, aluminum composite material panel systems (but not including aluminum siding) and wood. Stucco, and Exterior Insulation and Finishing Systems (EIFS) shall only be permitted as trim on ground-level façades and shall only be allowed on up to a maximum of 20% of a street-facing façade and up to a maximum of 90% of a non-street facing façade. Standing seam metal (but no other metals) may be used for awnings. Sheet metal and corrugated metal and other metal finishes are only permitted for soffits, fascia, and similar minor architectural features (less than or equal to 5% coverage on any given elevation).
6. **Compliance with All Other Standards.** A requirement that the development conform to all other standards and requirements of the proposed settlement agreement.

The proposed settlement agreement represents a possible compromise between the original seven-story development originally proposed by the owner and the City's moratorium prohibiting residential units on the property. If the City Council approves the settlement agreement, the lawsuit that was filed against the City will be dismissed. If the settlement agreement is not approved, it is anticipated that the litigation between the parties will likely continue with ultimate judgment to be rendered by the court.

RECOMMENDATION: Staff recommends the Planning Commission consider the proposed settlement agreement between Wright Development Group and the City and provide a recommendation to the City Council regarding the proposed settlement agreement regarding development of the property at 841 South State Street.



Orem Art Lofts



Rezone
Zone: C2
Acres: 4.18

NEIGHBORHOOD
Hillcrest

 841 S State Street
 Parcels

Site Plan

PROJECT INFO:

LOT SIZE:

193,312 SF (4.44 ACRES)

NUMBER OF STORIES:

4 STORIES

DEVELOPMENT STANDARDS AND REQ'S (PER EXHIBIT C)

A. HEIGHT:

52'-0" (64' MAX. ALLOWED ON STRUCTURE ABOVE PARKING STRUCTURE)

B. RESIDENTIAL UNITS:

STUDIOS:	71 UNITS	(22.8%)
ONE BEDROOM:	139 UNITS	(44.7%)
TWO BEDROOM:	89 UNITS	(28.6%)
THREE BEDROOM:	12 UNITS	(3.9%)
311 UNITS		

C. PARKING STALLS:

650+ STALLS (4-STORY PARKING STRUCTURE)
2.09+ STALLS / UNIT

D. ROOFTOP AMENITIES:

ONLY USED BETWEEN 7 A.M. TO 10 P.M.

E. PERMITTED USED:

MULTI-FAMILY RESIDENTIAL USE

F. SETBACKS:

WEST SIDE (STATE ST.)	= 8'-0"
SOUTH SIDE (900 S.)	= 8'-0"
NORTH SIDE (WRAP)	= 5'-0"
NORTH SIDE (EAST WING)	= 5'-0"
NORTH SIDE (AT DUMPSTER)	= 1'-0"
EAST SIDE (WRAP)	= 5'-0"
EAST SIDE (400 E)	= 15'-0"

G. ARCHITECTURAL FEATURES:

VERTICAL BREAK EVERY 50' WITH A MIN. DEPTH OF 1'.
VERTICAL BREAK TO EXTEND OVER 75% OF HEIGHT.

H. MATERIALS:

TIER 1 MATERIALS:

STONE, BRICK, SPLIT-FACE CMU, GLASS, FIBER CEMENT, ACM PANELS,

TIER 2 MATERIALS:

STUCCO, EIFS

STREET FACING FACADES:

	TIER 1	TIER 2
STATE STREET:	80 %	20 % (20 % MAX)
900 SOUTH:	81 %	19 % (20 % MAX)
400 EAST:	86 %	14 % (20 % MAX)

NON-STREET FACING:

NORTH ELEV. - E. WING	46 %	54 % (75 % MAX)
EAST ELEV. - N. WING	29 %	71 % (75 % MAX)
NORTH ELEV. - N. WING	33 %	67 % (75 % MAX)

I. ENTRANCES:

ENTRANCES PROVIDED ON STATE STREET, 900 SOUTH AND 400 EAST.

J. WINDOWS & AWNINGS:

NOT APPLICABLE

K. BALCONIES:

MIN. 50 SF. MORE THAN 85% OF UNITS HAVE BALCONIES.

L. DRIVE-THROUGH:

NOT APPLICABLE

M. SCREENING:

SCREENING PROVIDED AROUND TRASH COMPACTOR. TRANSFORMERS PROVIDED BEHIND THE BUILDING.

N. LIGHTING:

LIGHTING PLAN TO BE PROVIDED.

O. OPEN SPACE:

20 % REQUIRED (38,988 SF)	
GROUND LEVEL:	11,122 SF
ROOFTOP:	16,470 SF
TOTAL OPEN SPACE:	57,592 SF (29.8 %)

P. DRIVEWAYS & ACCESSSES:

PER CONCEPT PLAN.

Q. TRAFFIC STUDY:

TO BE PROVIDED

R. PARKING LOT STANDARDS:

NOT APPLICABLE

S. PARKING STRUCTURES:

4-STORY PARKING STRUCTURE FULLY WRAPPED BY APARTMENT BUILDING.

T. SIGNS:

SHALL MEET ARTICLE 14-3 OF OREM CITY CODE

U. LANDSCAPING:

PER CONCEPT LANDSCAPE PLAN. STREET TREES PER APPENDIX U OF THE OREM CITY CODE.

V. UTILITIES:

SERVED BY PUBLIC SEWER AND PUBLIC WATER. ALL UTILITIES SHALL BE UNDERGROUND.

W. SWPPP:

REQUIRED BEFORE BUILDING PERMIT.



NOTE:
LEVEL 1 IS SHOWN IN THIS CONCEPT PLAN.
LEVELS 2-4 ARE IDENTICAL, WITH MINOR CHANGES TO UNIT/AMENITY LAYOUT.
PARKING LAYOUT IS IDENTICAL AT EACH LEVEL.



Concept Plan



OREM ART LOFTS

CONCEPT PLANS

STATE STREET & 900 S. OREM, UT

SEPTEMBER 26, 2023



1-STORY CONSTRUCTION ON
ROOF PERMITTED TO ENCLOSE
STAIRWAY, ELEVATOR AND
LOBBY. (NOT VISIBLE FROM
STREET). 60'-0" A.F.F. ALLOWED.

PRE-CAST PARKING STRUCTURE.

AMENITY COURTYARD

HIGHEST PARAPET
52'-0" A.F.F.

AMENITIES

GARAGE ACCESS FROM
STATE STREET.

STATE STREET

PARKING ACCESS FOR
RESIDENTS/FUTURE
RESIDENTS/GUESTS

900 SOUTH STREET

LEASING AREAS

Previous Concept Plan (2021)



Principal DAVID HARRIS
Project Manager DAVID HARRIS
Drawn By GRANT HARDY

Checked By DAVID HARRIS

THE DESIGNS SHOWN AND DESCRIBED HEREIN (INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATIONS, AND MODELS THEREOF) ARE PROPRIETARY AND CANNOT BE COPIED, DUPLICATED, OR COMMERCIALLY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM ENVIRONMENTAL PLANNING GROUP GROUP (EPG).

ENVIRONMENTAL PLANNING GROUP GROUP (EPG) PROVIDES QUANTITIES ARE CALCULATED BASED ON THE 3D MODEL PROGRESS. CONTRACTORS ARE RESPONSIBLE FOR REVIEWING THE DESIGN AND PROVIDING THEIR OWN CALCULATIONS AND AREAS FOR THE PURPOSES OF COST ESTIMATING / BIDDING.

THE CLIENT, AND/OR THE CLIENT'S CONTRACTOR, IS RESPONSIBLE FOR OBTAINING OR PROVIDING THE NECESSARY CONSTRUCTION PERMIT FOR CITY CODE COMPLIANCE.

Issue Date 07/15/21

OREM ART LOFTS
ADDRESS
OREM, UT

COVER

L000

Landscape Plan

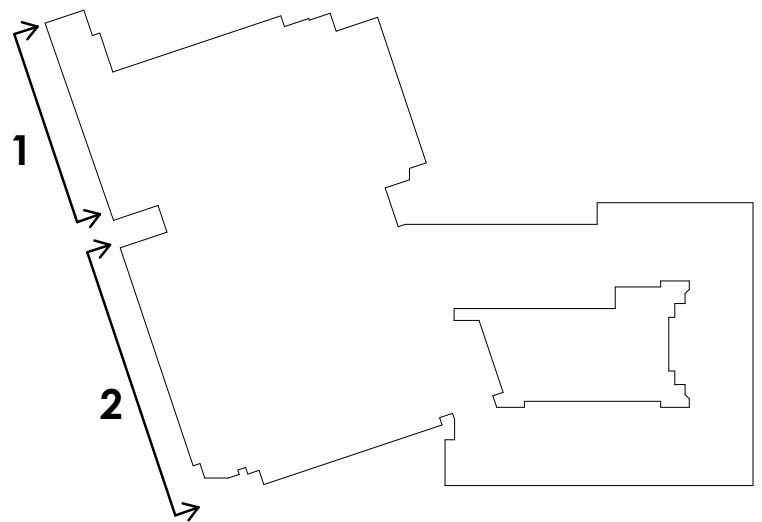
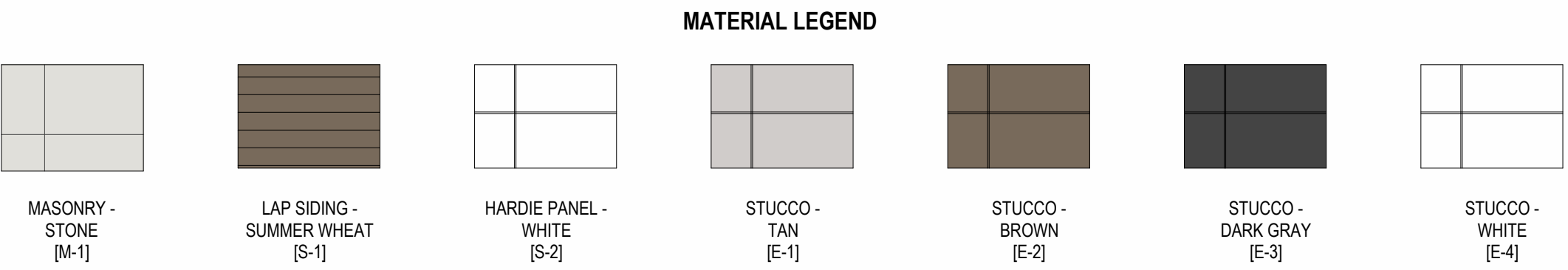


Elevations



STATE STREET ELEVATION MATERIALS:

TIER 1 MATERIALS:	
GLASS:	35%
STONE:	13%
LAP SIDING:	16%
HARDIE PANEL (WHITE):	16%
	80%
TIER 2 MATERIALS:	
STUCCO (TAN):	17%
STUCCO (WHITE):	0%
STUCCO (DARK GRAY):	3%
	20% (20% MAX)

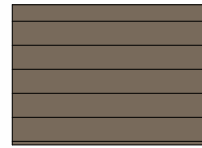
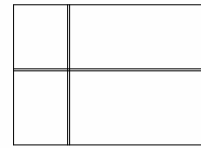
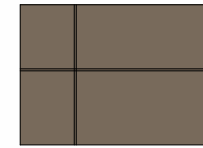
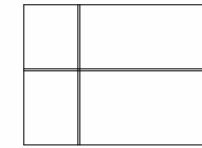


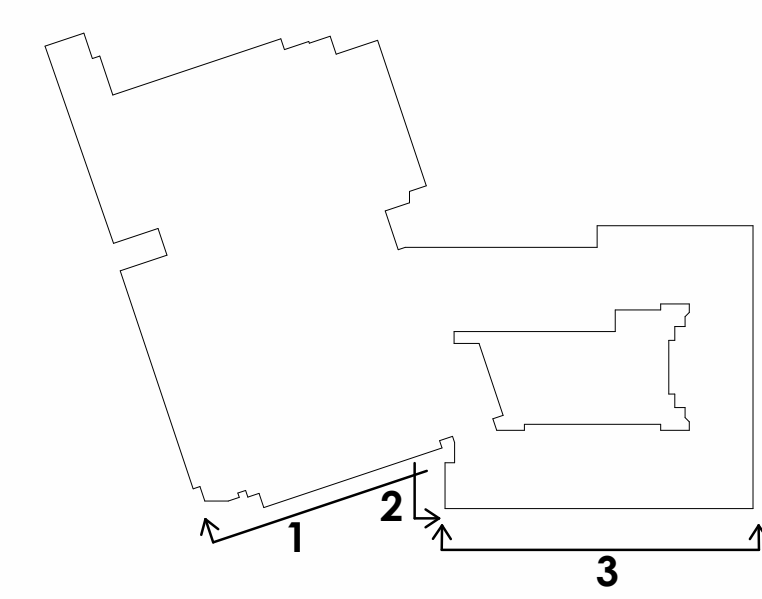


900 SOUTH ELEVATION MATERIALS:

TIER 1 MATERIALS:	
GLASS:	32%
STONE:	12%
LAP SIDING:	13%
HARDIE PANEL (WHITE):	24%
	81%

TIER 2 MATERIALS:	
STUCCO (TAN):	14%
STUCCO (WHITE):	0%
STUCCO (DARK GRAY):	5%
	19% (20% MAX)

MATERIAL LEGEND						
						
MASONRY - STONE [M-1]	LAP SIDING - SUMMER WHEAT [S-1]	HARDIE PANEL - WHITE [S-2]	STUCCO - TAN [E-1]	STUCCO - BROWN [E-2]	STUCCO - DARK GRAY [E-3]	STUCCO - WHITE [E-4]





2 NORTH ELEVATION (EAST WING)
3/32" = 1'-0"

EAST WING - NORTH ELEVATION MATERIALS:

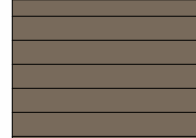
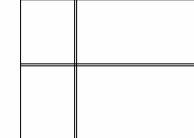
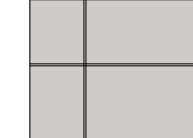
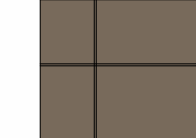
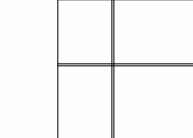
TIER 1 MATERIALS:	
GLASS:	24%
STONE:	15%
LAP SIDING:	7%
HARDIE PANEL (WHITE):	0%
	46%
TIER 2 MATERIALS:	
STUCCO (TAN):	6%
STUCCO (WHITE):	41%
STUCCO (DARK GRAY):	7%
	54% (75% MAX.)

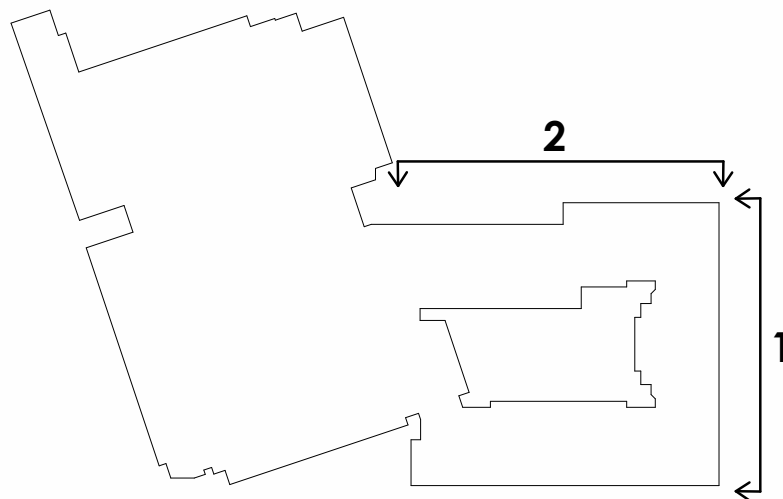


1 EAST ELEVATION (EAST WING)
3/32" = 1'-0"

EAST WING - EAST ELEVATION MATERIALS:

TIER 1 MATERIALS:	
GLASS:	29%
STONE:	13%
LAP SIDING:	15%
HARDIE PANEL (WHITE):	29%
	86%
TIER 2 MATERIALS:	
STUCCO (TAN):	10%
STUCCO (WHITE):	0%
STUCCO (DARK GRAY):	4%
	14% (20 % MAX)

MATERIAL LEGEND						
						
MASONRY - STONE [M-1]	LAP SIDING - SUMMER WHEAT [S-1]	HARDIE PANEL - WHITE [S-2]	STUCCO - TAN [E-1]	STUCCO - BROWN [E-2]	STUCCO - DARK GRAY [E-3]	STUCCO - WHITE [E-4]





2 NORTH ELEVATION (NORTH WING)
3/32" = 1'-0"

NORTH WING - NORTH ELEVATION MATERIALS:

TIER 1 MATERIALS:	
GLASS:	19%
STONE:	14%
LAP SIDING:	0%
HARDIE PANEL (WHITE):	0%
	33%

TIER 2 MATERIALS:	
STUCCO (TAN):	6%
STUCCO (WHITE):	42%
STUCCO (DARK GRAY/BROWN):	19%
	67% (75% MAX)

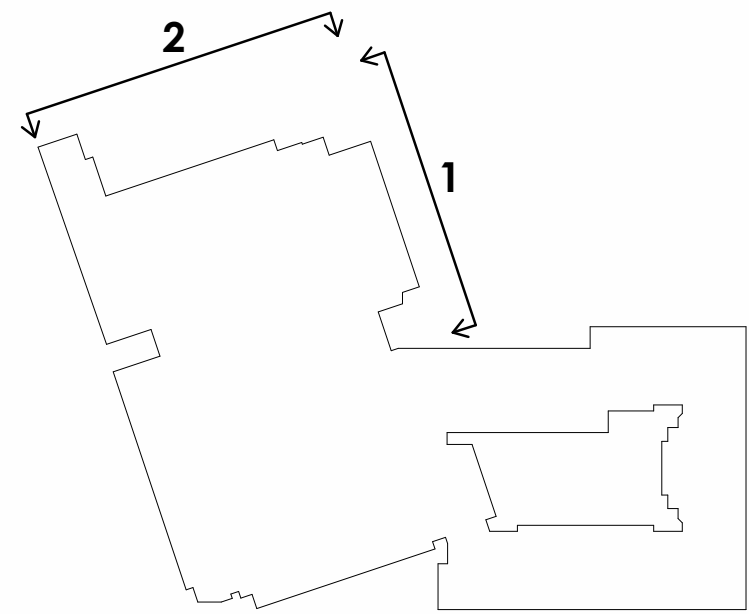


1 EAST ELEVATION (NORTH WING)
3/32" = 1'-0"

NORTH WING - EAST ELEVATION MATERIALS:

TIER 1 MATERIALS:	
GLASS:	18%
STONE:	11%
LAP SIDING:	0%
HARDIE PANEL (WHITE):	0%
	29%

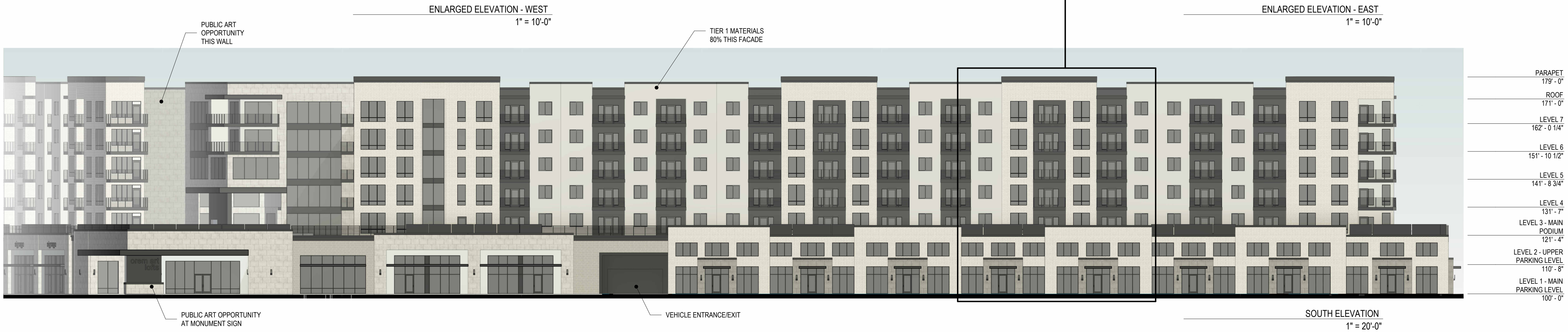
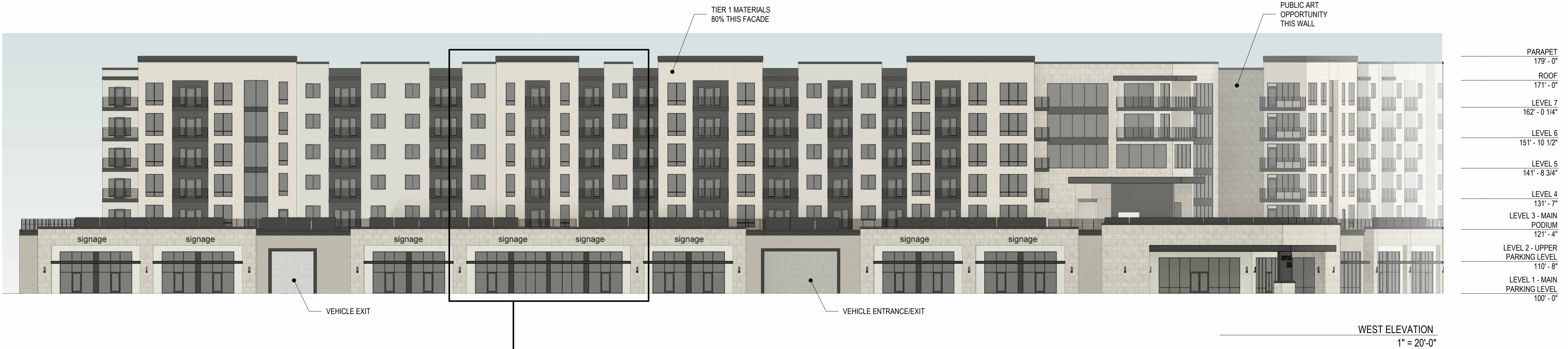
TIER 2 MATERIALS:	
STUCCO (TAN):	0%
STUCCO (WHITE):	44%
STUCCO (DARK GRAY/BROWN):	27%
	71% (75% MAX)



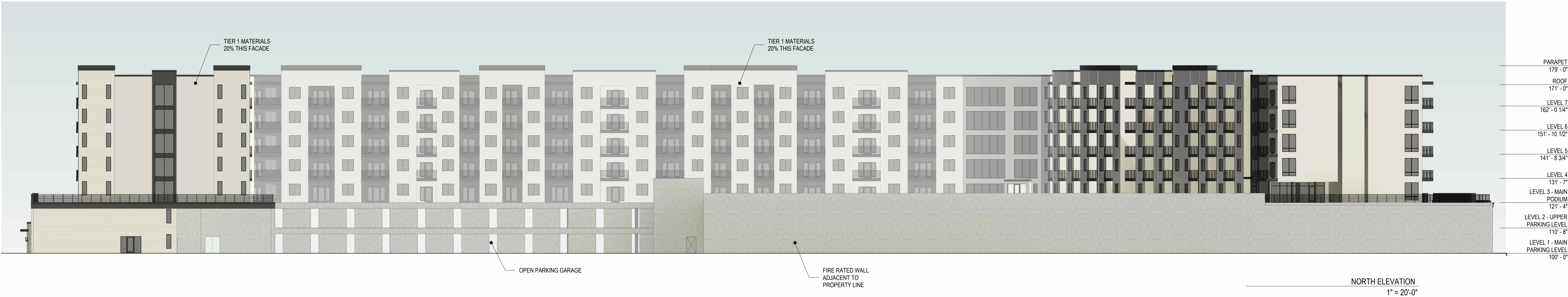
MATERIAL LEGEND						
MASONRY - STONE [M-1]	LAP SIDING - SUMMER WHEAT [S-1]	HARDIE PANEL - WHITE [S-2]	STUCCO - TAN [E-1]	STUCCO - BROWN [E-2]	STUCCO - DARK GRAY [E-3]	STUCCO - WHITE [E-4]



Previous Elevations (2021)



Previous Elevations (2021)



Street View



SETTLEMENT AGREEMENT AND RELEASE

This Settlement Agreement and Release (the “**Agreement**”) is entered into this ____ day of August, 2023 (hereinafter the “Effective Date”), by and among WRIGHT DEVELOPMENT GROUP INC., a Utah corporation (“**WDG**”) and WDG OREM COMMONS, a Utah limited liability company (“**WDG Orem**,” and, together with WDG, “**Wright Development**”), and Orem City, Utah, a Utah municipal corporation and political subdivision of the State of Utah (“**Orem City**”) and the Orem City Council (the “**City Council**,” and, together with **Orem City**, the “**City**”). All of the foregoing are hereafter referred to collectively as the “**Parties**” and each is referred to individually as a “**Party**”.

RECITALS

A. This Agreement is intended to resolve in their entirety the claims between the Parties asserted or which could have been asserted in the pending action in Fourth District Court captioned WRIGHT DEVELOPMENT GROUP INC., a Utah corporation, WDG OREM COMMONS, a Utah limited liability company, Petitioners,vs OREM CITY, a municipal corporation and political subdivision of the State of Utah, and OREM CITY COUNCIL Petitioners, Case No. 210401210, Judge: Kraig Powell (the “**Litigation**”).

B. **Wright Development** owns real property within the **City** located at approximately 841 South State Street (the “**Property**”), which Property is more particularly described in **Exhibit “A”** attached hereto and by reference is made a part hereof.

C. In October 2018, the **City** enacted the Arts District zone (specifically the AD-C zone) and applied the AD-C zone to the Property. When applied to the Property, the AD-C zone changed the zoning standards pertaining to the Property.

D. Following the change in zoning standards, **Wright Development** worked closely with the City staff to design a multi-story, mixed use project to be known as the Orem Art Lofts Project (the “**Project**”) which Project was designed to meet the objectives of Orem City’s State Street Corridor Master Plan (the “**Plan**”) and to conform in every respect to the Orem City Code (the “**Code**”), including the AD-C zone.

E. On July 16, 2021, **Wright Development** Group filed a project site plan application with the **City** (as revised, the “**Application**”). All applicable fees were paid on July 22, 2021.

F. After receiving initial comments from the City Staff, **Wright Development** Group filed a revised Application to address **Orem City’s** comments on July 28, 2021.

G. **Wright Development** sent a notice for the neighborhood meeting on August 3, 2021, scheduling the neighborhood meeting for August 11, 2021.

H. On August 6, 2021, the **City Council** sent a Notice of Special City Council Meeting, indicating its intention to enact a temporary land use regulation in the State Street corridor, or, in the alternative “establishing maximum building height limits, increasing parking requirements, increasing building setback requirements, [or] prohibiting residential uses”At the Special City Council Meeting on August 9, 2021, the **City Council** enacted a temporary land use regulation pursuant to Utah Code Section 10-9A-504 prohibiting the erection, construction, reconstruction or alteration of any building or structure or any subdivision approval in the AD-C zones (and the other State Street District zones) for a period of six months.

I. The neighborhood meeting was held on August 11, 2021 as scheduled.

J. On or about February 22, 2022, the **City Council** rezoned the Property back to the C2 zone which zoning designation allows only commercial development and does not allow

residential uses. The Property is currently zoned C2. The enactment of the temporary land use ~~regulation~~regulation and rezone of the Property gave rise to the Litigation.

K. As part of a proposal to settle the Litigation, **Wright Development** redesigned the Project as a modified mixed-use development on the Property incorporating specific requests and requirements of the **City** (hereinafter referred to as the “**Revised Project**”), which Revised Project is described and depicted on the renderings and concept plan attached hereto as **Exhibit “B”** and by reference incorporated herein (the “**Approved Concept Plan**”).

L. On _____, the **City’s** Planning Commission held a public hearing to consider the approval of the Agreement (including **Wright Development’s** right to develop the Revised Project on the Property).

M. The City Planning Commission recommended approval of the Agreement to the **City Council** including the development rights applicable to the Property and the development standards and conditions pertaining to the Revised Project as set forth more fully below. .

N. On _____, the **City Council** held a public hearing to consider the Agreement including the provisions of the Agreement pertaining to the development rights applicable to the Property and the development standards and conditions pertaining to the Revised Project on the Property..

O. Upon review of the Revised Project and consideration of the terms and conditions contained in this Agreement and following the public hearing, the **City Council** voted to approve the Agreement (including the development rights for the Revised Project on the Property subject to the Project Specific Development Standards) and authorized the Mayor to execute the Agreement on behalf of the **City**, determining that the approval of this Agreement, including the settlement of the **Litigation** and the development of the Revised Project in accordance with this

Agreement and the Project Specific Development Standards, is consistent with and promotes the health, safety and welfare of the community.

P. In consideration of the foregoing and in order to avoid the expense of further litigation, the **Parties** desire to compromise and settle their disputes and to authorize the development of the Revised Project in accordance with the Project Specific Development Standards, as outlined herein.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and promises set forth herein and for good and valuable consideration, the sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Authorization.** This Agreement is being entered into pursuant to the **City's** general land use authority pursuant to Section 10-9a-102 of the Utah Municipal Land Use, Development and Management Act (“**MLUDMA**”) and is specifically intended by the Parties to act as a specific land use control and development agreement applicable to the Property and the Revised Project authorized pursuant to Section 10-9a-102(2) of **MLUDMA**.

2. **Revised Project.** In settlement of the claims made by **Wright Development** against the **City**, **Wright Development** shall have the vested right to develop the Revised Project on the Property, provided such Revised Project is constructed in substantial conformity with the renderings and Approved Concept Plan attached hereto as **Exhibit “B”** and by reference incorporated herein and the specific development standards and requirements approved by the **City** set forth in this Agreement (the “**Project Specific Development Standards**”), which Project Specific Development Standards are set forth in **Exhibit “C”** attached hereto and by reference incorporated herein.

3. **City Review of Application—Interpretation and Application of the Orem City Code.** A site plan for the Revised Project shall be reviewed by the **City** in accordance with the **City**'s Site Plan Review process set forth in Section 22-14-20 of the **City Code** as of the Effective Date. In addition to the Project Specific Development Standards, all development standards and requirements of Section 22-14-20 (Site Plans) and Chapter 17 (Subdivision Ordinance) of the Orem City Code, each as applicable, shall apply to the Revised Project unless otherwise specifically provided in this Agreement. **Wright Development** shall pay all fees that are applicable to development in the **City** including applicable impact fees. A final plat that conforms to all development standards and requirements of Chapter 17 of the Orem City Code (except for any requirement that conflicts with a provision of this Agreement) shall be recorded prior to any issuance of a building permit in connection with the Revised Project.

4. **Zoning and Vested Rights.**

a. **Vested Rights Granted by Approval of this Agreement.** To the maximum extent permissible under the laws of Utah and the United States and at equity, this Agreement vests **Wright Development** for a period commencing on the Effective Date and continuing for a period of three (3) years (hereinafter referred to as the “**Vested Period**”) with all rights to develop the Revised Project in accordance with this Agreement, the Approved Concept Plan and the Project Specific Development Standards (the “**Development Entitlements**”) and/or the **City**'s C2 zone (as modified by the Project Specific Development Standards, the Approved Concept Plan and this Agreement) without modification or interference by the **City**, except as specifically provided herein. The **Parties** specifically intend that this Agreement and the development rights granted to **Wright Development** herein are “vested rights” as that term is construed in Utah's common law and pursuant to Utah Code Ann. §10-9a-509. Except as

otherwise provided herein, neither the **City** nor any agency of the **City**, unless otherwise required by State or Federal law, shall impose upon the Revised Project any ordinance, resolution, rule, regulation, standard, directive, condition or other measure or other future law (collectively, the “**City’s Future Law**”) during the Vested Period that reduces the Development Entitlements provided by this Agreement and any site plan approved pursuant to the terms of this Agreement in connection with the Revised Project. Without limiting the generality of the foregoing, any **City’s Future Law** shall be deemed to conflict with this Agreement and/or the Development Entitlements if it would accomplish any of the following results in a manner inconsistent with or more restrictive than the provisions of this Agreement, either by specific reference to the Revised Project or as part of a general enactment that applies to or affects the Revised Project:

- i. limit or reduce the Development Entitlements authorized under this Agreement; or
- ii. change any land uses or permitted uses of the Project in a manner inconsistent with the Development Entitlements;
- iii. limit or control the rate, timing, phasing or sequencing of the approval, development or construction of all or any part of the Revised Project in any manner during the Vested Period. However, this limitation shall not be construed to increase or extend the Vested Period; or
- iv. apply to the Revised Project during the Vested Period any **City’s Future Law** otherwise allowed by this Agreement that is not uniformly applied on a **City-wide** basis to all substantially similar types of development projects and project sites with similar land use designations.

b. **Invalidity.** If any of the terms of this Agreement are declared to be unlawful, unconstitutional or otherwise unenforceable, then **Wright Development** and the **City** shall cooperate in adopting and agreeing to comply with a new enactment by the **City** which is materially similar to any such stricken provisions and which implements the intent of the Parties in that regard as manifested by this Agreement.

c. **Exceptions.** The restrictions on the applicability of the **City's** Future Laws to the Revised Project as specified in this Section are subject to the following exceptions:

i. **City's** Future Laws that are generally applicable to all properties in the **City** and that are required to comply with State and Federal laws and regulations affecting the Revised Project.

ii. **City's** Future Laws that are updates or amendments to subdivision standards, building, plumbing, mechanical, electrical, dangerous buildings, drainage, Orem City Engineering Standards and Specifications or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet compelling concerns related to public health, safety or welfare.

iii. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by the **City** to all properties, applications, and persons and entities similarly situated.

iv. Changes to the amounts of fees (but not changes to the times provided in the **City's** Vested Laws for the imposition or collection of such fees) for the

processing of development applications that are generally applicable to all development within the **City** (or a portion of the **City** as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law.

v. Laws, rules or regulations that the **City**'s land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Case Law and Utah Code Ann. §10-9a-509(1)(a)(ii)(A).

5. **Wright Development Release.** **Wright Development**, on behalf of itself and anyone claiming by, through or under **Wright Development**, hereby releases, acquits and forever discharges the **City**, together with its officers, directors, elected officials, employees, agents, insurance carriers and attorneys (collectively, the "**City Released Parties**"), of and from any and all claims, liens, liabilities, obligations, debts, demands, suits, actions, causes of action, judgments, attorneys' fees, expenses, and rights of subrogation or indemnification, of any kind or nature whatsoever, in law or equity, past or present, whether known or unknown, latent or patent that **Wright Development** has or may claim to have against the **City Released Parties** as of the Effective Date, for: (a) all claims or defenses that were or could have been asserted in the **Litigation**, based on any facts that were discovered or that could have reasonably been discovered during the course of the **Litigation**; and (b) all claims for attorneys' fees, costs and interest. Nothing in this paragraph is intended to nor shall it release or waive any right or obligation of the **Parties** under this Agreement.

6. **City Release.** The **City**, on behalf of itself and anyone claiming by, through or under the **City**, hereby releases, acquits and forever discharges **Wright Development** and its officers, directors, employees, agents, insurance carriers, and attorneys (collectively the "**Wright Development Released Parties**"), of and from any and all claims, liens, liabilities, obligations,

debts, demands, suits, actions, causes of action, judgments, attorneys' fees, expenses, and rights of subrogation or indemnification, of any kind or nature whatsoever, in law or equity, past or present, whether known or unknown, latent or patent that the **City** has or may claim to have against the **Wright Development Released Parties** as of the Effective Date for: (a) all claims or defenses that were or could have been asserted in the **Litigation**, based on any facts that were discovered or that could have reasonably been discovered during the course of the **Litigation**; and (b) all claims for attorneys' fees, costs and interest. Nothing in this paragraph is intended to nor shall it release or waive any right or obligation of the **Parties** under this Agreement.

7. **Dismissal of Claims with Prejudice—Litigation.** The **Parties** will cause, and hereby authorize and direct, their respective counsel to execute and file a Joint Motion and Stipulation to Dismiss with Prejudice in the form attached hereto as **Exhibit “D”** and to use their reasonable efforts to request and facilitate execution by the Court of an Order of Dismissal with Prejudice, in the form attached hereto as **Exhibit “E”**, each Party to bear its own costs and attorneys' fees, as follows:

a. upon expiration of thirty (30) days following the execution of this Agreement if there has been no timely challenge to this Agreement; or

b. within seven (7) days of any final order or decision upholding this Agreement against a challenge.

8. **Third Party Beneficiaries.** There are no intended third party beneficiaries under this Agreement.

9. **Representation Regarding Ethical Standards for City Officers and Employees and Former City Officers and Employees.** **Wright Development** represents that it has not: (1) provided an illegal gift or payoff to a **City** officer or employee or former **City**

officer or employee, or to an employee's relative or business entity; (2) retained any person to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees or bona fide commercial selling agencies for the purpose of securing business; (3) knowingly breached any of the ethical standards set forth in the **City's** conflict of interest ordinance, , Orem City Code; or (4) knowingly influenced, and hereby promises that he or she will not knowingly influence, a **City** officer or employee or former **City** officer or employee to breach any of the ethical standards set forth in the **City's** conflict of interest ordinance.

10. **Miscellaneous.**

a. **No Admission of Liability.** This Agreement represents the settlement of disputed claims and does not constitute any admission of liability by any **Party** to any other **Party**; each **Party** to this Agreement hereby expressly denies any liability to the other **Party**.

b. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be an original, but all of which shall constitute one and the same instrument. Signatures sent by facsimile or electronically in pdf format or otherwise shall be deemed originals.

c. **Further Assurances.** The **Parties** hereto hereby agree to execute such other documents and to take such other action as may reasonably be necessary to further the purposes of this Agreement, including but not by way of limitation, the execution of dismissals with prejudice, as referred to in paragraph 7 herein.

d. **Governing Law.** This Agreement has been negotiated and entered into in the State of Utah, and shall be governed by, construed and enforced in accordance with the law of the State of Utah.

e. Waiver and Amendment. No breach of any provision herein can be waived or amended unless in writing and agreed to and signed by all the **Parties**. Waiver of any one breach of any provision herein shall not be deemed to be a waiver of any other breach of the same provision or of any other provision herein.

f. Captions and Interpretations. Paragraph titles or captions contained herein are inserted as a matter of convenience and for reference, and in no way define, limit, extend or describe the scope of this Agreement or any provision contained herein. No provision in this Agreement is to be interpreted for or against either **Party** because that **Party** or its legal representative drafted such provision.

g. Successors, Assigns and Related Persons. This Agreement shall be binding upon and inure to the benefit of not only the **Parties** but also their respective agents, servants, employees, officers, directors, shareholders, parents, subsidiaries, affiliates, members, managers, partners, predecessors, successors, and assigns.

h. Warranties. Each **Party** to this Agreement warrants and represents to the other that it has: (i) read this Agreement and understands its contents; (ii) executed this Agreement voluntarily, without coercion or duress of any kind, and upon the advice of counsel; (iii) not sold, assigned, granted, or transferred to any person, firm, or entity any interest in any claim, demand, chose in action, or cause of action covered by the terms of this Agreement, or any part hereof; (iv) had the opportunity to consult with independent legal counsel with respect to the advisability of making the settlement provided herein and with respect to the advisability of executing this Agreement; (v) made such investigation of the facts pertaining to this Agreement and of all the matters pertaining hereto as it deems necessary; (vi) not relied on any

inducements, promises, or representations of the other **Party**, other than the terms and conditions specifically set forth in this Agreement; and (vii) authority to execute this Agreement.

i. Attorney Fees and Costs. Each **Party** shall bear its own costs and attorneys' fees incurred in the negotiation and drafting of this Agreement and all instruments anticipated hereunder.

j. Future Performance. The **Parties** hereto agree to execute all documents, whether or not attached hereto, necessary to effectuate the purposes of this Agreement.

k. Pronouns and Plurals. Whenever the context may require, any pronoun used herein shall include the corresponding masculine, feminine, or neuter forms, and the singular form of nouns, pronouns, and verbs shall include the plural and vice versa.

l. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the **Parties** and their heirs, executors, administrators, successors, legal representatives and assigns.

m. Integration. This Agreement and all exhibits hereto constitute the entire agreement among the Parties pertaining to, arising out of, or in any way connected with the subject matter hereof, including the **Litigation**, and supersedes all prior agreements and understandings pertaining thereto. No covenant, representation or condition not expressed in this Agreement shall affect or be deemed to interpret, change or restrict the express provisions contained herein. All prior and contemporaneous agreements, representations and understandings of the Parties, oral or written, are superseded by and merged in this Agreement.

n. Effectiveness. This Agreement shall become effective upon the signature of all **Parties** hereto and not before.

o. Challenge. In the event any third party challenges this Agreement, the **City** will have the right, but not the obligation, to defend against the challenge. **Wright Development** will also have the right, but not the obligation, to defend against the challenge as allowed by applicable rule or statute. In the event of such a challenge, **Wright Development** may elect to proceed with the development pursuant to this Agreement, but does so at its own risk that the challenge might succeed. If one **Party** but not the other elects not to defend against a challenge, the non-defending **Party** agrees to cooperate with the defending **Party** in providing a defense.

11. **Recordation of Agreement**. This Agreement shall be deemed to run with the land. A Memorandum of this Agreement, in form and substance acceptable to **Wright Development** and the **City's** legal counsel shall be recorded against the Property within thirty (30) days following the execution of this Agreement.

[Signatures appear on the next page.]

Executed as of the date first set forth above.

Wright Development:

WRIGHT DEVELOPMENT GROUP INC., a Utah corporation

By: _____

Name: _____

Title: _____

WDG OREM COMMONS, a Utah limited liability company

By: _____

Name: _____

Title: _____

City:

The City of Orem, a Utah municipal corporation

By:

David A. Young Mayor

ATTEST:

Teresa McKittrick, City Recorder

Exhibit A

(Legal Description)

Parcel #1 - 18:046:0066

COM S 0 DEG 32' 44" E 3011.26 FT & W 12.15 FT FR N 1/4 COR. SEC. 23, T6S, R2E, SLB&M.; S 0 DEG 32' 57" E 189.08 FT; N 88 DEG 30' 1" W 140 FT; S 0 DEG 32' 57" E 100.06 FT; N 88 DEG 31' 33" W 360 FT; N 18 DEG 31' 44" W 435.1 FT; S 88 DEG 26' 30" E 353.64 FT; S 0 DEG 29' 33" E 133.72 FT; N 89 DEG 18' 49" E 247.82 FT; N 83 DEG 1' 10" E 33.11 FT TO BEG. AREA 4.171 AC.

Parcel #2 - 18:046:0047

COM 9.615 CHS S OF NE COR OF SW 1/4 OF SEC 23, T6S, R2E, SLM; W 87 FT; N 100 FT; E 87 FT; S 100 FT TO BEG. .20 OF AN ACRE.

Parcel #3 - 18:046:0048

COM AT A PT IN N LINE OF 900 S ST, PT IS 9.615 CHS S & 87 FT W FR NE COR OF SW 1/4 SEC 23, T6S, R2E, SLM; W 53 FT; N 100 FT; E 53 FT; S 100 FT TO BEG. .12 ACRES.

Exhibit B
(Approved Concept Plan)

Exhibit C

(Development Standards and Requirements)

A. Maximum Height. The maximum building height shall be 52' (top of parapet). However, a limited exception to this maximum height requirement shall be made for a rooftop structure enclosing the stairway, elevator and lobby in the size and location shown in Exhibit "B" which may have a maximum height of 64'. The development on the Property shall not exceed four stories above grade (with the exception of the rooftop structure referred to above).

B. Residential Units. The total number of residential dwelling units in the Revised Project shall not exceed 311.

C. Parking Stalls. At least 650 parking stalls shall be provided on the Property to serve the parking demands of the development. In order to ensure that residents of the development do not have an incentive to park off-site, no fee, charge, deposit or other form of compensation (other than rent) may be required of a resident for the right to use required parking stalls (including, for purposes of this subsection, the right to exclusive use of a particular parking stall). Neither the rent, the deposit or other fees charged to residents may differ based on whether the resident is given the right to use required parking. No form of compensation (including but not limited to a reduction in rent or other fees or charges) may be given to a resident in exchange for a waiver or relinquishment of the right to use required parking. No penalty of any kind may be imposed upon a resident for parking in a required parking stall.

D. Rooftop Amenities. In order to avoid noise disturbances to nearby properties, the rooftop amenities (swimming pool, pickleball courts, etc.) shall not be used between the hours of 10:00 p.m. and 7:00 a.m.

E. Permitted Uses. All uses permitted in the C2 zone are permitted on the Property. In addition, multi-family residential use, including SLU Code 1112 (Condominiums) and 1120 (Apartments) are permitted on the Property in conformance with the Approved Concept Plan. The Revised Project provides for primarily residential uses on the ground floor level, and the location of residential uses on the ground floor of the Revised Project as shown in the Approved Concept Plan are expressly permitted. Any use that is not permitted as described herein is prohibited.

F. Setbacks. All building setbacks shall be as shown in the Approved Concept Plan. The area of any setback from a required sidewalk may not be used for parking, parking lot driveways, drive-thrus, or drive-thru stacking except as shown on the Approved Concept Plan.

G. Architectural Features. All buildings on the Property shall have a vertical break at least every fifty feet with a minimum depth of one foot. The required vertical breaks shall extend over at least 75% of the height of the building.

H. Materials. Except as otherwise provided, all buildings shall be completed on all sides with brick, split-face block, glass, stone, fiber cement, aluminum composite material panel systems (but not including aluminum siding) and wood (hereinafter referred to as “**Tier 1 Materials**”). Stucco, and Exterior Insulation and Finishing Systems (EIFS) (hereinafter referred to as “**Tier 2 Materials**”) shall only be permitted as trim on ground-level façades and shall only be allowed on up to a maximum of 20% of a street-facing façade and up to a maximum of 90% of a non-street facing façade. Standing seam metal (but no other metals) may be used for awnings. Sheet metal and corrugated metal and other metal finishes are only permitted for soffits, fascia, and similar minor architectural features (less than or equal to 5% coverage on any given elevation).

I. Entrances. All primary buildings shall have at least one entrance intended for public, daily customer, and/or resident use oriented toward a public street, public open space, or a privately-owned “space open to the public,” with first priority assigned to State Street, and second priority assigned to all other public streets. The primary building on the Property shall have an entrance on the 900 South as shown in the Approved Concept Plan.

J. Windows and Awnings. At least 70% of each street-facing, ground story façade of commercial space shall consist of transparent window coverage that is readily visible to a depth of at least five feet into the building. All awnings shall be durable canvas or standing seam metal. Plastic awnings are not permitted.

K. Balconies. Balconies consisting of a minimum area of fifty (50) square feet shall be provided for at least fifty (50) percent of all residential units. Balconies may be inset into the building or may project over City sidewalk a maximum of five feet so long as fourteen (14) feet of vertical clearance is provided between the sidewalk and the balcony. Balconies that don’t face a public street shall be set back at least eight feet from any adjacent property line.

L. Drive-thru Structures. Drive-thru canopy structures (such as a Drive-Thru ATM canopy) shall be located only on the rear or a non-street facing façade(s) of a building. Drive-thru windows, aisles, and vehicle stacking for drive-thrus are not permitted on any street-facing façade and/or within any street-facing setback areas.

M. Screening. Trash storage containers (but not including trash cans associated with individual units in the Revised Project) and dumpsters shall be completely screened from public view with a masonry wall at least seven feet in height with sight-obscuring gates which must be located either behind, on a non-street facing side, or interior to a building. All electrical, utility, and mechanical equipment (including equipment on roofs) shall be fully screened from public

view with sight-obscuring materials. Such equipment must be buried (vaulted) if located within any front or side street-facing setback areas, or if located within any required planter strip areas.

N. Lighting. The development on the Property shall include a lighting plan that is designed to discourage crime, enhance safety, and prevent direct glare onto adjacent properties.

O. Open Space. The development on the Property shall have a minimum twenty percent (20%) of the lot area dedicated to open space (excluding required public sidewalks and planter strips). This requirement may be fulfilled with standard “open space” or with a “space open to the public” or a combination of both.

P. Driveways and Accesses. Driveways and Accesses shall be as shown in the Approved Concept Plan. Vehicular accesses shall be no more than thirty feet wide unless the Planning Commission finds, based on a traffic study performed by a licensed traffic engineer and/or an analysis provided by the City Transportation Engineer that a wider access is necessary for the site. In no event shall an access exceed forty (40) feet in width. Where a driveway crosses a public sidewalk, the driveway shall be a different stained color, texture, or paving material than the sidewalk to warn drivers of the possibility of pedestrians in the area.

Q. Traffic Study. A Traffic Impact Study (TIS) shall be required in connection with any site plan for the Property. The provisions of Section 22-14-20(E)(8)(a-c) shall apply to any required TIS. The TIS shall evaluate the vehicle, bicycle, and pedestrian traffic both on site and in the general vicinity of the project. The TIS shall evaluate trip generations, turning movements to and from the property, street and roundabout geometrics, and traffic safety on and off the site. The TIS shall also address relevant items including but not limited to the following: surrounding street and intersection levels of service (LOS) before and after the project is completed, any mitigation efforts recommended to minimize project traffic impacts, proposed public and private

street widths and alignments, site mobility, access management, potential traffic signal locations, street striping, signage, etc. Each site plan shall reflect and incorporate the recommendations of the traffic study and any other traffic mitigation requirements imposed by the final approving authority in accordance with Orem City Code Section 22-14-20(E)(8). Following completion of the Revised Project, any new development or redevelopment shall comply with all recommendations of the TIS.

R. Parking Lot Standards. Except as otherwise provided herein, the provisions of Article 22-15 (Off-Street Parking) shall apply to all development on the Property.

(1) Buildings shall be sited to face the street with parking lots on the side or rear. Any parking lots on the side of a building shall be set back at least 20 feet from a sidewalk adjacent to a street. The 20 foot parking setback area shall be maintained as “open space” or a “space open to the public” and shall be maintained with shrubs or other sight-obscuring features at a minimum height of three feet to screen the parking area from the street.

(2) Parking lot light poles on properties adjacent to residential zones shall be no closer than 50 feet to the adjacent residential property line. Additionally, globes must be shielded and the lighting directed down to minimize light encroachment onto adjacent properties or into upper level residential units in multi-story buildings. Lightproof fencing is also required when adjacent to residentially zoned properties.

(3) Concrete curbs shall be provided between landscaped areas and off-street parking areas. Low-profile curbs are permitted to accommodate low-impact developments (LIDs) in all landscaped areas except for within required planter strips along State Street (see also landscaping requirements in Section 22-14-13 (C)).

S. Parking Structures.

(1) The street-facing façade of a parking structure must be “wrapped” with a habitable building designed and constructed for residential or commercial uses. All other facades of a parking structure shall be wrapped with buildings and/or have an external skin (or screen) designed to improve its visual appeal. Examples include heavy gauge metal screening, precast concrete panels, laminated or safety glass, decorative solar panels on roofs, or decorative façades. The intent is for parking structures to blend into surrounding buildings and not look like a parking structure. The Planning Commission may approve other decorative materials not listed herein if the proposed materials would have an equal or better aesthetic effect than the approved materials listed herein. All readily visible areas not wrapped with buildings shall be screened. To the greatest extent possible, uneven levels in parking structures shall be screened from public view.

(2) Elevators and stairs shall be highlighted architecturally so visitors, internally and externally, can easily access these entry points.

(3) Any signage attached to the parking structure shall be integrated with the architecture of the parking structure and be architecturally compatible with the design. Public parking structures entrances shall be clearly signed from public streets.

(4) At a minimum, all street-facing façades of all parking structures shall be wrapped with structures designed and constructed for a commercial or residential use.

(5) Parking structures shall be designed to minimize vehicle noise and odors that emanate on to sidewalks and “spaces open to the public.” Venting and fan locations shall not be located next to “spaces open to the public” and are encouraged to be located on top of the parking structure where feasible.

(6) Specific use parking exceptions, and parking modifications as established in Article 22-15 of the Orem City Code apply to development on the Property. A minimum of twenty-five (25) bicycle parking stalls shall be provided at the Property.

T. Signs. Except as otherwise provided herein, all signs on the Property shall meet the standards provided in Article 14-3 of the **City** Code.

U. Landscaping. Landscaping shall be provided and maintained as shown in the Approved Concept Plan. A landscaping plan shall be submitted to the **City** for approval as a part of any site plan. All land within the Property not covered by buildings, driveways, sidewalks, parking areas, playgrounds, plazas, hardscape or other amenities shall be landscaped. All landscaping shall be maintained in accordance with good landscaping practices. An underground sprinkling system shall be installed and maintained for all landscaped areas. Street Trees shall be maintained in the landscaped areas along public and private roadways and shall comply with Appendix U of the Orem City Code. The required trees shall be at least two inches (2”) in caliper measured four feet (4’) above the ground.

V. Utilities. All structures shall be served by the public sewer system and public water supply. All utilities shall be placed underground. All on-site sewer and water shall be private and shall be maintained by the owner.

W. Storm Water Pollution Prevention Plan. The Revised Project is a re-development of a previously developed commercial location and the Property is a developed parcel with no portion thereof in its “natural condition.” Notwithstanding the foregoing, a Storm Water Pollution Prevention Plan shall be required in connection with the issuance of a building permit for construction of the Revised Project in accordance with **City** ordinances.

Exhibit D

(Joint Motion and Stipulation to Dismiss with Prejudice)

[See attached.]

Exhibit E
(Order of Dismissal with Prejudice)

[See attached.]

Orem Art Lofts

Traffic Impact Analysis

Prepared for:



Wright Development Group
Spencer Wright
1178 W Legacy Crossing Blvd, Suite 100
Centerville, UT 84014
801.773.7339
spencer@wrightdevelopment.com

Prepared by:



Hunt Day
3445 West Antelope Drive St 200
Syracuse, UT 84075
801.664.4724
Thomas Hunt, PE

August 31, 2023

Utah Department of Transportation
Marshall Terry
658 North 1500 West
Orem, UT 84057
801-222-3418

RE: Orem Art Lofts – Traffic Impact Analysis

Orem Art Lofts is a multi-family residential development consisting of 311 total units that sits on a 4.44 acre site located at 841 South State Street in Orem, UT. The proposed project is considered to be a podium project with an internal parking structure with 4 stories of apartment units above.

The project will have 3 accesses into the site. These accesses are described below and can be found in an exhibit later in the report.

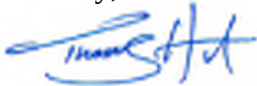
- 1) Right-in and Right-out access on State Street.
 - a. State street will be widened enough to provide a right turn deceleration lane.
- 2) Full movement access on 900 South.
- 3) Full movement access on 400 East.

This traffic impact study discusses the amount of traffic the proposed development will generate and the mitigation measures along State Street.

It is my professional opinion that upon completion of this project, it will not significantly alter the existing traffic patterns, and should be permitted per the traffic data and improvements contained within this report.

If you have any questions, or we can be of further assistance, please let us know.

Sincerely,



Thomas Hunt, P.E.
Principal Engineer
Hunt Day
3445 Antelope Drive St 200
Syracuse, UT 84075
801.664.4724

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Orem Art Lofts

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Introduction and Summary

Wright Development Group is proposing a podium style development with a parking garage that is wrapped with 311 apartment units. The apartment building will be 4 stories in height. Wright Development Group is proposing to relocate the existing curb cut on State Street further south and away from existing curb cut – this access will be a right-in, right-out access. The second access will be to relocate the existing curb cut on 900 South further west and will be a full movement access. The third access is on 400 east where the existing access is located. It will be reduced in size, but will be a full movement access.

The purpose of this study is to complete a UDOT Traffic Impact Analysis by:

- Assessing the existing traffic flow and Level of Service in the AM and PM Peak hours. After multiple days of observation, these times are found to be between 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM.
- Distributing the new trips generated from the project and determining the roadways level of service.
- Determining if any mitigation measures may be needed.

Principal Findings & Conclusion

- **Existing Traffic Conditions:**
 - All existing intersections/movements function at an acceptable level of service during the AM and PM Peak Hours. After multiple days of observation, these times are found to be between 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM.
- **Proposed Traffic Conditions:**
 - Multi-Family Housing (Mid-Rise | ITE 221): Mid-Rise multifamily housing is considered as apartments in rental buildings that have between three and 10 levels (floors). 43 Enter/117 Exit AM and 123 Enter/82 Exit PM trip generated (with the 60% increase per Orem recommendations).
 - All existing and proposed accesses function at an acceptable level of service.

Recommendations

Our principal findings from our traffic impact analysis have determined that during the AM and PM peak hours, all studied intersections and accesses operate at an acceptable Level of Service and should be permitted with the required recommendation stated below.

State Street should be widened enough to provide a right turn deceleration lane into the project access.

It is our professional opinion that this project with the proposed mitigation will not significantly alter the existing traffic patterns and should be permitted per the traffic data contained within this report.



Study Area Conditions

The study areas are:

- State Street/800 South Intersection (Signalized)
 - State Street is a UDOT Access Category 8 roadway. At the 800 S/State Street intersection, State Street has a dedicated left turn lane, three thru lanes and a dedicated right turn lane in both directions and the speed limit is 40 mph.
 - 800 South has a dedicated left turn lane, one thru lane and a shared thru/right turn lane in both directions. The speed limit is 35 mph.
- State Street/900 South Intersection (Unsignalized)
 - State Street southbound has 3 thru lanes and a center left turn lane. Northbound has 3 thru lanes and a dedicated right turn lane.
 - 900 South is stop sign controlled with a shared left and right turn lane
- 900 South/400 East Intersection (Unsignalized)
 - This is a two way stop controlled access with one lane for all turning movements in all directions. The speed limit is 35 mph.
- State Street/Access #1
 - Proposed right-in/right-out access on State Street. In discussions with UDOT, State Street will soon have a raised median that will restrict this to a right-in/right out access.
- 900 South/Access #2
 - Proposed full movement access onto 900 South.
- 400 East/850 South/Access #3
 - Proposed full movement access onto 400 East that is within the 10' offset margin from the existing public roadway.

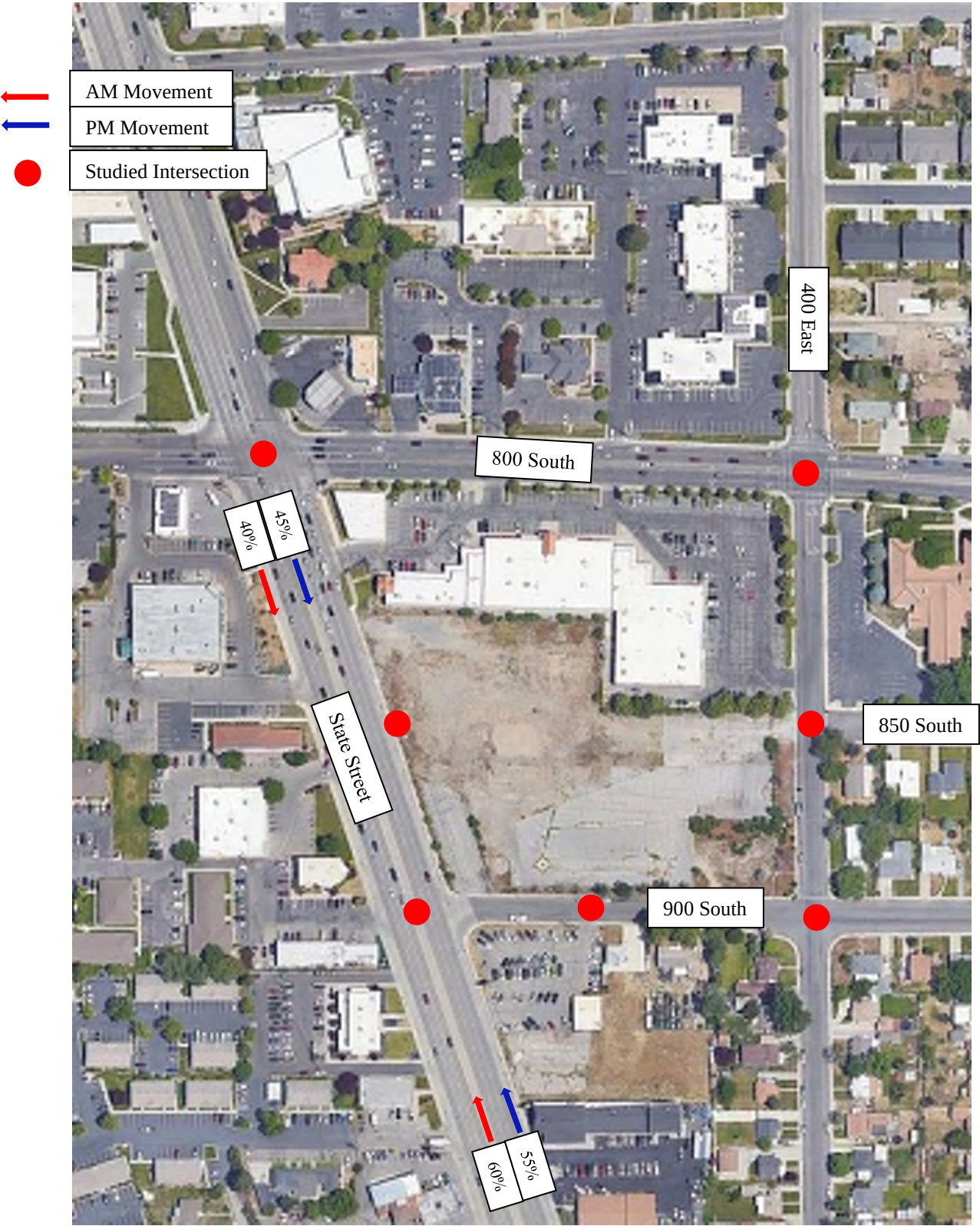
This report addresses the impacts based on Level of Service (LOS) values calculated by delay per vehicle.



**Figure #1 Vicinity Map
841 South State Street | Orem, UT**



Figure #2 Trip Generation



Analysis of Existing Conditions

Level of Service Analysis

For this traffic impact study, the LOS was determined by calculating the average delay time per vehicle in seconds using Synchro 11. Each LOS is associated with a designated range of delay times in seconds per vehicle. Table 1 (below) is used to determine the LOS for a signalized intersection based on the delay in seconds per vehicle. Table 2 (below) is used to determine the LOS for an unsignalized intersection based on the delay in seconds per vehicle. According to the Highway Capacity Manual, most facilities are designed for a service flow rate at LOS D or better to ensure acceptable operating conditions to users.

Table 1 - Signalized Intersections Level of Service

LOS	Intersection Delay per Vehicle (sec/veh)	General Description
A	≤ 10	Free Flow
B	> 10 - 20	Stable Flow (slight delays)
C	> 20 - 35	Stable Flow (acceptable delays)
D	> 35 - 55	Approaching unstable (tolerable delay)
E	> 55 - 80	Unstable Flow (intolerable delay)
F	> 80	Forced Flow (congested and failure)

Source: Highway Capacity Manual (HCM) 2010.

Table 2 - Unsignalized Intersections Level of Service

LOS	Intersection Delay per Vehicle (sec/veh)	General Description
A	≤ 10	Free Flow
B	> 10 - 15	Stable Flow (slight delays)
C	> 15 - 25	Stable Flow (acceptable delays)
D	> 25 - 35	Approaching unstable (tolerable delay)
E	> 35 - 50	Unstable Flow (intolerable delay)
F	> 50	Forced Flow (congested and failure)

Source: Highway Capacity Manual (HCM) 2010.

Existing Traffic Volumes

Data collection was obtained in accordance with the latest edition of the Institute of Transportation Engineers “Manual of Transportation Engineering Studies”.

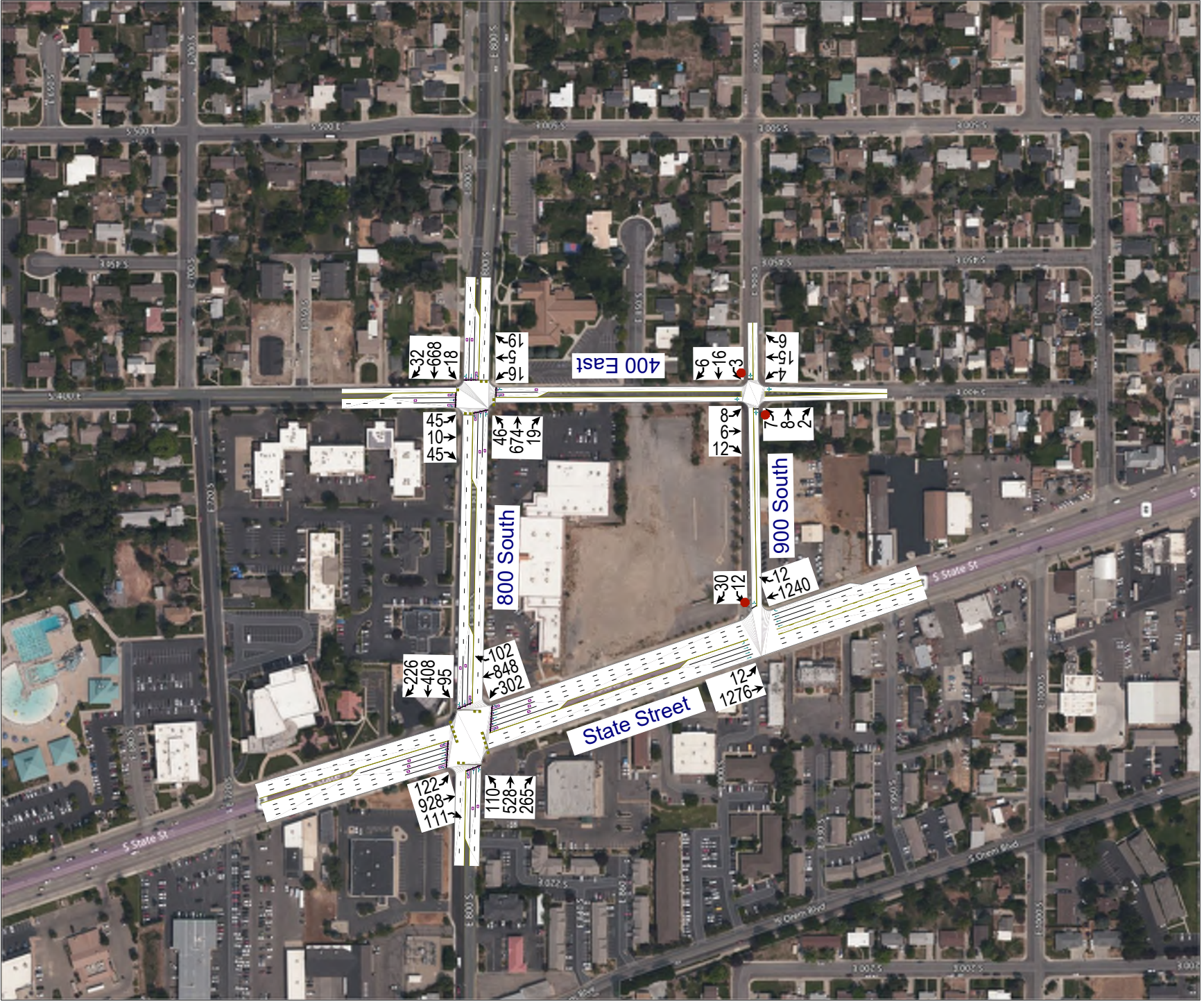
Traffic counts were obtained in 15-minute increments to determine if any atypical PHF exists – none were determined. Daily AM and PM peak hour traffic volumes were obtained at all turning movements at the studied intersection and accesses were obtained. These existing traffic volumes can be found in Figures 3 and 4 below.





Figure #4
9/25/23

PM Existing
Orem Art Lofts



PM Existing
Hunt Day

Existing Study Area Level of Service

The existing intersection was analyzed using Synchro 11. The results, indicating the current level of service, are shown in Table 3 and the appendix.

Table 3 – Existing Level of Service for Study Area

<i>Intersection</i>	<i>Direction</i>	<i>Existing AM</i>		<i>Existing PM</i>	
		<i>Delay</i>	<i>LOS</i>	<i>Delay</i>	<i>LOS</i>
<i>State Street/800 South</i>	<i>EBL</i>	<i>14.7</i>	<i>B</i>	<i>27.1</i>	<i>C</i>
	<i>EBT</i>	<i>11.9</i>	<i>B</i>	<i>25.8</i>	<i>C</i>
	<i>EBR</i>	<i>12.1</i>	<i>B</i>	<i>26.2</i>	<i>C</i>
	<i>WBL</i>	<i>14.0</i>	<i>B</i>	<i>28.3</i>	<i>C</i>
	<i>WBT</i>	<i>11.8</i>	<i>B</i>	<i>10.7</i>	<i>B</i>
	<i>WBR</i>	<i>13.0</i>	<i>B</i>	<i>11.0</i>	<i>B</i>
	<i>NBL</i>	<i>12.6</i>	<i>B</i>	<i>24.7</i>	<i>C</i>
	<i>NBT</i>	<i>8.8</i>	<i>A</i>	<i>19.3</i>	<i>B</i>
	<i>NBR</i>	<i>8.5</i>	<i>A</i>	<i>17.1</i>	<i>B</i>
	<i>SBL</i>	<i>11.7</i>	<i>B</i>	<i>17.9</i>	<i>B</i>
	<i>SBT</i>	<i>9.3</i>	<i>A</i>	<i>26.5</i>	<i>C</i>
	<i>SBR</i>	<i>8.0</i>	<i>A</i>	<i>21.9</i>	<i>C</i>
<i>400 East/800 South</i>	<i>EBL</i>	<i>17.0</i>	<i>B</i>	<i>1.7</i>	<i>A</i>
	<i>EBT</i>	<i>16.0</i>	<i>B</i>	<i>1.1</i>	<i>A</i>
	<i>EBR</i>	<i>16.0</i>	<i>B</i>	<i>1.1</i>	<i>A</i>
	<i>WBL</i>	<i>12.0</i>	<i>B</i>	<i>7.6</i>	<i>A</i>
	<i>WBT</i>	<i>10.9</i>	<i>B</i>	<i>10.3</i>	<i>B</i>
	<i>WBR</i>	<i>10.9</i>	<i>B</i>	<i>17.3</i>	<i>B</i>
	<i>NBL</i>	<i>9.1</i>	<i>A</i>	<i>17.2</i>	<i>B</i>
	<i>NBT</i>	<i>9.1</i>	<i>A</i>	<i>17.2</i>	<i>B</i>
	<i>NBR</i>	<i>9.0</i>	<i>A</i>	<i>17.3</i>	<i>B</i>
	<i>SBL</i>	<i>9.5</i>	<i>A</i>	<i>18.3</i>	<i>B</i>
	<i>SBT</i>	<i>8.9</i>	<i>A</i>	<i>16.9</i>	<i>B</i>
	<i>SBR</i>	<i>9.3</i>	<i>A</i>	<i>17.7</i>	<i>B</i>
<i>State Street/900 South</i>	<i>WBL</i>	<i>13.3</i>	<i>B</i>	<i>20.8</i>	<i>C</i>
	<i>WBR</i>	<i>13.3</i>	<i>B</i>	<i>20.8</i>	<i>C</i>
	<i>NBT</i>	<i>0.0</i>	<i>A</i>	<i>0.0</i>	<i>A</i>
	<i>NBR</i>	<i>0.0</i>	<i>A</i>	<i>0.0</i>	<i>A</i>
	<i>SBL</i>	<i>0.1</i>	<i>A</i>	<i>12.4</i>	<i>B</i>
	<i>SBT</i>	<i>0.0</i>	<i>A</i>	<i>0.0</i>	<i>A</i>
<i>400 East/900 South</i>	<i>EB</i>	<i>9.0</i>	<i>A</i>	<i>9.2</i>	<i>A</i>
	<i>WB</i>	<i>9.0</i>	<i>A</i>	<i>9.2</i>	<i>A</i>
	<i>NB</i>	<i>0.8</i>	<i>A</i>	<i>1.1</i>	<i>A</i>
	<i>SB</i>	<i>1.3</i>	<i>A</i>	<i>2.3</i>	<i>A</i>



Crash Data

Crash data was obtained from UDOT and in the past 18 years, there has been one fatal accident in the vicinity, it was on Feb. 8 2009 at the intersection of 800 South/State Street. Over the last 5 years there have been a total of 113 crashes on these studied intersections. 29 of the accidents were on left turning movements, 9 on right turn movements, 9 on changing lanes movements and the majority of the rest were rear end crashes. (See the appendix for the crash data).

After interpreting this data and discussions with UDOT, there does not appear to be any single turn movement or lane direction that is causing these accidents.

Summary of Existing Conditions

Based upon the existing traffic conditions in the AM and PM peak hours; which is between the hours of 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM, the overall Level of Service at all studied accesses perform at an acceptable level of service for all turning movements.

For a detailed report, the results of the study can be found in the Appendix.

Proposed Traffic

Trip Generation

The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 10th Edition, but with an

The number of new trips generated for the proposed Mid-Rise Dwelling Units development was determined using trip generation figures obtained from ITE Trip Generation Manual 10th Edition for that specific use (ITE Land Use Code 221). The calculations for this can be found in the Appendix with the proposed 311 dwelling units. Orem City has conducted their own Trip Generation counts, and have determined that residential developments generate approximately 60% more than what ITE determines. The increase in counts are shown in the table below These results can be seen in Table 4 below.

Table 4 – Project Trip Generation

<i>Land Use</i>	<i>Weekday Trips Entering</i>	<i>Weekday Trips Exiting</i>	<i>AM Trips Entering</i>	<i>AM Trips Exiting</i>	<i>PM Trips Entering</i>	<i>PM Trips Exiting</i>
<i>Mid-Rise Dwelling Units (221)</i>	846	846	27	73	77	51
<i>Orem 60% Increase</i>	1354	1354	43	117	123	82



The new trips estimated to be generated from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, existing traffic patterns, and proximity to major roadways. The estimated trip generation assignment is shown in Figure 5 and 6 below.

The proposed new trips were added to the traffic represented opening day of this project. The proposed combined vehicle movements are shown in Figure 7 and 8 below.

Traffic Volume Adjustments

There are no traffic volume adjustments that need to be made.





PM Distribution Orem Art Lofts

Figure #6
9/5/23



PM Distribution Hunt Day

AM Proposed Orem Art Lofts

Figure #7
9/5/23



AM Proposed Hunt Day



Results

Based on current conditions, combined with the proposed traffic flows from the proposed development, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 5 below.

Table 5 – Proposed (2023) Level of Service for Study Area

Intersection	Direction	Existing AM		Proposed AM		Existing PM		Proposed PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
State Street/800 South	EBL	14.7	B	18.8	B	27.1	C	27.1	C
	EBT	11.9	B	15.2	B	25.8	C	25.8	C
	EBR	12.1	B	15.4	B	26.2	C	26.2	C
	WBL	14.0	B	18.5	B	28.3	C	28.3	C
	WBT	11.8	B	15.1	B	10.7	B	10.7	A
	WBR	13.0	B	16.8	B	11.0	B	11.0	B
	NBL	12.6	B	10.4	B	24.7	C	30.3	C
	NBT	8.8	A	14.1	B	19.3	B	23.1	C
	NBR	8.5	A	13.7	B	17.1	B	19.8	B
	SBL	11.7	B	10.3	B	17.9	B	17.9	B
	SBT	9.3	A	15.0	B	26.5	C	26.9	C
	SBR	8.0	A	12.7	B	21.9	C	21.9	C
400 East/800 South	EBL	17.0	B	18.0	B	1.7	A	1.7	A
	EBT	16.0	B	16.9	B	1.1	A	1.2	A
	EBR	16.0	B	16.9	B	1.1	A	1.1	A
	WBL	12.0	B	12.6	B	7.6	A	7.7	A
	WBT	10.9	B	11.2	B	10.3	B	10.3	B
	WBR	10.9	B	11.2	B	17.3	B	10.3	B
	NBL	9.1	A	10.2	B	17.2	B	17.7	B
	NBT	9.1	A	10.2	B	17.2	B	17.7	B
	NBR	9.0	A	10.0	B	17.3	B	17.4	B
	SBL	9.5	A	10.7	B	18.3	B	18.5	B
	SBT	8.9	A	9.8	A	16.9	B	17.0	B
	SBR	9.3	A	10.2	B	17.7	B	17.7	B
State Street/900 South	WBL	13.3	B	16.6	C	20.8	C	21.3	C
	WBR	13.3	B	16.6	C	20.8	C	21.3	C
	NBT	0.0	A	0.0	A	0.0	A	0.0	A
	NBR	0.0	A	0.0	A	0.0	A	0.0	A
	SBL	0.1	A	0.2	A	12.4	B	13.5	B
	SBT	0.0	A	0.0	A	0.0	B	0.0	B
400 East/900 South	EB	9.0	A	9.0	A	9.2	A	9.4	A
	WB	9.0	A	9.0	A	9.2	A	9.4	A



	NB	0.8	A	1.2	A	1.1	A	0.7	A
	SB	1.3	A	1.3	A	2.3	A	1.6	A
State Street /Access #1	WBR	-	-	9.9	A	-	-	12.2	B
	NBT	-	-	0.0	A	-	-	0.0	A
	NBR	-	-	0.0	A	-	-	0.0	A
	SBT	-	-	0.0	A	-	-	0.0	A
900 South / Access #2	EB	-	-	3.8	A	-	-	3.9	A
	WB	-	-	0.0	A	-	-	0.0	A
	SB	-	-	8.9	A	-	-	8.7	A
400 East / Access #3	EB	-	-	9.0	A	-	-	9.2	A
	WB	-	-	8.6	A	-	-	8.7	A
	NB	-	-	0.4	A	-	-	1.3	A
	SB	-	-	1.1	A	-	-	0.7	A

Source: Delay times and LOS determined using Synchro 11.

Summary of Proposed Development (2023)

Based upon the existing traffic conditions and trips generated from the Multi-Family Development, all the studied accesses perform at an acceptable level of service in the AM and PM peak hours with the proposed mitigation methods.

Recommendations

It is recommended that State Street be widened enough to provide a right turn deceleration lane into the new access on State Street. This widening is adding roughly 3-4' to the existing roadway. The State Street access will also be a right-in, right-out only access as per UDOT with a future raised median. This median is not required to be installed with this project, but per UDOT discussions – it will be installed by UDOT within the next 2-3 years (which will be prior to the opening of this development).

With the recommended mitigation measures, it is our professional opinion that this project will not significantly alter the existing traffic patterns at the intersection and should be permitted per the traffic data contained within this report.



Study Horizon Years – 15-years

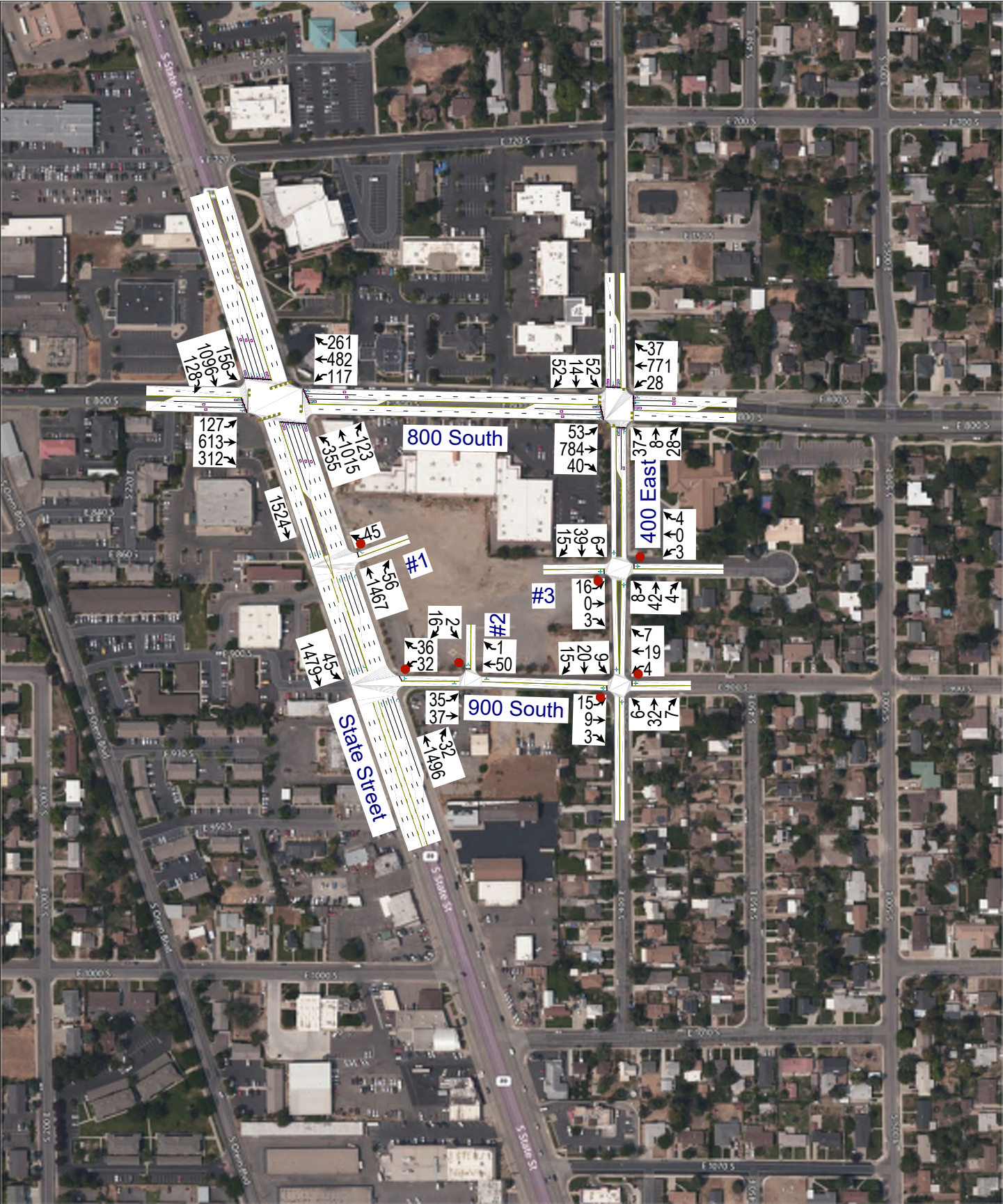
Orem City has requested that this study be projected to 15-years in the future to determine the impact it will have on the site.

After research of Mountainland Association of Government, the Central growth area of Utah County is projected to increase by 33% over the next 30 years. Utilizing this information, a linear growth rate of 1.1% has been calculated.

The projected Traffic Volumes have been distributed across all studied accesses and roadways with a linear growth rate of 1.1% to the 15-year horizon. These projected volumes are shown in Figures 9 & 10. The project level of service with these projections are shown in Table 6 below.







Results

Based on current conditions, combined with the proposed traffic flows from the proposed development projected 15-years into the future, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 6 below.

Table 6 – Projected (2038) Level of Service for Study Area

I	D	Existing AM		Proposed AM		Projected AM		Existing PM		Projected PM		Projected PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
State Street/800 South	EBL	14.7	B	18.8	B	20.1	C	27.1	C	27.1	C	49.4	D
	EBT	11.9	B	15.2	B	15.5	B	25.8	C	25.8	C	31.0	C
	EBR	12.1	B	15.4	B	15.8	B	26.2	C	26.2	C	31.7	C
	WBL	14.0	B	18.5	B	19.7	B	28.3	C	28.3	C	42.8	D
	WBT	11.8	B	15.1	B	15.4	B	10.7	B	10.7	B	30.7	C
	WBR	13.0	B	16.8	B	17.5	B	11.0	B	11.0	B	31.2	C
	NBL	12.6	B	10.4	B	11.0	B	24.7	C	30.3	C	52.0	D
	NBT	8.8	A	14.1	B	14.4	B	19.3	B	23.1	C	20.1	C
	NBR	8.5	A	13.7	B	13.9	B	17.1	B	19.8	B	19.8	B
	SBL	11.7	B	10.3	B	10.7	B	17.9	B	17.9	B	19.0	B
	SBT	9.3	A	15.0	B	15.6	B	26.5	C	26.9	C	25.8	C
	SBR	8.0	A	12.7	B	12.8	B	21.9	C	21.9	C	19.6	B
400 East/800 South	EBL	17.0	B	18.0	B	18.6	B	1.7	A	1.7	A	24.2	C
	EBT	16.0	B	16.9	B	17.3	B	1.1	A	1.2	A	20.2	C
	EBR	16.0	B	16.9	B	17.3	B	1.1	A	1.1	A	20.1	C
	WBL	12.0	B	12.6	B	13.1	B	7.6	A	7.7	A	16.9	B
	WBT	10.9	B	11.2	B	11.4	B	10.3	B	10.3	B	10.9	B
	WBR	10.9	B	11.2	B	11.4	B	17.3	B	10.3	B	10.8	B
	NBL	9.1	A	10.2	B	10.3	B	17.2	B	17.7	B	16.0	B
	NBT	9.1	A	10.2	B	10.3	B	17.2	B	17.7	B	16.0	B
	NBR	9.0	A	10.0	B	10.1	B	17.3	B	17.4	B	15.6	B
	SBL	9.5	A	10.7	B	10.9	B	18.3	B	18.5	B	16.8	B
	SBT	8.9	A	9.8	A	9.8	A	16.9	B	17.0	B	15.2	B
	SBR	9.3	A	10.2	B	10.3	B	17.7	B	17.7	B	16.0	B
State Street/900 South	WBL	13.3	B	16.6	C	17.5	C	20.8	C	21.3	C	28.6	D
	WBR	13.3	B	16.6	C	17.5	C	20.8	C	21.3	C	28.6	D
	NBT	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	NBR	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	SBL	0.1	A	0.2	A	12.4	B	12.4	B	13.5	B	15.8	C
	SBT	0.1	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
400 East/900 South	EB	9.0	A	9.0	A	9.0	A	9.2	A	9.4	A	9.5	A
	WB	9.0	A	9.0	A	9.1	A	9.2	A	9.4	A	9.5	A
	NB	0.8	A	1.2	A	1.3	A	1.1	A	0.7	A	1.1	A



	SB	1.3	A	1.3	A	1.3	A	2.3	A	1.6	A	1.6	A
State Street / Access #1	WBR	-	-	9.9	A	10.2	B	-	-	12.2	B	13.1	B
	NBT	-	-	0.0	A	0.0	A	-	-	0.0	A	0.0	A
	NBR	-	-	0.0	A	0.0	A	-	-	0.0	A	0.0	A
	SBT	-	-	0.0	A	0.0	A	-	-	0.0	A	0.0	A
900 South / Access #2	EB	-	-	3.8	A	3.8	A	-	-	3.9	A	3.9	A
	WB	-	-	0.0	A	0.0	A	-	-	0.0	A	0.0	A
	SB	-	-	8.9	A	8.9	A	-	-	8.7	A	8.7	A
400 East / Access #3	EB	-	-	9.0	A	9.1	A	-	-	9.2	A	9.3	A
	WB	-	-	8.6	A	8.6	A	-	-	8.7	A	8.9	A
	NB	-	-	0.4	A	0.4	A	-	-	1.3	A	1.3	A
	SB	-	-	1.1	A	1.3	A	-	-	0.7	A	0.8	A

Summary of Projected Traffic (2038)

Based upon the existing traffic conditions and trips generated from the Multi-Family Development and projected out 15-years, while there is an increase in delay - all the studied accesses perform at an acceptable level of service in the AM and PM peak hours with the proposed mitigation methods.

Recommendations

It is recommended that State Street be widened enough to provide a right turn deceleration lane into the new access on State Street. This widening is adding roughly 3-4' to the existing roadway. The State Street access will also be a right-in, right-out only access as per UDOT with a future raised median. This median is not required to be installed with this project, but per UDOT discussions – it will be installed by UDOT within the next 2-3 years (which will be prior to the opening of this development).

The traffic signal at State Street/800 North will need to be re-timed/phased in the future to accommodate the additional traffic from each direction.

With the recommended mitigation measures, it is our professional opinion that this project will not significantly alter the existing traffic patterns at the intersection and should be permitted per the traffic data contained within this report.

Conclusions

Orem Art Lofts is a multi-family residential development consisting of 311 total units that sits on a 4.44 acre site located at 841 South State Street in Orem, UT. The proposed project is considered to be a podium project with an internal parking structure with 4 stories of apartment units above.



After a full analysis of these roadways, accesses and this proposed development, the overall Level of Service in the AM and PM peak hours at all studied accesses will perform at an acceptable level of service once the recommended mitigation methods are installed.



Appendix



Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Orem Art Lofts

Open Date: 8/31/2023

Analysis Date: 8/31/2023

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Generator				Weekday PM Peak Hour of Generator			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
221	MID-RISE 1		846	846	1692		27	73	100		77	51	128
	311 Dwelling Units												
Unadjusted Volume			846	846	1692		27	73	100		77	51	128
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			846	846	1692		27	73	100		77	51	128

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent

A 60% increase was added to these counts per Orem City recommendation.

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 1

Crash ID	Crash Date Time	Year	Full Route	Milepoint	Crash Severity	Manner of Collision	Roadway Junction Type	Light Condition	Weather Condition	Roadway Surface Condition	Number of Vehicles in Route Type	County	Crash Verif	Pedestrian Involved	Vehicle Maneuver	
11104209	10/9/2018 16:17	2018	0089P	339.206	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Cloudy	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
11107690	10/21/2018 9:07	2018	0089P	339.212	Possible injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
11109713	10/27/2018 14:54	2018	2974P	1.869	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
11110351	10/22/2018 12:29	2018	0089P	339.213	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
11156644	12/11/2018 16:57	2018	2974P	1.87	No injury/PDO	Angle	4-Leg Intersection	Daylight	Cloudy	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
11159642	12/13/2018 15:52	2018	0089P	339.206	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
11159690	12/17/2018 18:19	2018	2974P	1.881	No injury/PDO	Front to Rear	4-Leg Intersection	Dark - Lighted	Rain	Wet	3	Federal	Utah	TRUE	N	["Stopped in Traffic Lane", "Stopped in Traffic Lane", "Straight Ahead"]
11217952	8/31/2019 8:58	2019	0089P	339.213	Suspected Serious Injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Leaving Traffic Lane", "Turning Left"]
1.9E+09	1/1/2019 18:00	2019	0089P	339.188	Possible injury	Front to Rear	4-Leg Intersection	Dark - Not Lighted	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
1.9E+09	4/9/2019 17:51	2019	2974P	1.887	No injury/PDO	Front to Rear	4-Leg Intersection	Dusk	Rain	Wet	3	Federal	Utah	TRUE	N	["Straight Ahead", "Straight Ahead", "Straight Ahead"]
1.9E+09	3/23/2019 14:40	2019	2974P	1.856	No injury/PDO	Sideswipe Same Direction	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Changing Lanes", "Straight Ahead"]
1.9E+09	5/8/2019 16:42	2019	0089P	339.221	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Rain	Wet	2	State	Utah	TRUE	N	["Slowing in Traffic Lane", "Straight Ahead"]
1.9E+09	6/6/2019 14:58	2019	0089P	339.213	Suspected Minor injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	3	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead", "Turning Left"]
1.9E+09	6/27/2019 18:08	2019	2974P	1.881	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Slowing in Traffic Lane", "Straight Ahead"]
1.9E+09	7/8/2019 14:17	2019	0089P	339.073	Possible injury	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Changing Lanes", "Stopped in Traffic Lane"]
1.9E+09	2/2/2019 11:38	2019	0089P	339.214	Suspected Minor injury	Angle	4-Leg Intersection	Daylight	Cloudy	Dry	3	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead", "Turning Left"]
1.9E+09	6/25/2019 6:42	2019	0089P	339.213	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Right"]
1.9E+09	10/25/2019 10:15	2019	2974P	1.868	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	3	Federal	Utah	TRUE	N	["Straight Ahead", "Straight Ahead", "Straight Ahead"]
1.9E+09	9/6/2019 17:27	2019	0089P	339.206	No injury/PDO	Sideswipe Same Direction	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
1.9E+09	7/12/2019 15:37	2019	0089P	339.234	No injury/PDO	Head On (front-to-front)	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Turning Left", "Turning Right"]
1.9E+09	8/14/2019 16:43	2019	2974P	1.878	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	3	Federal	Utah	TRUE	N	["Straight Ahead", "Straight Ahead", "Straight Ahead"]
1.9E+09	11/8/2019 11:00	2019	2974P	1.872	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.21E+08	9/28/2019 13:33	2019	0089P	339.221	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.21E+08	11/13/2019 17:37	2019	0089P	339.228	No injury/PDO	Front to Rear	4-Leg Intersection	Dark - Lighted	Clear	Dry	3	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Stopped in Traffic Lane", "Straight Ahead"]
8.21E+08	11/13/2019 18:20	2019	0089P	339.211	No injury/PDO	Front to Rear	4-Leg Intersection	Dark - Lighted	Clear	Dry	2	State	Utah	TRUE	N	["Slowing in Traffic Lane", "Straight Ahead"]
8.21E+08	2/11/2020 18:52	2020	0089P	339.215	No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.21E+08	2/24/2020 17:57	2020	0089P	339.21	No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.21E+08	2/21/2020 22:15	2020	0089P	339.224	Suspected Minor injury	Not Applicable/Single Vehicle	4-Leg Intersection	Dark - Lighted	Clear	Dry	1	State	Utah	TRUE	N	Straight Ahead
8.21E+08	3/18/2020 9:30	2020	0089P	339.202	No injury/PDO	Sideswipe Same Direction	4-Leg Intersection	Daylight	Rain	Wet	2	State	Utah	TRUE	N	["Changing Lanes", "Straight Ahead"]
8.21E+08	5/11/2020 17:30	2020	2974P	1.892	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.21E+08	5/2/2020 22:55	2020	0089P	339.21	No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.21E+08	5/23/2020 16:27	2020	2974P	1.85	No injury/PDO	Sideswipe Same Direction	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Changing Lanes", "Stopped in Traffic Lane"]
8.21E+08	5/26/2020 11:32	2020	2974P	1.874	No injury/PDO	Head On (front-to-front)	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.21E+08	6/6/2020 8:50	2020	0089P	339.218	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.21E+08	6/5/2020 20:48	2020	2974P	1.856	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.21E+08	7/28/2020 8:03	2020	2974P	1.898	No injury/PDO	Sideswipe Same Direction	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Changing Lanes", "Straight Ahead"]
8.21E+08	8/8/2020 21:20	2020	0089P	339.207	No injury/PDO	Front to Rear	4-Leg Intersection	Dark - Lighted	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.21E+08	8/31/2020 6:21	2020	0089P	339.21	Suspected Minor injury	Angle	4-Leg Intersection	Dark - Unknown Light	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.21E+08	8/31/2020 14:05	2020	0089P	339.201	Suspected Minor injury	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.21E+08	9/4/2020 19:11	2020	0089P	339.205	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Slowing in Traffic Lane", "Straight Ahead"]
8.21E+08	9/5/2020 21:33	2020	2974P	1.881	Possible injury	Not Applicable/Single Vehicle	4-Leg Intersection	Dark - Lighted	Clear	Dry	1	Federal	Utah	TRUE	N	Turning Right
8.21E+08	10/7/2020 19:40	2020	2974P	1.863	Suspected Minor injury	Head On (front-to-front)	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.21E+08	10/19/2020 15:13	2020	2974P	339.203	Possible injury	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.21E+08	10/30/2020 11:30	2020	0089P	339.202	Possible injury	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.21E+08	11/17/2020 17:42	2020	2974P	1.867	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.21E+08	11/25/2020 8:23	2020	2974P	1.856	Suspected Serious Injury	Not Applicable/Single Vehicle	4-Leg Intersection	Daylight	Clear	Dry	1	Federal	Utah	TRUE	Y	Turning Right
8.21E+08	12/7/2020 16:56	2020	0089P	339.191	No injury/PDO	Front to Rear	4-Leg Intersection	Dusk	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.21E+08	12/15/2020 8:24	2020	0089P	339.216	No injury/PDO	Angle	4-Leg Intersection	Daylight	Snowing	Snow	2	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.21E+08	12/24/2020 12:45	2020	0089P	339.174	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.22E+08	1/7/2021 19:00	2021	0089P	339.212	Suspected Serious Injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	3	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead", "Turning Left"]
8.22E+08	1/11/2021 17:36	2021	0089P	339.232	No injury/PDO	Front to Rear	4-Leg Intersection	Dark - Unknown Light	Clear	Dry	3	State	Utah	TRUE	N	["Slowing in Traffic Lane", "Slowing in Traffic Lane", "Straight Ahead"]
8.22E+08	1/15/2021 19:48	2021	2974P	1.862	Possible injury	Front to Rear	4-Leg Intersection	Dark - Lighted	Clear	Dry	3	Federal	Utah	TRUE	N	["Slowing in Traffic Lane", "Straight Ahead", "Straight Ahead"]
8.22E+08	3/17/2021 13:40	2021	0089P	339.122	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Slowing in Traffic Lane", "Slowing in Traffic Lane"]
8.22E+08	4/6/2021 13:23	2021	2974P	1.864	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.22E+08	4/15/2021 13:00	2021	0089P	339.23	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Cloudy	Dry	3	State	Utah	TRUE	N	["Slowing in Traffic Lane", "Stopped in Traffic Lane", "Stopped in Traffic Lane"]
8.22E+08	5/10/2021 14:32	2021	2974P	1.874	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Cloudy	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.22E+08	6/5/2021 12:38	2021	0089P	339.082	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.22E+08	6/20/2021 10:55	2021	2974P	1.85	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.22E+08	7/12/2021 9:27	2021	0089P	339.212	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.22E+08	7/24/2021 13:20	2021	0089P	339.069	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.22E+08	7/22/2021 19:32	2021	0089P	339.227	Possible injury	Front to Rear	4-Leg Intersection	Daylight	Rain	Wet	2	State	Utah	TRUE	N	["Slowing in Traffic Lane", "Stopped in Traffic Lane"]
8.22E+08	7/31/2021 13:41	2021	0089P	339.223	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	3	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead", "Straight Ahead"]
8.22E+08	7/31/2021 12:03	2021	0089P	339.073	Suspected Minor injury	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	3	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Stopped in Traffic Lane", "Straight Ahead"]
8.22E+08	8/26/2021 11:57	2021	0089P	339.214	Possible injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	3	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead", "Turning Left"]
8.22E+08	9/6/2021 20:32	2021	0089P	339.214	Possible injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.22E+08	9/25/2021 20:38	2021	2974P	1.875	Possible injury	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.22E+08	10/4/2021 15:26	2021	2974P	1.865	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.22E+08	10/27/2021 11:06	2021	0089P	339.216	Possible injury	Angle	4-Leg Intersection	Daylight	Cloudy	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.22E+08	11/3/2021 17:33	2021	2974P	1.892	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.22E+08	11/1/2021 13:42	2021	0089P	339.216	Possible injury	Front to Rear	4-Leg Intersection	Daylight	Cloudy	Dry	2	State	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]
8.22E+08	11/15/2021 14:18	2021	0089P	339.204	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.22E+08	11/19/2021 21:35	2021	0089P	339.209	No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Rain	Wet	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.23E+08	1/13/2022 18:42	2022	2974P	1.885	No injury/PDO	Front to Rear	4-Leg Intersection	Dark - Not Lighted	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Straight Ahead"]
8.23E+08	2/3/2022 12:28	2022	0089P	339.222	No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Changing Lanes", "Straight Ahead"]
8.23E+08	2/5/2022 11:18	2022	2974P	1.874	No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.23E+08	1/31/2022 18:16	2022	2974P	1.876	No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2	Federal	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.23E+08	2/10/2022 12:27	2022	0089P	339.217	Possible injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	2	State	Utah	TRUE	N	["Straight Ahead", "Turning Left"]
8.23E+08	2/23/2022 19:02	2022	2974P	1.833	Suspected Minor injury	Front to Rear	T-Intersection	Dark - Lighted	Cloudy	Snow	2	Federal	Utah	TRUE	N	["Stopped in Traffic Lane", "Straight Ahead"]

8.23E+08	7/7/2022 17:51	2022 0089P	339.2 No injury/PDO	Sideswipe Same Direction	4-Leg Intersection	Daylight	Clear	Dry	2 State	Utah	TRUE	N	["Changing Lanes","Straight Ahead"]
8.23E+08	7/30/2022 21:45	2022 2974P	1.879 No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2 Federal	Utah	TRUE	N	["Straight Ahead","Turning Left"]
8.23E+08	8/9/2022 15:14	2022 0089P	339.184 No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2 State	Utah	TRUE	N	["Slowing in Traffic Lane","Stopped in Traffic Lane"]
8.23E+08	9/22/2022 17:55	2022 2974P	1.887 No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2 Unknown	Utah	TRUE	N	["Stopped in Traffic Lane","Straight Ahead"]
8.23E+08	10/12/2022 8:11	2022 0089P	339.21 No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2 State	Utah	TRUE	N	["Straight Ahead","Straight Ahead"]
8.23E+08	10/21/2022 0:07	2022 2974P	1.887 No injury/PDO	Not Applicable/Single Vehicle	4-Leg Intersection	Daylight	Clear	Dry	1 Federal	Utah	TRUE	N	Turning Left
8.23E+08	10/8/2022 17:30	2022 0089P	339.21 Suspected Minor Injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	2 State	Utah	TRUE	N	["Straight Ahead","Turning Left"]
8.23E+08	11/10/2022 14:16	2022 2974P	1.865 Possible injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	2 Federal	Utah	TRUE	N	["Straight Ahead","Turning Left"]
8.23E+08	11/15/2022 21:11	2022 2974P	1.882 Possible injury	Not Applicable/Single Vehicle	4-Leg Intersection	Dark - Lighted	Clear	Dry	1 Federal	Utah	TRUE	Y	Turning Right
8.23E+08	11/18/2022 14:40	2022 0089P	339.21 Suspected Serious Injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	3 State	Utah	TRUE	N	["Straight Ahead","Straight Ahead","Straight Ahead"]
8.23E+08	11/21/2022 13:44	2022 0089P	339.216 Suspected Minor Injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	2 State	Utah	TRUE	N	["Straight Ahead","Turning Left"]
8.23E+08	11/17/2022 9:00	2022 0089P	339.216 Possible injury	Angle	4-Leg Intersection	Daylight	Clear	Dry	2 State	Utah	TRUE	N	["Straight Ahead","Turning Left"]
8.23E+08	11/21/2022 10:53	2022 0089P	339.117 Possible injury	Front to Rear	4-Leg Intersection	Daylight	Clear	Dry	2 State	Utah	TRUE	N	["Stopped in Traffic Lane","Straight Ahead"]
8.23E+08	12/1/2022 13:32	2022 0089P	339.227 No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Cloudy	Dry	2 State	Utah	TRUE	N	["Straight Ahead","Straight Ahead"]
8.23E+08	12/15/2022 11:54	2022 0089P	339.188 No injury/PDO	Front to Rear	4-Leg Intersection	Daylight	Snowing	Slush	2 Unknown	Utah	TRUE	N	["Slowing in Traffic Lane","Stopped in Traffic Lane"]
8.24E+08	2/16/2023 16:54	2023 000--000	0 No injury/PDO	Angle	4-Leg Intersection	Daylight	Clear	Dry	2 Unknown	Utah	FALSE	N	["Straight Ahead","Turning Left"]
8.24E+08	3/24/2023 4:29	2023 000--000	0 No injury/PDO	Other*	4-Leg Intersection	Dark - Lighted	Snowing	Snow	2 Unknown	Utah	FALSE	N	["Straight Ahead","Straight Ahead"]
8.24E+08	4/5/2023 6:57	2023 000--000	0 No injury/PDO	Other*	4-Leg Intersection	Dark - Lighted	Cloudy	Ice/Frost	4 Unknown	Utah	FALSE	N	["Straight Ahead","Straight Ahead","Straight Ahead","Straight Ahead"]
8.24E+08	4/11/2023 22:09	2023 000--000	0 No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2 Unknown	Utah	FALSE	N	["Straight Ahead","Turning Left"]
8.24E+08	4/19/2023 20:28	2023 000--000	0 No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2 Unknown	Utah	FALSE	N	["Straight Ahead","Turning Left"]
8.24E+08	5/17/2023 21:35	2023 000--000	0 No injury/PDO	Angle	4-Leg Intersection	Dark - Lighted	Clear	Dry	2 Unknown	Utah	FALSE	N	["Straight Ahead","Turning Left"]
8.24E+08	5/28/2023 19:13	2023 000--000	0 No injury/PDO	Angle	4-Leg Intersection	Dusk	Cloudy	Dry	2 Unknown	Utah	FALSE	N	["Straight Ahead","Straight Ahead"]
8.24E+08	7/20/2023 21:38	2023 0089P	339.217 Possible injury	Angle	4-Leg Intersection	Dark - Lighted	Cloudy	Dry	2 State	Utah	TRUE	N	["Straight Ahead","Turning Left"]

HCM 2010 Signalized Intersection Summary

3: State Street & 800 South

AM Existing
09/05/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	127	81	84	98	152	62	480	88	82	688	37
Future Volume (veh/h)	61	127	81	84	98	152	62	480	88	82	688	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	66	138	88	91	107	165	67	522	96	89	748	40
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	783	470	505	651	583	389	2351	732	457	2351	732
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1103	2129	1277	1150	1770	1583	685	5085	1583	802	5085	1583
Grp Volume(v), veh/h	66	113	113	91	107	165	67	522	96	89	748	40
Grp Sat Flow(s),veh/h/ln	1103	1770	1637	1150	1770	1583	685	1695	1583	802	1695	1583
Q Serve(g_s), s	2.4	2.3	2.5	3.1	2.2	3.9	3.6	3.3	1.8	4.0	4.9	0.7
Cycle Q Clear(g_c), s	6.3	2.3	2.5	5.6	2.2	3.9	8.5	3.3	1.8	7.2	4.9	0.7
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	460	651	602	505	651	583	389	2351	732	457	2351	732
V/C Ratio(X)	0.14	0.17	0.19	0.18	0.16	0.28	0.17	0.22	0.13	0.19	0.32	0.05
Avail Cap(c_a), veh/h	460	651	602	505	651	583	389	2351	732	457	2351	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	11.3	11.4	13.3	11.3	11.8	11.7	8.5	8.2	10.7	9.0	7.9
Incr Delay (d2), s/veh	0.7	0.6	0.7	0.8	0.5	1.2	1.0	0.2	0.4	0.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.2	1.2	1.1	1.1	1.9	0.8	1.5	0.9	1.0	2.4	0.4
LnGrp Delay(d),s/veh	14.7	11.9	12.1	14.0	11.8	13.0	12.6	8.8	8.5	11.7	9.3	8.0
LnGrp LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h	292				363		685				877	
Approach Delay, s/veh	12.6				12.9		9.1				9.5	
Approach LOS	B				B		A				A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	29.0		24.0		29.0		24.0					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	24.5		19.5		24.5		19.5					
Max Q Clear Time (g_c+I1), s	10.5		8.3		9.2		7.6					
Green Ext Time (p_c), s	3.8		1.2		5.3		1.5					
Intersection Summary												
HCM 2010 Ctrl Delay			10.4									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary

6: 400 East & 800 South

AM Existing
09/05/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	267	8	9	262	17	18	5	16	45	10	48
Future Volume (veh/h)	28	267	8	9	262	17	18	5	16	45	10	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	30	290	9	10	285	18	20	5	17	49	11	52
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	512	1422	44	493	1372	86	697	158	538	713	791	672
Arrive On Green	0.13	0.13	0.13	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1072	3505	108	1076	3382	213	1334	373	1267	1384	1863	1583
Grp Volume(v), veh/h	30	146	153	10	148	155	20	0	22	49	11	52
Grp Sat Flow(s),veh/h/ln	1072	1770	1844	1076	1770	1825	1334	0	1639	1384	1863	1583
Q Serve(g_s), s	1.3	3.9	3.9	0.3	2.9	2.9	0.5	0.0	0.4	1.1	0.2	1.0
Cycle Q Clear(g_c), s	4.2	3.9	3.9	4.2	2.9	2.9	0.6	0.0	0.4	1.5	0.2	1.0
Prop In Lane	1.00		0.06	1.00		0.12	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	512	718	748	493	718	740	697	0	696	713	791	672
V/C Ratio(X)	0.06	0.20	0.20	0.02	0.21	0.21	0.03	0.00	0.03	0.07	0.01	0.08
Avail Cap(c_a), veh/h	512	718	748	493	718	740	697	0	696	713	791	672
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	15.3	15.3	11.9	10.2	10.2	9.0	0.0	8.9	9.3	8.8	9.1
Incr Delay (d2), s/veh	0.2	0.6	0.6	0.1	0.7	0.6	0.1	0.0	0.1	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	2.1	0.1	1.5	1.6	0.2	0.0	0.2	0.5	0.1	0.5
LnGrp Delay(d),s/veh	17.0	16.0	16.0	12.0	10.9	10.9	9.1	0.0	9.0	9.5	8.9	9.3
LnGrp LOS	B	B	B	B	B	B	A		A	A	A	A
Approach Vol, veh/h		329			313			42			112	
Approach Delay, s/veh		16.1			10.9			9.0			9.4	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.0		26.0		27.0		26.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.5		21.5		22.5		21.5				
Max Q Clear Time (g_c+I1), s		2.6		6.2		3.5		6.2				
Green Ext Time (p_c), s		0.1		1.6		0.3		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				12.7								
HCM 2010 LOS				B								

HCM Unsignalized Intersection Capacity Analysis

9: State Street & 900 South

AM Existing
09/05/2023

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	10	18	610	8	8	853			
Future Volume (Veh/h)	10	18	610	8	8	853			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	11	20	663	9	9	927			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			None			None			
Median storage veh									
Upstream signal (ft)						716			
pX, platoon unblocked	0.98								
vC, conflicting volume	990	221			672				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	911	221			672				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	96	97			99				
cM capacity (veh/h)	265	783			915				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	31	221	221	221	9	9	309	309	309
Volume Left	11	0	0	0	0	9	0	0	0
Volume Right	20	0	0	0	9	0	0	0	0
cSH	462	1700	1700	1700	1700	915	1700	1700	1700
Volume to Capacity	0.07	0.13	0.13	0.13	0.01	0.01	0.18	0.18	0.18
Queue Length 95th (ft)	5	0	0	0	0	1	0	0	0
Control Delay (s)	13.3	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0
Lane LOS	B					A			
Approach Delay (s)	13.3	0.0				0.1			
Approach LOS	B								
Intersection Summary									
Average Delay			0.3						
Intersection Capacity Utilization			26.5%		ICU Level of Service			A	
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

10: 400 East & 900 South

AM Existing
09/05/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	5	3	3	10	6	2	8	6	4	6	10
Future Volume (Veh/h)	8	5	3	3	10	6	2	8	6	4	6	10
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	5	3	3	11	7	2	9	7	4	7	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												658
pX, platoon unblocked												
vC, conflicting volume	50	40	12	42	42	12	18				16	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	50	40	12	42	42	12	18				16	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	99	99	100	100	99	99	100				100	
cM capacity (veh/h)	932	848	1068	951	846	1068	1599				1602	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	21	18	22								
Volume Left	9	3	2	4								
Volume Right	3	7	7	11								
cSH	926	925	1599	1602								
Volume to Capacity	0.02	0.02	0.00	0.00								
Queue Length 95th (ft)	1	2	0	0								
Control Delay (s)	9.0	9.0	0.8	1.3								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.0	9.0	0.8	1.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.9									
Intersection Capacity Utilization			13.3%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM 2010 Signalized Intersection Summary

3: State Street & 800 South

PM Existing
09/05/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	528	265	95	408	226	302	848	102	122	928	111
Future Volume (veh/h)	110	528	265	95	408	226	302	848	102	122	928	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	574	288	103	443	246	328	922	111	133	1009	121
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	829	416	194	800	441	453	1804	562	386	1428	445
Arrive On Green	0.36	0.36	0.36	0.73	0.73	0.73	0.17	0.35	0.35	0.10	0.28	0.28
Sat Flow, veh/h	751	2285	1145	639	2204	1214	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	120	444	418	103	355	334	328	922	111	133	1009	121
Grp Sat Flow(s),veh/h/ln	751	1770	1661	639	1770	1648	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	10.1	15.6	15.6	10.9	6.7	6.8	8.6	10.4	3.6	3.7	13.0	4.3
Cycle Q Clear(g_c), s	17.0	15.6	15.6	26.5	6.7	6.8	8.6	10.4	3.6	3.7	13.0	4.3
Prop In Lane	1.00		0.69	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	642	603	194	642	598	453	1804	562	386	1428	445
V/C Ratio(X)	0.40	0.69	0.69	0.53	0.55	0.56	0.72	0.51	0.20	0.34	0.71	0.27
Avail Cap(c_a), veh/h	301	642	603	194	642	598	453	1804	562	386	1428	445
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	19.8	19.8	18.2	7.3	7.3	15.0	18.6	16.3	15.5	23.6	20.4
Incr Delay (d2), s/veh	3.9	6.0	6.4	10.1	3.4	3.7	9.6	1.0	0.8	2.4	3.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	8.6	8.2	2.6	3.7	3.5	5.3	5.0	1.7	2.0	6.5	2.1
LnGrp Delay(d),s/veh	27.1	25.8	26.2	28.3	10.7	11.0	24.7	19.6	17.1	17.9	26.5	21.9
LnGrp LOS	C	C	C	C	B	B	C	B	B	B	C	C
Approach Vol, veh/h		982			792			1361			1263	
Approach Delay, s/veh		26.1			13.1			20.6			25.2	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	30.4		31.0	17.0	25.0		31.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.1	25.9		26.5	12.5	20.5		26.5				
Max Q Clear Time (g_c+I1), s	5.7	12.4		19.0	10.6	15.0		28.5				
Green Ext Time (p_c), s	0.0	5.7		3.8	0.2	3.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				21.8								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

6: 400 East & 800 South

PM Existing
09/05/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	674	19	18	668	32	16	5	19	45	10	45
Future Volume (veh/h)	46	674	19	18	668	32	16	5	19	45	10	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	50	733	21	20	726	35	17	5	21	49	11	49
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1950	56	491	1907	92	524	101	424	527	600	510
Arrive On Green	1.00	1.00	1.00	0.55	0.55	0.55	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	702	3514	101	707	3437	166	1337	314	1317	1379	1863	1583
Grp Volume(v), veh/h	50	369	385	20	374	387	17	0	26	49	11	49
Grp Sat Flow(s),veh/h/ln	702	1770	1845	707	1770	1834	1337	0	1630	1379	1863	1583
Q Serve(g_s), s	1.3	0.0	0.0	0.9	8.7	8.7	0.6	0.0	0.8	1.9	0.3	1.6
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.9	8.7	8.7	0.9	0.0	0.8	2.7	0.3	1.6
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	404	982	1024	491	982	1017	524	0	525	527	600	510
V/C Ratio(X)	0.12	0.38	0.38	0.04	0.38	0.38	0.03	0.00	0.05	0.09	0.02	0.10
Avail Cap(c_a), veh/h	404	982	1024	491	982	1017	524	0	525	527	600	510
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	1.1	0.0	0.0	7.4	9.2	9.2	17.2	0.0	17.1	18.0	16.9	17.3
Incr Delay (d2), s/veh	0.6	1.1	1.1	0.2	1.1	1.1	0.1	0.0	0.2	0.3	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.2	4.5	4.6	0.3	0.0	0.4	0.8	0.2	0.7
LnGrp Delay(d),s/veh	1.7	1.1	1.1	7.6	10.3	10.3	17.3	0.0	17.2	18.3	16.9	17.7
LnGrp LOS	A	A	A	A	B	B	B		B	B	B	B
Approach Vol, veh/h		804			781			43			109	
Approach Delay, s/veh		1.1			10.2			17.3			17.9	
Approach LOS		A			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.0		45.0		28.0		45.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		40.5		23.5		40.5				
Max Q Clear Time (g_c+I1), s		2.9		12.0		4.7		10.7				
Green Ext Time (p_c), s		0.1		5.7		0.3		5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			6.7									
HCM 2010 LOS			A									

HCM Unsignalized Intersection Capacity Analysis

9: State Street & 900 South

PM Existing
09/05/2023

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  		 	  			
Traffic Volume (veh/h)	12	30	1240	12	12	1276			
Future Volume (Veh/h)	12	30	1240	12	12	1276			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	13	33	1348	13	13	1387			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			None			None			
Median storage (veh)									
Upstream signal (ft)						716			
pX, platoon unblocked	0.84								
vC, conflicting volume	1836	449			1361				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	1330	449			1361				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	89	94			97				
cM capacity (veh/h)	119	557			501				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	46	449	449	449	13	13	462	462	462
Volume Left	13	0	0	0	0	13	0	0	0
Volume Right	33	0	0	0	13	0	0	0	0
cSH	274	1700	1700	1700	1700	501	1700	1700	1700
Volume to Capacity	0.17	0.26	0.26	0.26	0.01	0.03	0.27	0.27	0.27
Queue Length 95th (ft)	15	0	0	0	0	2	0	0	0
Control Delay (s)	20.8	0.0	0.0	0.0	0.0	12.4	0.0	0.0	0.0
Lane LOS	C					B			
Approach Delay (s)	20.8	0.0				0.1			
Approach LOS	C								
Intersection Summary									
Average Delay			0.4						
Intersection Capacity Utilization			34.7%		ICU Level of Service				A
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

10: 400 East & 900 South

PM Existing
09/05/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	8	2	3	16	6	4	15	6	8	6	12
Future Volume (Veh/h)	7	8	2	3	16	6	4	15	6	8	6	12
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	9	2	3	17	7	4	16	7	9	7	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												658
pX, platoon unblocked												
vC, conflicting volume	74	62	14	66	66	20	20				23	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	74	62	14	66	66	20	20				23	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	99	99	100	100	98	99	100				99	
cM capacity (veh/h)	890	822	1067	913	818	1058	1596				1592	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	19	27	27	29								
Volume Left	8	3	4	9								
Volume Right	2	7	7	13								
cSH	871	880	1596	1592								
Volume to Capacity	0.02	0.03	0.00	0.01								
Queue Length 95th (ft)	2	2	0	0								
Control Delay (s)	9.2	9.2	1.1	2.3								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.2	9.2	1.1	2.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay				5.1								
Intersection Capacity Utilization				13.3%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM 2010 Signalized Intersection Summary

3: State Street & 800 South

AM Proposed
09/25/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	129	83	97	100	153	69	512	94	82	701	37
Future Volume (veh/h)	61	129	83	97	100	153	69	512	94	82	701	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	66	140	90	105	109	166	75	557	102	89	762	40
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	677	409	431	564	505	454	1797	560	504	1797	560
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.09	0.35	0.35	0.09	0.35	0.35
Sat Flow, veh/h	1100	2122	1284	1146	1770	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	66	115	115	105	109	166	75	557	102	89	762	40
Grp Sat Flow(s),veh/h/ln	1100	1770	1636	1146	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	2.8	2.8	3.0	4.3	2.6	4.6	1.4	4.6	2.6	1.7	6.6	1.0
Cycle Q Clear(g_c), s	7.4	2.8	3.0	7.3	2.6	4.6	1.4	4.6	2.6	1.7	6.6	1.0
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	564	522	431	564	505	454	1797	560	504	1797	560
V/C Ratio(X)	0.17	0.20	0.22	0.24	0.19	0.33	0.17	0.31	0.18	0.18	0.42	0.07
Avail Cap(c_a), veh/h	387	564	522	431	564	505	454	1797	560	504	1797	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	14.4	14.5	17.1	14.3	15.0	9.6	13.6	13.0	9.5	14.3	12.4
Incr Delay (d2), s/veh	1.0	0.8	1.0	1.3	0.8	1.7	0.8	0.4	0.7	0.8	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.5	1.5	1.4	2.3	0.8	2.2	1.2	0.9	3.2	0.5
LnGrp Delay(d),s/veh	18.8	15.2	15.4	18.5	15.1	16.8	10.4	14.1	13.7	10.3	15.0	12.7
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		296			380			734			891	
Approach Delay, s/veh		16.1			16.8			13.6			14.4	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	25.0		23.0	10.0	25.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	20.5		18.5	5.5	20.5		18.5				
Max Q Clear Time (g_c+I1), s	3.7	6.6		9.4	3.4	8.6		9.3				
Green Ext Time (p_c), s	0.0	3.5		1.0	0.0	4.2		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay				14.8								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

6: 400 East & 800 South

AM Proposed
09/25/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	273	10	11	262	17	34	8	25	45	10	48
Future Volume (veh/h)	28	273	10	11	262	17	34	8	25	45	10	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	30	297	11	12	285	18	37	9	27	49	11	52
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	520	1470	54	494	1429	90	683	174	521	684	787	669
Arrive On Green	0.14	0.14	0.14	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1072	3481	129	1067	3382	213	1334	411	1234	1367	1863	1583
Grp Volume(v), veh/h	30	151	157	12	148	155	37	0	36	49	11	52
Grp Sat Flow(s),veh/h/ln	1072	1770	1840	1067	1770	1825	1334	0	1645	1367	1863	1583
Q Serve(g_s), s	1.4	4.4	4.4	0.4	3.1	3.1	1.0	0.0	0.7	1.3	0.2	1.1
Cycle Q Clear(g_c), s	4.5	4.4	4.4	4.8	3.1	3.1	1.2	0.0	0.7	2.0	0.2	1.1
Prop In Lane	1.00		0.07	1.00		0.12	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	520	748	777	494	748	771	683	0	695	684	787	669
V/C Ratio(X)	0.06	0.20	0.20	0.02	0.20	0.20	0.05	0.00	0.05	0.07	0.01	0.08
Avail Cap(c_a), veh/h	520	748	777	494	748	771	683	0	695	684	787	669
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	16.3	16.3	12.5	10.6	10.6	10.1	0.0	9.9	10.5	9.7	10.0
Incr Delay (d2), s/veh	0.2	0.6	0.6	0.1	0.6	0.6	0.2	0.0	0.1	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.3	2.4	0.1	1.6	1.7	0.4	0.0	0.4	0.5	0.1	0.5
LnGrp Delay(d),s/veh	18.0	16.9	16.9	12.6	11.2	11.2	10.2	0.0	10.0	10.7	9.8	10.2
LnGrp LOS	B	B	B	B	B	B	B		B	B	A	B
Approach Vol, veh/h		338			315			73			112	
Approach Delay, s/veh		17.0			11.2			10.1			10.4	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		29.0		29.0		29.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5				
Max Q Clear Time (g_c+I1), s		3.2		6.5		4.0		6.8				
Green Ext Time (p_c), s		0.2		1.7		0.3		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay				13.3								
HCM 2010 LOS				B								

HCM Unsignalized Intersection Capacity Analysis

9: State Street & 900 South

AM Proposed
09/25/2023

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  		 	  			
Traffic Volume (veh/h)	40	23	629	15	22	859			
Future Volume (Veh/h)	40	23	629	15	22	859			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	43	25	684	16	24	934			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			None			None			
Median storage (veh)									
Upstream signal (ft)						691			
pX, platoon unblocked	0.94								
vC, conflicting volume	1043	228			700				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	804	228			700				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	85	97			97				
cM capacity (veh/h)	292	775			893				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	68	228	228	228	16	24	311	311	311
Volume Left	43	0	0	0	0	24	0	0	0
Volume Right	25	0	0	0	16	0	0	0	0
cSH	379	1700	1700	1700	1700	893	1700	1700	1700
Volume to Capacity	0.18	0.13	0.13	0.13	0.01	0.03	0.18	0.18	0.18
Queue Length 95th (ft)	16	0	0	0	0	2	0	0	0
Control Delay (s)	16.6	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0
Lane LOS	C					A			
Approach Delay (s)	16.6	0.0				0.2			
Approach LOS	C								
Intersection Summary									
Average Delay			0.8						
Intersection Capacity Utilization			28.6%		ICU Level of Service				A
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

10: 400 East & 900 South

AM Proposed
09/25/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	15	5	14	3	10	6	3	8	6	4	8	13	
Future Volume (Veh/h)	15	5	14	3	10	6	3	8	6	4	8	13	
Sign Control	Stop			Stop			Free			Free			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	16	5	15	3	11	7	3	9	7	4	9	14	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)												658	
pX, platoon unblocked													
vC, conflicting volume	55	46	16	60	50	12	23						16
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	55	46	16	60	50	12	23						16
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1						4.1
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2						2.2
p0 queue free %	98	99	99	100	99	99	100						100
cM capacity (veh/h)	924	842	1063	915	838	1068	1592						1602
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	36	21	19	27									
Volume Left	16	3	3	4									
Volume Right	15	7	7	14									
cSH	964	915	1592	1602									
Volume to Capacity	0.04	0.02	0.00	0.00									
Queue Length 95th (ft)	3	2	0	0									
Control Delay (s)	8.9	9.0	1.2	1.1									
Lane LOS	A	A	A	A									
Approach Delay (s)	9.0	9.0	1.2	1.3									
Approach LOS	A	A											
Intersection Summary													
Average Delay	5.4												
Intersection Capacity Utilization	14.4%			ICU Level of Service					A				
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis

13: State Street & #1

AM Proposed
09/25/2023

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			  			  		
Traffic Volume (veh/h)	0	40	635	19	0	881		
Future Volume (Veh/h)	0	40	635	19	0	881		
Sign Control	Stop		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	43	690	21	0	958		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None				None			
Median storage veh)								
Upstream signal (ft)	415							
pX, platoon unblocked	0.90							
vC, conflicting volume	1009	230				711		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	640	230				711		
tC, single (s)	6.8	6.9				4.1		
tC, 2 stage (s)								
tF (s)	3.5	3.3				2.2		
p0 queue free %	100	94				100		
cM capacity (veh/h)	369	772				884		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	43	230	230	230	21	319	319	319
Volume Left	0	0	0	0	0	0	0	0
Volume Right	43	0	0	0	21	0	0	0
cSH	772	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.06	0.14	0.14	0.14	0.01	0.19	0.19	0.19
Queue Length 95th (ft)	4	0	0	0	0	0	0	0
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	9.9	0.0				0.0		
Approach LOS	A							
Intersection Summary								
Average Delay			0.2					
Intersection Capacity Utilization			22.3%	ICU Level of Service			A	
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis

14: 900 South & #2

AM Proposed
09/25/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Traffic Volume (veh/h)	19	18	31	1	16	32
Future Volume (Veh/h)	19	18	31	1	16	32
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	20	34	1	17	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	35				96	34
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	35				96	34
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	97
cM capacity (veh/h)	1576				891	1039
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	41	35	52			
Volume Left	21	0	17			
Volume Right	0	1	35			
cSH	1576	1700	985			
Volume to Capacity	0.01	0.02	0.05			
Queue Length 95th (ft)	1	0	4			
Control Delay (s)	3.8	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	3.8	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization			18.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

16: 400 East & #3

AM Proposed
09/25/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	5	2	0	5	2	27	2	5	23	3
Future Volume (Veh/h)	24	0	5	2	0	5	2	27	2	5	23	3
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	5	2	0	5	2	29	2	5	25	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												381
pX, platoon unblocked												
vC, conflicting volume	76	72	26	76	72	30	28				31	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76	72	26	76	72	30	28				31	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	97	100	100	100	100	100	100				100	
cM capacity (veh/h)	907	815	1049	907	815	1044	1585				1582	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	31	7	33	33								
Volume Left	26	2	2	5								
Volume Right	5	5	2	3								
cSH	927	1001	1585	1582								
Volume to Capacity	0.03	0.01	0.00	0.00								
Queue Length 95th (ft)	3	1	0	0								
Control Delay (s)	9.0	8.6	0.4	1.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.0	8.6	0.4	1.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay				3.8								
Intersection Capacity Utilization				14.0%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM 2010 Signalized Intersection Summary

3: State Street & 800 South

PM Proposed
09/25/2023

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	110	531	270	101	418	226	308	880	107	135	950	111						
Future Volume (veh/h)	110	531	270	101	418	226	308	880	107	135	950	111						
Number	7	4	14	3	8	18	5	2	12	1	6	16						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863						
Adj Flow Rate, veh/h	120	577	293	110	454	246	335	957	116	147	1033	121						
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2						
Cap, veh/h	315	857	435	203	838	451	425	1581	492	404	1428	445						
Arrive On Green	0.38	0.38	0.38	0.75	0.75	0.75	0.16	0.31	0.31	0.13	0.28	0.28						
Sat Flow, veh/h	743	2275	1154	634	2224	1197	1774	5085	1583	1774	5085	1583						
Grp Volume(v), veh/h	120	449	421	110	361	339	335	957	116	147	1033	121						
Grp Sat Flow(s),veh/h/ln	743	1770	1659	634	1770	1652	1774	1695	1583	1774	1695	1583						
Q Serve(g_s), s	10.0	15.5	15.5	12.0	6.2	6.3	9.5	11.7	4.0	3.9	13.4	4.3						
Cycle Q Clear(g_c), s	16.3	15.5	15.5	27.5	6.2	6.3	9.5	11.7	4.0	3.9	13.4	4.3						
Prop In Lane	1.00		0.70	1.00		0.72	1.00		1.00	1.00		1.00						
Lane Grp Cap(c), veh/h	315	667	625	203	667	622	425	1581	492	404	1428	445						
V/C Ratio(X)	0.38	0.67	0.67	0.54	0.54	0.55	0.79	0.61	0.24	0.36	0.72	0.27						
Avail Cap(c_a), veh/h	315	667	625	203	667	622	425	1581	492	404	1428	445						
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	21.9	19.0	19.0	17.1	6.4	6.4	16.6	21.3	18.7	14.8	23.7	20.4						
Incr Delay (d2), s/veh	3.5	5.4	5.7	10.0	3.1	3.4	13.7	1.7	1.1	2.5	3.2	1.5						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	2.3	8.5	8.0	2.7	3.5	3.3	6.2	5.7	1.9	2.2	6.6	2.1						
LnGrp Delay(d),s/veh	27.1	25.8	26.2	28.3	10.7	9.8	30.3	23.1	19.8	17.9	26.9	21.9						
LnGrp LOS	C	C	C	C	B	B	C	B	B	B	C	C						
Approach Vol, veh/h	990				810				1408									
Approach Delay, s/veh	24.6				12.0				24.5									
Approach LOS	C				B				C									
Timer	1	2	3	4	5	6	7	8										
Assigned Phs	1	2			4	5	6	8										
Phs Duration (G+Y+Rc), s	13.8	27.2			32.0	16.0	25.0	32.0										
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5	4.5	4.5										
Max Green Setting (Gmax), s	9.3	22.7			27.5	11.5	20.5	27.5										
Max Q Clear Time (g_c+I1), s	5.9	13.7			18.3	11.5	15.4	29.5										
Green Ext Time (p_c), s	0.1	4.6			4.4	0.0	3.1	0.0										
Intersection Summary																		
HCM 2010 Ctrl Delay	22.5																	
HCM 2010 LOS	C																	

HCM 2010 Signalized Intersection Summary

6: 400 East & 800 South

PM Proposed
09/25/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	679	35	24	668	32	32	7	24	45	12	45
Future Volume (veh/h)	46	679	35	24	668	32	32	7	24	45	12	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	50	738	38	26	726	35	35	8	26	49	13	49
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1900	98	483	1907	92	522	124	404	520	600	510
Arrive On Green	1.00	1.00	1.00	0.55	0.55	0.55	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	702	3425	176	692	3437	166	1335	386	1255	1369	1863	1583
Grp Volume(v), veh/h	50	381	395	26	374	387	35	0	34	49	13	49
Grp Sat Flow(s),veh/h/ln	702	1770	1832	692	1770	1834	1335	0	1641	1369	1863	1583
Q Serve(g_s), s	1.3	0.0	0.0	1.3	8.7	8.7	1.3	0.0	1.0	1.9	0.3	1.6
Cycle Q Clear(g_c), s	10.0	0.0	0.0	1.3	8.7	8.7	1.7	0.0	1.0	2.9	0.3	1.6
Prop In Lane	1.00		0.10	1.00		0.09	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	404	982	1016	483	982	1017	522	0	528	520	600	510
V/C Ratio(X)	0.12	0.39	0.39	0.05	0.38	0.38	0.07	0.00	0.06	0.09	0.02	0.10
Avail Cap(c_a), veh/h	404	982	1016	483	982	1017	522	0	528	520	600	510
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	1.1	0.0	0.0	7.5	9.2	9.2	17.5	0.0	17.1	18.1	16.9	17.3
Incr Delay (d2), s/veh	0.6	1.2	1.1	0.2	1.1	1.1	0.2	0.0	0.2	0.4	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.3	4.5	4.6	0.5	0.0	0.5	0.8	0.2	0.7
LnGrp Delay(d),s/veh	1.7	1.2	1.1	7.7	10.3	10.3	17.7	0.0	17.4	18.5	17.0	17.7
LnGrp LOS	A	A	A	A	B	B	B		B	B	B	B
Approach Vol, veh/h		826			787			69			111	
Approach Delay, s/veh		1.2			10.2			17.6			18.0	
Approach LOS		A			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.0		45.0		28.0		45.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		40.5		23.5		40.5				
Max Q Clear Time (g_c+I1), s		3.7		12.0		4.9		10.7				
Green Ext Time (p_c), s		0.2		5.9		0.3		5.6				
Intersection Summary												
HCM 2010 Ctrl Delay				6.8								
HCM 2010 LOS				A								

HCM Unsignalized Intersection Capacity Analysis

9: State Street & 900 South

PM Proposed
09/25/2023

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	28	31	1296	28	39	1282			
Future Volume (Veh/h)	28	31	1296	28	39	1282			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	30	34	1409	30	42	1393			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			TWLTL		TWLTL				
Median storage veh			2		2				
Upstream signal (ft)					691				
pX, platoon unblocked	0.84								
vC, conflicting volume	1957	470			1439				
vC1, stage 1 conf vol	1409								
vC2, stage 2 conf vol	548								
vCu, unblocked vol	1463	470			1439				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3			2.2				
p0 queue free %	84	94			91				
cM capacity (veh/h)	185	540			468				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	64	470	470	470	30	42	464	464	464
Volume Left	30	0	0	0	0	42	0	0	0
Volume Right	34	0	0	0	30	0	0	0	0
cSH	285	1700	1700	1700	1700	468	1700	1700	1700
Volume to Capacity	0.22	0.28	0.28	0.28	0.02	0.09	0.27	0.27	0.27
Queue Length 95th (ft)	21	0	0	0	0	7	0	0	0
Control Delay (s)	21.3	0.0	0.0	0.0	0.0	13.5	0.0	0.0	0.0
Lane LOS	C					B			
Approach Delay (s)	21.3	0.0				0.4			
Approach LOS	C								
Intersection Summary									
Average Delay			0.7						
Intersection Capacity Utilization			41.8%		ICU Level of Service				A
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

10: 400 East & 900 South

PM Proposed
09/25/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	8	2	3	16	6	4	28	6	8	17	13
Future Volume (Veh/h)	13	8	2	3	16	6	4	28	6	8	17	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	9	2	3	17	7	4	30	7	9	18	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												658
pX, platoon unblocked												
vC, conflicting volume	100	88	25	91	92	34	32				37	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	100	88	25	91	92	34	32				37	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	98	99	100	100	98	99	100				99	
cM capacity (veh/h)	856	795	1051	878	792	1040	1580				1574	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	25	27	41	41								
Volume Left	14	3	4	9								
Volume Right	2	7	7	14								
cSH	845	854	1580	1574								
Volume to Capacity	0.03	0.03	0.00	0.01								
Queue Length 95th (ft)	2	2	0	0								
Control Delay (s)	9.4	9.4	0.7	1.6								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.4	9.4	0.7	1.6								
Approach LOS	A	A										
Intersection Summary												
Average Delay	4.4											
Intersection Capacity Utilization	14.5%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

13: State Street & #1

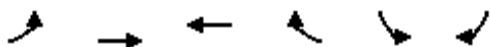
PM Proposed
09/25/2023

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			  			  		
Traffic Volume (veh/h)	0	45	1271	56	0	1321		
Future Volume (Veh/h)	0	45	1271	56	0	1321		
Sign Control	Stop		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	49	1382	61	0	1436		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type			None			None		
Median storage veh								
Upstream signal (ft)						415		
pX, platoon unblocked	0.82							
vC, conflicting volume	1861	461			1443			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1296	461			1443			
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)								
tF (s)	3.5	3.3			2.2			
p0 queue free %	100	91			100			
cM capacity (veh/h)	127	548			466			
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	49	461	461	461	61	479	479	479
Volume Left	0	0	0	0	0	0	0	0
Volume Right	49	0	0	0	61	0	0	0
cSH	548	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.27	0.27	0.27	0.04	0.28	0.28	0.28
Queue Length 95th (ft)	7	0	0	0	0	0	0	0
Control Delay (s)	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s)	12.2	0.0				0.0		
Approach LOS	B							
Intersection Summary								
Average Delay			0.2					
Intersection Capacity Utilization			34.6%		ICU Level of Service			A
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis

14: 900 South & #2

PM Proposed
09/25/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Traffic Volume (veh/h)	35	32	44	1	2	16
Future Volume (Veh/h)	35	32	44	1	2	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	35	48	1	2	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	49				160	48
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	49				160	48
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1558				811	1020
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	73	49	19			
Volume Left	38	0	2			
Volume Right	0	1	17			
cSH	1558	1700	993			
Volume to Capacity	0.02	0.03	0.02			
Queue Length 95th (ft)	2	0	1			
Control Delay (s)	3.9	0.0	8.7			
Lane LOS	A		A			
Approach Delay (s)	3.9	0.0	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			20.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

16: 400 East & #3

PM Proposed
09/25/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	16	0	3	2	0	5	8	36	3	5	34	15	
Future Volume (Veh/h)	16	0	3	2	0	5	8	36	3	5	34	15	
Sign Control	Stop			Stop			Free			Free			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	17	0	3	2	0	5	9	39	3	5	37	16	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)												381	
pX, platoon unblocked													
vC, conflicting volume	118	115	45	116	122	40	53						42
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	118	115	45	116	122	40	53						42
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1						4.1
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2						2.2
p0 queue free %	98	100	100	100	100	100	99						100
cM capacity (veh/h)	847	768	1025	851	762	1031	1553						1567
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	20	7	51	58									
Volume Left	17	2	9	5									
Volume Right	3	5	3	16									
cSH	870	972	1553	1567									
Volume to Capacity	0.02	0.01	0.01	0.00									
Queue Length 95th (ft)	2	1	0	0									
Control Delay (s)	9.2	8.7	1.3	0.7									
Lane LOS	A	A	A	A									
Approach Delay (s)	9.2	8.7	1.3	0.7									
Approach LOS	A	A											
Intersection Summary													
Average Delay				2.6									
Intersection Capacity Utilization				14.1%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM 2010 Signalized Intersection Summary

3: State Street & 800 South

AM Projected
09/26/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	149	96	112	115	177	80	590	108	95	809	43
Future Volume (veh/h)	70	149	96	112	115	177	80	590	108	95	809	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	76	162	104	122	125	192	87	641	117	103	879	47
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	676	410	411	564	505	424	1797	560	476	1797	560
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.09	0.35	0.35	0.09	0.35	0.35
Sat Flow, veh/h	1058	2118	1287	1109	1770	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	76	134	132	122	125	192	87	641	117	103	879	47
Grp Sat Flow(s),veh/h/ln	1058	1770	1636	1109	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	3.5	3.2	3.5	5.3	3.0	5.5	1.7	5.4	3.0	2.0	7.8	1.1
Cycle Q Clear(g_c), s	8.9	3.2	3.5	8.8	3.0	5.5	1.7	5.4	3.0	2.0	7.8	1.1
Prop In Lane	1.00		0.79	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	564	522	411	564	505	424	1797	560	476	1797	560
V/C Ratio(X)	0.21	0.24	0.25	0.30	0.22	0.38	0.21	0.36	0.21	0.22	0.49	0.08
Avail Cap(c_a), veh/h	362	564	522	411	564	505	424	1797	560	476	1797	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	14.6	14.6	17.9	14.5	15.3	9.9	13.9	13.1	9.7	14.7	12.5
Incr Delay (d2), s/veh	1.3	1.0	1.2	1.8	0.9	2.2	1.1	0.6	0.8	1.0	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.7	1.7	1.8	1.6	2.7	0.9	2.6	1.4	1.1	3.8	0.5
LnGrp Delay(d),s/veh	20.1	15.5	15.8	19.7	15.4	17.5	11.0	14.4	13.9	10.7	15.6	12.8
LnGrp LOS	C	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		342			439			845			1029	
Approach Delay, s/veh		16.6			17.5			14.0			15.0	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	25.0		23.0	10.0	25.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	20.5		18.5	5.5	20.5		18.5				
Max Q Clear Time (g_c+I1), s	4.0	7.4		10.9	3.7	9.8		10.8				
Green Ext Time (p_c), s	0.0	4.0		1.1	0.0	4.6		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				15.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

6: 400 East & 800 South

AM Projected
09/26/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	315	12	13	302	20	39	9	29	52	12	55
Future Volume (veh/h)	32	315	12	13	302	20	39	9	29	52	12	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	35	342	13	14	328	22	42	10	32	57	13	60
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	494	1469	56	466	1423	95	677	165	528	678	787	669
Arrive On Green	0.14	0.14	0.14	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1027	3477	132	1022	3368	225	1322	391	1251	1359	1863	1583
Grp Volume(v), veh/h	35	174	181	14	172	178	42	0	42	57	13	60
Grp Sat Flow(s),veh/h/ln	1027	1770	1839	1022	1770	1823	1322	0	1642	1359	1863	1583
Q Serve(g_s), s	1.8	5.1	5.1	0.5	3.6	3.6	1.1	0.0	0.9	1.5	0.2	1.3
Cycle Q Clear(g_c), s	5.4	5.1	5.1	5.6	3.6	3.6	1.3	0.0	0.9	2.4	0.2	1.3
Prop In Lane	1.00		0.07	1.00		0.12	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	494	748	777	466	748	770	677	0	694	678	787	669
V/C Ratio(X)	0.07	0.23	0.23	0.03	0.23	0.23	0.06	0.00	0.06	0.08	0.02	0.09
Avail Cap(c_a), veh/h	494	748	777	466	748	770	677	0	694	678	787	669
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	16.6	16.6	13.0	10.7	10.7	10.1	0.0	9.9	10.6	9.7	10.1
Incr Delay (d2), s/veh	0.3	0.7	0.7	0.1	0.7	0.7	0.2	0.0	0.2	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	2.7	0.2	1.9	2.0	0.4	0.0	0.4	0.6	0.1	0.6
LnGrp Delay(d),s/veh	18.6	17.3	17.3	13.1	11.4	11.4	10.3	0.0	10.1	10.9	9.8	10.3
LnGrp LOS	B	B	B	B	B	B	B		B	B	A	B
Approach Vol, veh/h		390			364			84			130	
Approach Delay, s/veh		17.4			11.5			10.2			10.5	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		29.0		29.0		29.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5				
Max Q Clear Time (g_c+I1), s		3.3		7.4		4.4		7.6				
Green Ext Time (p_c), s		0.3		2.0		0.4		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay				13.6								
HCM 2010 LOS				B								

HCM Unsignalized Intersection Capacity Analysis

9: State Street & 900 South

AM Projected
09/26/2023

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	46	27	726	17	25	992			
Future Volume (Veh/h)	46	27	726	17	25	992			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	50	29	789	18	27	1078			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			TWLT			None			
Median storage (veh)			2						
Upstream signal (ft)						691			
pX, platoon unblocked	0.91								
vC, conflicting volume	1202	263			807				
vC1, stage 1 conf vol	789								
vC2, stage 2 conf vol	413								
vCu, unblocked vol	860	263			807				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3			2.2				
p0 queue free %	87	96			97				
cM capacity (veh/h)	392	735			814				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	79	263	263	263	18	27	359	359	359
Volume Left	50	0	0	0	0	27	0	0	0
Volume Right	29	0	0	0	18	0	0	0	0
cSH	473	1700	1700	1700	1700	814	1700	1700	1700
Volume to Capacity	0.17	0.15	0.15	0.15	0.01	0.03	0.21	0.21	0.21
Queue Length 95th (ft)	15	0	0	0	0	3	0	0	0
Control Delay (s)	17.5	0.0	0.0	0.0	0.0	9.6	0.0	0.0	0.0
Lane LOS	C					A			
Approach Delay (s)	17.5	0.0				0.2			
Approach LOS	C								
Intersection Summary									
Average Delay			0.7						
Intersection Capacity Utilization			31.6%		ICU Level of Service				A
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

10: 400 East & 900 South

AM Projected
09/26/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	6	16	4	12	7	4	9	7	5	9	15
Future Volume (Veh/h)	17	6	16	4	12	7	4	9	7	5	9	15
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	7	17	4	13	8	4	10	8	5	10	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												658
pX, platoon unblocked												
vC, conflicting volume	64	54	18	70	58	14	26				18	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	64	54	18	70	58	14	26				18	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	98	99	98	100	98	99	100				100	
cM capacity (veh/h)	908	833	1061	897	828	1066	1588				1599	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	42	25	22	31								
Volume Left	18	4	4	5								
Volume Right	17	8	8	16								
cSH	949	904	1588	1599								
Volume to Capacity	0.04	0.03	0.00	0.00								
Queue Length 95th (ft)	3	2	0	0								
Control Delay (s)	9.0	9.1	1.3	1.2								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.0	9.1	1.3	1.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay				5.6								
Intersection Capacity Utilization				14.7%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

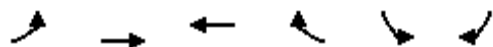
13: State Street & #1

AM Projected
09/26/2023

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			  			  		
Traffic Volume (veh/h)	0	40	734	19	0	1017		
Future Volume (Veh/h)	0	40	734	19	0	1017		
Sign Control	Stop		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	43	798	21	0	1105		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None				None			
Median storage veh								
Upstream signal (ft)	415							
pX, platoon unblocked	0.88							
vC, conflicting volume	1166	266				819		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	710	266				819		
tC, single (s)	6.8	6.9				4.1		
tC, 2 stage (s)								
tF (s)	3.5	3.3				2.2		
p0 queue free %	100	94				100		
cM capacity (veh/h)	324	732				805		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	43	266	266	266	21	368	368	368
Volume Left	0	0	0	0	0	0	0	0
Volume Right	43	0	0	0	21	0	0	0
cSH	732	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.06	0.16	0.16	0.16	0.01	0.22	0.22	0.22
Queue Length 95th (ft)	5	0	0	0	0	0	0	0
Control Delay (s)	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s)	10.2	0.0				0.0		
Approach LOS	B							
Intersection Summary								
Average Delay			0.2					
Intersection Capacity Utilization			24.2%	ICU Level of Service			A	
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis 14: 900 South & #2

AM Projected
09/26/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Traffic Volume (veh/h)	19	23	36	1	16	32
Future Volume (Veh/h)	19	23	36	1	16	32
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	25	39	1	17	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	40				106	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	40				106	40
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	97
cM capacity (veh/h)	1570				879	1032
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	46	40	52			
Volume Left	21	0	17			
Volume Right	0	1	35			
cSH	1570	1700	976			
Volume to Capacity	0.01	0.02	0.05			
Queue Length 95th (ft)	1	0	4			
Control Delay (s)	3.8	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	3.8	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			18.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 16: 400 East & #3

AM Projected
09/26/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	24	0	5	2	0	6	2	31	2	6	27	3	
Future Volume (Veh/h)	24	0	5	2	0	6	2	31	2	6	27	3	
Sign Control	Stop		Stop		Free		Free		Free		Free		
Grade	0%		0%		0%		0%		0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	26	0	5	2	0	7	2	34	2	7	29	3	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)												381	
pX, platoon unblocked													
vC, conflicting volume	90	84	30	88	85	35	32						36
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	90	84	30	88	85	35	32						36
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1						4.1
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2						2.2
p0 queue free %	97	100	100	100	100	99	100						100
cM capacity (veh/h)	884	801	1044	888	801	1038	1580						1575
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	31	9	38	39									
Volume Left	26	2	2	7									
Volume Right	5	7	2	3									
cSH	906	1001	1580	1575									
Volume to Capacity	0.03	0.01	0.00	0.00									
Queue Length 95th (ft)	3	1	0	0									
Control Delay (s)	9.1	8.6	0.4	1.3									
Lane LOS	A	A	A	A									
Approach Delay (s)	9.1	8.6	0.4	1.3									
Approach LOS	A	A											
Intersection Summary													
Average Delay				3.7									
Intersection Capacity Utilization				14.8%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM 2010 Signalized Intersection Summary

3: State Street & 800 South

PM Projected
09/26/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	613	312	117	482	261	355	1015	123	156	1096	128
Future Volume (veh/h)	127	613	312	117	482	261	355	1015	123	156	1096	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	138	666	339	127	524	284	386	1103	134	170	1191	139
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	809	412	159	791	427	397	1734	540	355	1502	468
Arrive On Green	0.36	0.36	0.36	0.12	0.12	0.12	0.14	0.34	0.34	0.10	0.30	0.30
Sat Flow, veh/h	672	2272	1156	558	2220	1200	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	138	519	486	127	417	391	386	1103	134	170	1191	139
Grp Sat Flow(s),veh/h/ln	672	1770	1659	558	1770	1651	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	8.6	17.6	17.6	5.9	14.9	14.9	9.5	12.0	4.0	4.2	14.2	4.5
Cycle Q Clear(g_c), s	23.5	17.6	17.6	23.5	14.9	14.9	9.5	12.0	4.0	4.2	14.2	4.5
Prop In Lane	1.00		0.70	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	630	591	159	630	588	397	1734	540	355	1502	468
V/C Ratio(X)	0.70	0.82	0.82	0.80	0.66	0.66	0.97	0.64	0.25	0.48	0.79	0.30
Avail Cap(c_a), veh/h	196	630	591	159	630	588	397	1734	540	355	1502	468
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	19.4	19.4	36.7	25.3	25.3	16.4	18.3	15.7	14.4	21.4	18.0
Incr Delay (d2), s/veh	19.1	11.6	12.3	30.1	5.4	5.8	38.6	1.8	1.1	4.6	4.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	10.5	10.0	3.8	8.3	7.8	9.0	5.9	1.9	2.5	7.2	2.1
LnGrp Delay(d),s/veh	49.4	31.0	31.7	42.8	30.7	31.2	52.0	20.1	19.8	19.0	25.8	19.6
LnGrp LOS	D	C	C	D	C	C	D	C	B	B	C	B
Approach Vol, veh/h	1143			935			1623			1500		
Approach Delay, s/veh	33.5			36.6			28.1			24.4		
Approach LOS	C			D			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	27.0		28.0	14.0	24.0		28.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	22.5		23.5	9.5	19.5		23.5				
Max Q Clear Time (g_c+I1), s	6.2	14.0		25.5	11.5	16.2		25.5				
Green Ext Time (p_c), s	0.0	4.9		0.0	0.0	2.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			29.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
6: 400 East & 800 South

PM Projected
09/26/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	784	40	28	771	37	37	8	28	52	14	52
Future Volume (veh/h)	53	784	40	28	771	37	37	8	28	52	14	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	58	852	43	30	838	40	40	9	30	57	15	57
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	1844	93	304	1850	88	533	123	411	531	607	516
Arrive On Green	0.18	0.18	0.18	0.54	0.54	0.54	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	629	3429	173	619	3439	164	1323	378	1262	1363	1863	1583
Grp Volume(v), veh/h	58	440	455	30	431	447	40	0	39	57	15	57
Grp Sat Flow(s),veh/h/ln	629	1770	1832	619	1770	1834	1323	0	1640	1363	1863	1583
Q Serve(g_s), s	5.5	14.7	14.7	2.3	9.8	9.8	1.4	0.0	1.1	2.0	0.4	1.7
Cycle Q Clear(g_c), s	15.3	14.7	14.7	17.0	9.8	9.8	1.8	0.0	1.1	3.1	0.4	1.7
Prop In Lane	1.00		0.09	1.00		0.09	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	354	952	986	304	952	986	533	0	534	531	607	516
V/C Ratio(X)	0.16	0.46	0.46	0.10	0.45	0.45	0.08	0.00	0.07	0.11	0.02	0.11
Avail Cap(c_a), veh/h	354	952	986	304	952	986	533	0	534	531	607	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	18.6	18.6	16.3	9.3	9.3	15.7	0.0	15.4	16.4	15.1	15.6
Incr Delay (d2), s/veh	1.0	1.6	1.6	0.6	1.6	1.5	0.3	0.0	0.3	0.4	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.6	7.9	0.4	5.2	5.4	0.6	0.0	0.5	0.8	0.2	0.8
LnGrp Delay(d),s/veh	24.2	20.2	20.1	16.9	10.9	10.8	16.0	0.0	15.6	16.8	15.2	16.0
LnGrp LOS	C	C	C	B	B	B	B		B	B	B	B
Approach Vol, veh/h		953			908			79			129	
Approach Delay, s/veh		20.4			11.0			15.8			16.3	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		40.0		26.0		40.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.5		35.5		21.5		35.5				
Max Q Clear Time (g_c+I1), s		3.8		17.3		5.1		19.0				
Green Ext Time (p_c), s		0.2		6.1		0.3		5.5				
Intersection Summary												
HCM 2010 Ctrl Delay				15.9								
HCM 2010 LOS				B								

HCM Unsignalized Intersection Capacity Analysis

9: State Street & 900 South

PM Projected
09/26/2023

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	32	36	1496	32	45	1479			
Future Volume (Veh/h)	32	36	1496	32	45	1479			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	35	39	1626	35	49	1608			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			TWLTL		TWLTL				
Median storage veh			2		2				
Upstream signal (ft)					691				
pX, platoon unblocked	0.80								
vC, conflicting volume	2260	542			1661				
vC1, stage 1 conf vol	1626								
vC2, stage 2 conf vol	634								
vCu, unblocked vol	1713	542			1661				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3			2.2				
p0 queue free %	75	92			87				
cM capacity (veh/h)	141	485			384				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	74	542	542	542	35	49	536	536	536
Volume Left	35	0	0	0	0	49	0	0	0
Volume Right	39	0	0	0	35	0	0	0	0
cSH	225	1700	1700	1700	1700	384	1700	1700	1700
Volume to Capacity	0.33	0.32	0.32	0.32	0.02	0.13	0.32	0.32	0.32
Queue Length 95th (ft)	34	0	0	0	0	11	0	0	0
Control Delay (s)	28.6	0.0	0.0	0.0	0.0	15.8	0.0	0.0	0.0
Lane LOS	D					C			
Approach Delay (s)	28.6	0.0			0.5				
Approach LOS	D								
Intersection Summary									
Average Delay			0.9						
Intersection Capacity Utilization			46.2%		ICU Level of Service			A	
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

10: 400 East & 900 South

PM Projected
09/26/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	15	9	3	4	19	7	6	32	7	9	20	15	
Future Volume (Veh/h)	15	9	3	4	19	7	6	32	7	9	20	15	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	16	10	3	4	21	8	7	35	8	10	22	16	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None								None				
Median storage veh													
Upstream signal (ft)												658	
pX, platoon unblocked													
vC, conflicting volume	122	107	30	111	111	39	38						43
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	122	107	30	111	111	39	38						43
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1						4.1
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2						2.2
p0 queue free %	98	99	100	100	97	99	100						99
cM capacity (veh/h)	822	775	1044	849	771	1033	1572						1566
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	29	33	50	48									
Volume Left	16	4	7	10									
Volume Right	3	8	8	16									
cSH	823	831	1572	1566									
Volume to Capacity	0.04	0.04	0.00	0.01									
Queue Length 95th (ft)	3	3	0	0									
Control Delay (s)	9.5	9.5	1.1	1.6									
Lane LOS	A	A	A	A									
Approach Delay (s)	9.5	9.5	1.1	1.6									
Approach LOS	A	A											
Intersection Summary													
Average Delay	4.5												
Intersection Capacity Utilization	15.0%			ICU Level of Service					A				
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis

13: State Street & #1

PM Projected
09/26/2023

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			  			  		
Traffic Volume (veh/h)	0	45	1467	56	0	1524		
Future Volume (Veh/h)	0	45	1467	56	0	1524		
Sign Control	Stop		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	49	1595	61	0	1657		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type			TWLTL					None
Median storage veh			2					
Upstream signal (ft)								415
pX, platoon unblocked	0.79							
vC, conflicting volume	2147	532			1656			
vC1, stage 1 conf vol	1595							
vC2, stage 2 conf vol	552							
vCu, unblocked vol	1524	532			1656			
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)	5.8							
tF (s)	3.5	3.3			2.2			
p0 queue free %	100	90			100			
cM capacity (veh/h)	148	492			385			
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	49	532	532	532	61	552	552	552
Volume Left	0	0	0	0	0	0	0	0
Volume Right	49	0	0	0	61	0	0	0
cSH	492	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.10	0.31	0.31	0.31	0.04	0.32	0.32	0.32
Queue Length 95th (ft)	8	0	0	0	0	0	0	0
Control Delay (s)	13.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s)	13.1	0.0			0.0			
Approach LOS	B							
Intersection Summary								
Average Delay			0.2					
Intersection Capacity Utilization			38.3%		ICU Level of Service		A	
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis

14: 900 South & #2

PM Projected
09/26/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	↩
Traffic Volume (veh/h)	35	37	50	1	2	16
Future Volume (Veh/h)	35	37	50	1	2	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	40	54	1	2	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	55				170	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	55				170	54
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1550				800	1012
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	78	55	19			
Volume Left	38	0	2			
Volume Right	0	1	17			
cSH	1550	1700	985			
Volume to Capacity	0.02	0.03	0.02			
Queue Length 95th (ft)	2	0	1			
Control Delay (s)	3.9	0.0	8.7			
Lane LOS	A		A			
Approach Delay (s)	3.9	0.0	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			20.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 16: 400 East & #3

PM Projected
09/26/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	3	3	0	4	8	42	4	6	39	15
Future Volume (Veh/h)	16	0	3	3	0	4	8	42	4	6	39	15
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	0	3	3	0	4	9	46	4	7	42	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												381
pX, platoon unblocked												
vC, conflicting volume	134	132	50	133	138	48	58				50	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	134	132	50	133	138	48	58				50	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	98	100	100	100	100	100	99				100	
cM capacity (veh/h)	828	751	1018	830	745	1021	1546				1557	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	20	7	59	65								
Volume Left	17	3	9	7								
Volume Right	3	4	4	16								
cSH	852	929	1546	1557								
Volume to Capacity	0.02	0.01	0.01	0.00								
Queue Length 95th (ft)	2	1	0	0								
Control Delay (s)	9.3	8.9	1.3	0.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.3	8.9	1.3	0.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay				2.5								
Intersection Capacity Utilization				14.4%	ICU Level of Service				A			
Analysis Period (min)				15								



Hunt Day

Thomas Hunt, PE
3445 West Antelope Drive Suite 200
Syracuse, UT 84050
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Neighborhood Meeting Minutes:
8/3/2023

Applicant Logan Johnson with Wright Development had plans available via paper and on a projector screen. Approximately 25-30 residents attended. At least 2 city council members were present at some point during the meeting. The City Administrator and Attorney were also present.

Logan Johnson and Gonzalo Calquin from the development team were present.

The open house format turned into a group Q&A with the developer. Notes from the discussion are below:

Main concerns expressed:

1. While not unanimous, most of the people generally expressed a fundamental disagreement with the proposed land use. Many wanted typical state street commercial, or something other than what was proposed.
 - a. A repeated comment was that Orem was already one of the densest and largest cities in the State, and they felt that the time for high density residential had passed, especially so near to this neighborhood.
2. A lot of concern was expressed regarding on-street parking. Some ideas to address that include:
 - a. Make sure you have enough parking on site.
 - b. Consider eliminating first floor patios/balconies to discourage on street parking.
 - c. Consider building a fence around the street frontages to discourage on-street parking.
 - d. A few residents felt they value using the current on street parking and didn't think the area could handle more on street parking demand.
3. There was a suggestion to have the traffic study take a larger look at traffic impacts to the east (all the way to the Costco dead end potentially).
 - a. Traffic study needs to consider the demographic of the potential residents.
 - b. Traffic study needs to establish the already busy existing conditions, especially at peak hours.
 - c. Repeated comments about the crazy traffic through the neighborhood that exists right now to get to the light on 800.
4. Removing 1 or two levels from the building was expressed a number of times.
5. The access onto 400 was unpopular in this group. Most wanted only access on 900 and State. However, there was one gentleman who lived on 900 who preferred access only on state.
 - a. One idea suggested was to have the 400 E access be controlled for deliveries and garbage removal only.
6. There was a feeling by a few, some who left after 15 minutes or so, that the meeting was not helpful.



City Council Chambers, 56 N State Street

***** IMPORTANT DEVELOPMENT NOTICE *****

PUBLIC HEARING - Approval of the concept plan submitted per the settlement agreement between Wright Development Group and Orem City for the property located generally at 841 South State Street in the C2 zone.

Additional information can be found at orem.org/planning under the "Current Planning (Public Hearing Notices)" tab.

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

Planning Commission
Wed, Nov 15, 2023
4:30 pm



City Council Chambers, 56 N State Street

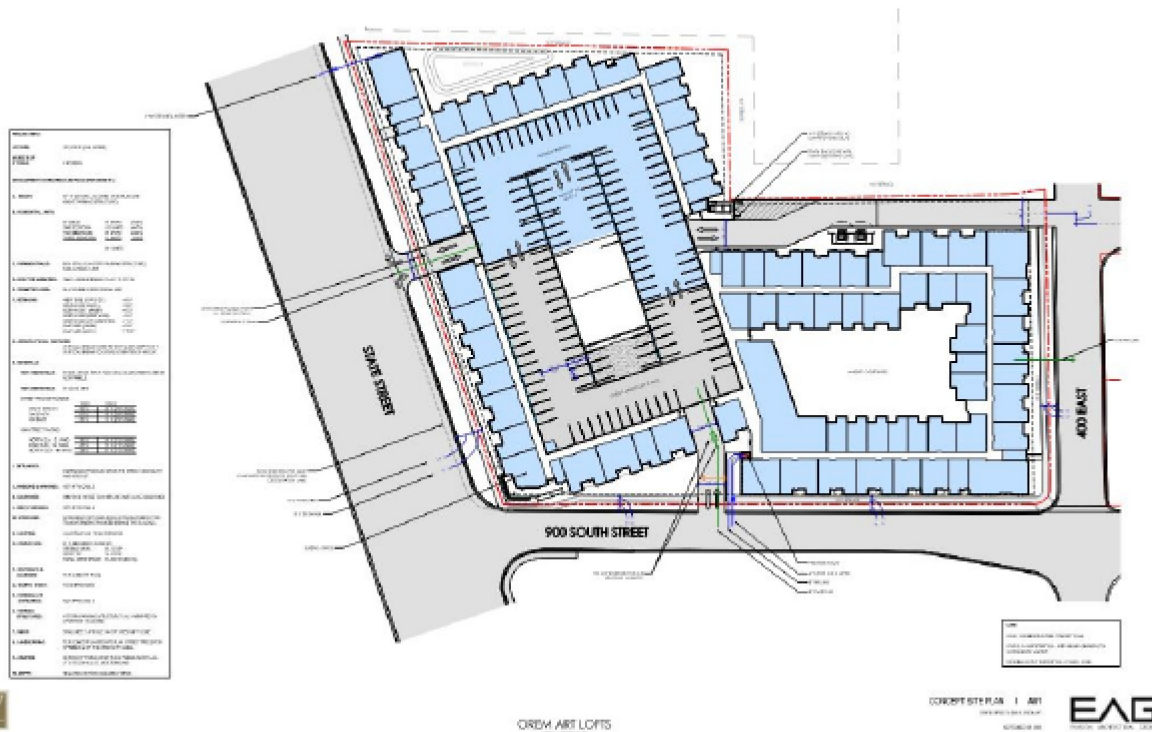
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PUBLIC HEARING - Approval of the concept plan submitted per the settlement agreement between Wright Development Group and Orem City for the property located generally at 841 South State Street in the C2 zone.

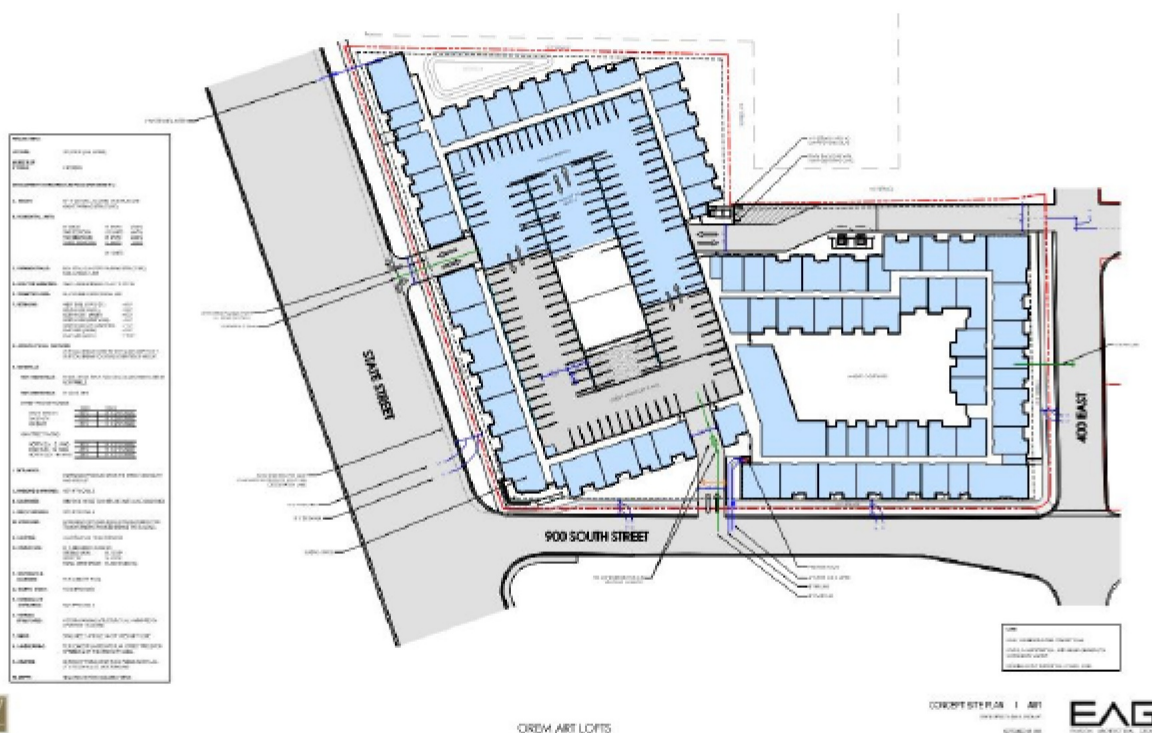
Additional information can be found at orem.org/planning under the "Current Planning (Public Hearing Notices)" tab.

JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

Planning Commission
Wed, Nov 15, 2023
4:30 pm



orem.org/planning under "Current Planning (Public Hearing Notices)" tab



orem.org/planning under "Current Planning (Public Hearing Notices)" tab

2 RICH LLC 1467 S 825 W LEHI, UT 84043	283 E 950 S OREM LLC 3765 W 12280 S RIVERTON, UT 84065	310 E 800 S OREM LLC (ET AL) 590 S STATE ST OREM, UT 84058
8TH SOUTH CAR WASH LLC PO BOX 970151 OREM, UT 84097	AB BLAKE LLC 2755 JUNIPER CIR NORTH LOGAN, UT 84341	ADAMS - JERRY LEE 525 E 900 S OREM, UT 84097
ALLIANCE PROPERTIES LLC 6619 W NORMANDY WAY HIGHLAND, UT 84003	ALPINE CREDIT UNION 1510 N STATE ST OREM, UT 84057	ALVAREZ - XINNIA 450 E 850 S OREM, UT 84097
ANDERSON - RICHARD DANA GUY & RITA D 940 S 450 E OREM, UT 84097	ARMSTRONG - FRANK PHILIP & REBECCA MC RAE BENNION 371 S PALISADE DR OREM, UT 84097	ARROYO - ANDRES (ET AL) 963 S 400 E OREM, UT 84097
ASHTON - GARY L 580 E 3750 N PROVO, UT 84604	ASPINALL - KINA T 395 E 1010 S OREM, UT 84097	AVILA - ANTONIO 9204 S BRIGHTON VIEW DR SANDY, UT 84070
BAKER - TRAVIS 195 E 900 S OREM, UT 84058	BARKER - STANLEY MAX JR 930 S 500 E OREM, UT 84097	BARRY - JAY MACKEY & SUSANN (ET AL) 773 W 550 S OREM, UT 84058
BARSH - STEPHEN JAMES 9283 N CANYON RD CEDAR HILLS, UT 84062	BARTHOLOMEW - JOSH 914 S 400 E OREM, UT 84097	BASTIAN - KARMAN C & JOYCE 972 S 500 E OREM, UT 84097
BIRD - VICTORIA COMES OUT 414 E 750 S OREM, UT 84097	BLACK SAILS INVESTMENTS LLC 430 E 850 S OREM, UT 84097	BLAKE - SIMON & ANNE 617 N 800 E PROVO, UT 84606
BOLEY - KAY BENSON (ET AL) 239 S RIDGECREST DR OREM, UT 84057	BOREN - MIKALENE 939 S 400 E OREM, UT 84097	BOSH AND HOOK LLC 366 E 900 S OREM, UT 84097
BRIATHWAITE (SIC) - BENJAMIN 962 S 450 E OREM, UT 84097	BRODERICK & HENDERSON CONSTRUCTION LC 295 E 950 S OREM, UT 84058	BROWN - CHAD & KATIE (ET AL) 910 S 500 E OREM, UT 84097

BROWN - KATHERINE A & CHAD J 287 E 1000 S OREM, UT 84058	BROWN LEGACY ESTATES LLC 267 E 1000 S OREM, UT 84058	CABINLAND LLC 1 E CENTER STE 321 PROVO, UT 84606
CADJAN - ARTHUR G & NANCY A 876 S 550 E OREM, UT 84097	CANCILLA - MARK 949 S 200 E OREM, UT 84058	CAPITAL COMMUNITY BANK INC 3280 N UNIVERSITY AV PROVO, UT 84604
CARD - DAVID WAYNE & VALLIE DAWN (ET AL) 1000 S 450 E OREM, UT 84097	CARINTHIA PROPERTIES LLC 2813 W COUNTRY CLASSIC DR BLUFFDALE, UT 84065	CARLSON - SUSAN H (ET AL) 736 W 550 S OREM, UT 84058
CENTURION HOMES LLC 978 S COMMERCIAL ST OREM, UT 84058	CERV - ANDREW & AMBER 966 S 500 E OREM, UT 84097	CHAVARRIA - VICTOR MANUEL (ET AL) 425 E 1010 S OREM, UT 84097
CHRISTENSEN - DANE & BREONAH 471 E 900 S OREM, UT 84097	CHRISTIANSEN - NANCY B 263 E 1000 S OREM, UT 84058	CITY OF OREM 56 N STATE ST OREM, UT 84057
CITY OF OREM 520 E 800 S OREM, UT 84097	CLIFT - FREDERIC M C & MARY ANNE 942 E MURDOCK DR PLEASANT GROVE, UT 84062	CLOUD SPELL LLC PO BOX 294 OREM, UT 84059
COMISH - CORT & BEATE 3004 IROQUOIS DR PROVO, UT 84604	COMMON AREA 100 E CENTER ST PROVO, UT 84606	CORP OF PRES BISHOP CHURCH OF JESUS CHRIST OF LDS 50 E NORTH TEMPLE FL 22 SALT LAKE CITY, UT 84150
CRANE - LORI DEE 2602 W 14865 S BLUFFDALE, UT 84065	CRAWLEY - ADAM & EMILY 951 S 450 E OREM, UT 84097	CROSS - EDWARD K & PATTY ANN S 817 S 500 E OREM, UT 84097
CSFW PROPERTIES LLC PO BOX 970306 OREM, UT 84097	CUNNINGHAM - BRETTON 510 E 900 S OREM, UT 84097	D&M BROADBENT PROPERTIES LLC 1503 N 1980 W PROVO, UT 84604
DALEY - GABRIEL BLAKE & KRISTY ANN 955 S 400 E OREM, UT 84097	DANKLEF - COLBY S 915 S 400 E OREM, UT 84097	DAYES - BARBARA JEAN (ET AL) 2174 S RUGER DR SARATOGA SPRINGS, UT 84045

DEL CAMPO - NORMA MARTIN & MARIO MARTIN 785 S 400 E OREM, UT 84057	DEXTER - WAYNE R & DONNA LEE 1360 S 740 E OREM, UT 84097	DICKERSON FAMILY LLC 87 W 710 S MAPLETON, UT 84664
DODDS - JAMES TERRY & CATHERINE JO VANCE (ET AL) 440 E 750 S OREM, UT 84097	DORT - MARIE FENISE & BEDFORT ILLENS (ET AL) 433 E 800 S OREM, UT 84097	DUKES - AMBER RENEE & LEVI A 947 S 400 E OREM, UT 84097
E & K PROPERTIES LLC 25 E MOUNTAIN VALE WY WOODLAND HILLS, UT 84653	EBRON - DIANA SAMALAU LU & HENRY SYLVESTER III 890 S 500 E OREM, UT 84097	EKINS - JEREL 959 W 1500 S PROVO, UT 84601
ELITE HOME GROUP LLC 432 W 700 N OREM, UT 84057	ENGAR - LOGAN & TRAVIS 934 450 E OREM, UT 84097	ESTES - BRETT & JENNETTE 931 S 400 E OREM, UT 84097
FARLEY - DAVID RICHARD & SHELLY KIM 885 S 500 E OREM, UT 84097	FILLMORE - HADEN M & KAITLYN 970 S 400 E OREM, UT 84097	FISH - DAVID A & TIFFANY A 978 S 400 E OREM, UT 84097
FLORES - FRANCISCO LOPEZ 435 E 900 S OREM, UT 84097	FOGG - JOHN & JANELLE 426 E 750 S OREM, UT 84097	FORSYTH - SHAUNA G 846 S 500 E OREM, UT 84097
FOSTER - ROBERT & JANEL 426 E 900 S OREM, UT 84097	FOWLES - SHARLA 446 E 900 S OREM, UT 84097	FOX - SAMANTHA ROSE (ET AL) 957 S 500 E OREM, UT 84097
FRANCIS - FAMILY LLC 1548 W 1825 N PROVO, UT 84604	FRANDSEN - RUSSELL & MARALY 51 W CENTER ST # 404 OREM, UT 84057	FRAZIER ENTERPRISES LLC 193 E 860 S OREM, UT 84058
GATENBY - MARGARET E & MARGARET E (ET AL) 935 S 450 E OREM, UT 84097	GIFFORD - MELVA LYNDA 930 S 400 E OREM, UT 84097	GOMEZ - GILBERTO (ET AL) 963 S 450 E OREM, UT 84097
GRAF - BRIAN & SHARLA (ET AL) 428 E 750 S OREM, UT 84097	GRANADOS - ERICK J & M CRISTINA 460 E 850 S OREM, UT 84097	GRANADOS - ERICK J & M CRISTINA 460 E 850 S OREM, UT 84097

GREEN BIRD PROPERTIES LLC
829 S 220 E
OREM, UT 84058

HANSEN - H BENJAMIN & SARA
725 S 400 E
OREM, UT 84097

HARRIS & TAYLOR (ET AL)
PO BOX 819
PROVO, UT 84603

HARRISON - JASMINE MARYANN
971 S 450 E
OREM, UT 84097

HEO HOLDINGS LLC
908 S STATE ST
OREM, UT 84097

HERITAGE INVESTMENT GROUP LLC
898 S STATE ST STE 100
OREM, UT 84097

HILLMAN - MARTIN EARL & JULIE
848 S 500 E
OREM, UT 84097

HOLLY HERBERT FAMILY TRUST 03-12-
2021 (ET AL)
442 E 750 S
OREM, UT 84097

J & E HOEN PROPERTIES LLC
1798 N 80 E
OREM, UT 84057

JAMB HOLDINGS LLC
3990 E RIGGS RD STE 1
CHANDLER, AZ 85249

GREEN BIRD PROPERTIES LLC
2595 E 3300 S
SALT LAKE CITY, UT 84109

HANSEN - STEVE & JUDY
987 S 400 E
OREM, UT 84097

HARRIS & TAYLOR LLC
86 N UNIVERSITY AVE STE 300
PROVO, UT 84601

HATCH - JACE N
275 E 1000 S
OREM, UT 84058

HERBERT - GARY R & JEANETTE (ET AL)
736 W 550 S
OREM, UT 84058

HERITAGE INVESTMENTS GROUP LLC
898 S STATE ST
OREM, UT 84097

HOERNER - TESSA
946 S 450 E
OREM, UT 84097

HORNBERGER - PHILIP
PO BOX 970151
OREM, UT 84097

J6 PROPERTIES-I LC
883 W 1720 N
OREM, UT 84057

JC ROYAL GARDENS LLC (ET AL)
PO BOX 819
PROVO, UT 84603

GURNEY - DON
208 E 860 S
OREM, UT 84058

HAPPY DAY FAMILY TRUST LLC
441 E 750 S
OREM, UT 84097

HARRIS & TAYLOR LLC (ET AL)
PO BOX 819
PROVO, UT 84603

HAUG - NATHAN JOSIAH (ET AL)
941 S 200 E
OREM, UT 84058

HERBERT - JEANETTE
736 W 550 S
OREM, UT 84058

HIGH VALLEY PROPERTY HOLDINGS LLC
PO BOX 970339
OREM, UT 84097

HOGGAN - OSCAR C (ET AL)
1001 S 400 E
OREM, UT 84097

HUNSAKER - TODD E & TAMMY D
344 W 1420 S
PAYSON, UT 84651

JACOBSON - WENDY
475 E 800 S
OREM, UT 84097

JOHNSON - DEBBIE
946 S 500 E
OREM, UT 84097

JOHNSON - ERIC LEE & STACEY
BOSWELL (ET AL)
1278 PACIFIC ST
MONTEREY, CA 93940

K COREM LLC (ET AL)
1325 HOWARD AVE # 609
BURLINGAME, CA 94010

KAWALA - JERZY Z & CONNIE
945 S 500 E
OREM, UT 84097

KSC OREM OFFICE LLC
1690 E MAPLE ST
MAPLETON, UT 84664

LILIE MAY LLC
960 S CHEROKEE DR
PLEASANT GROVE, UT 84062

LUMOS REALTY OREM LLC
13526 MUHLENBURG WAY
RIVERTON, UT 84065

MARY BARTHOLOMEW REVOCABLE
TRUST 09-03-2021 THE (ET AL)
922 S 400 E
OREM, UT 84097

MBW PROPERTIES LC
943 S OREM BLVD
OREM, UT 84058

MELDRUM - LYNDA (ET AL)
988 S 400 E
OREM, UT 84097

MOE - JON & MARILEE J
535 W 110TH 3144
NEW YORK, NY 10025

JONES - JOYCE P (ET AL)
3883 N LITTLE ROCK DR
PROVO, UT 84604

K&K CAPITAL LLC
PO BOX 1474
MIDWAY, UT 84049

KHE INVESTMENTS LLC
2734 N PARKVIEW CT
LEHI, UT 84043

KUNZLER - JOSHUA C & BRIAN C
938 S 400 E
OREM, UT 84097

LONMAR ENTERPRISES LC
959 N SAGE DR
PLEASANT GROVE, UT 84062

MANGUM - SANDRA STONEHOCKER
(ET AL)
764 S 500 E
OREM, UT 84097

MAVERIK INC
185 S STATE ST STE 800
SALT LAKE CITY, UT 84111

MCCRARY - GLADE P & ASHLEE R
926 S 450 E
OREM, UT 84097

MERRILL - MILO
946 S 400 E
OREM, UT 84097

MOORE - JARED & JENNIFER
837 S 500 E
OREM, UT 84097

JONES - PHYLLIS M
9503 S ORTON RD
SALEM, UT 84653

KAWAKAMI - PAUL W
10017 N MYSTIC CIR
AMERICAN FORK, UT 84003

KLEINLEIN PROPERTIES LLC
103 W 2170 S
OREM, UT 84058

LEANY - TRAVIS & AMIE
986 S 500 E
OREM, UT 84097

LONMAR ENTERPRISES LC
959 SAGE DR
PLEASANT GROVE, UT 84062

MARCUM - STEVEN K
188 S 1700 E
SPRINGVILLE, UT 84663

MBW PROPERTIES L C
943 S OREM BLVD
OREM, UT 84058

MCCULLAGH - THOMAS S
471 E 800 S
OREM, UT 84097

MESSICK - LINDA JULEEN
935 S 500 E
OREM, UT 84097

MR INSURANCE LC
251 E 930 S
OREM, UT 84058

MTN PROPERTIES LLC 291 E 950 S OREM, UT 84058	NELSON - JAN (ET AL) 970 S 450 E OREM, UT 84097	NIELSEN - BLAKE & MICHELLE S (ET AL) 22 TAVERN RD STAFFORD, VA 22554
NIELSEN - GAIL 409 E 1010 S OREM, UT 84097	NIMER RENTAL PROPERTIES LC 175 S 200 W OREM, UT 84058	NYSTROM - SUZANNE 776 S 500 E OREM, UT 84097
OLD AS DIRT LLC 1215 GRAND AVE PROVO, UT 84604	OREM BOULEVARD LLC 573 S 560 W OREM, UT 84058	OREM BOULEVARD LLC 890 E 1100 S OREM, UT 84097
OVESON - ANDREA A (ET AL) 782 REDFORD DR PROVO, UT 84604	PACE - CHARLES BRYON & HELEN LOUISE 875 S 500 E OREM, UT 84097	PADBURY - CARSON & BAYLEY 483 E 900 S OREM, UT 84097
PAH LLC 381 W 800 N LINDON, UT 84042	PANIN - ALEXANDER & MARINA 370 N PFEIFFERHORN DR ALPINE, UT 84004	PARRY - JACOB A 847 S 500 E OREM, UT 84097
PETERSON - MARK L 185 N MAIN ST SPANISH FORK, UT 84660	PGW HOLDINGS LLC 984 S 930 W PAYSON, UT 84651	PGW HOLDINGS LLC 6066 W VALLEY VIEW DR HIGHLAND, UT 84003
PHILLIPS - CAROLYN L (ET AL) 295 E 1000 S OREM, UT 84058	POLATIS - TAYLOR J & AUBREE RAE 425 E 900 S OREM, UT 84097	PRT PROPERTIES LLC 27 TETON DR LINDON, UT 84042
QUINN - ALEX (ET AL) 459 E 900 S OREM, UT 84097	ROCK CANYON CONDOS LLC (ET AL) 202 E 800 S STE 102 OREM, UT 84058	RODRIGUEZ - TAMARA 962 S 400 E OREM, UT 84097
RONALD P FAKLER FAMILY LIMITED PARTNERSHIP THE 2572 STONEBURY LOOP RD SPRINGVILLE, UT 84663	ROOS PROPERITES LLC 774 S 400 E OREM, UT 84097	ROUGH COUNTRY HOLDINGS LLC 246 W 1340 N OREM, UT 84057
ROYLANCE - JOHN PATRICK & JOHN A 955 S 450 E OREM, UT 84097	RUIZ - LINDSAY 941 S 450 E OREM, UT 84097	SA PAGE PRPERTIES LLC 600 SUNSET DR SANTAQUIN, UT 84655

SANDERS - BRIAN P & ASHLEY A
838 S 550 E
OREM, UT 84097

SEW VINTAGE LLC
744 S STATE ST
OREM, UT 84058

SHELDON - LINDA A
416 E 900 S
OREM, UT 84097

SMITH FAMILY HOLDINGS 2010 LLC
128 W 900 N STE D
SPANISH FORK, UT 84660

SOUTHBAY HIGHLANDS LIMITED
PARTNERSHIP
PO BOX 1159
DEERFIELD, IL 60015

STIKA - TAYLOR
413 E 750 S
OREM, UT 84097

SUTTON - AUSTIN
978 S 450 E
OREM, UT 84097

TEMPLE - KENNETH L (ET AL)
908 S 400 E
OREM, UT 84097

TMJ AND SLEEP BUILDING LLC
812 S STATE ST
OREM, UT 84097

UAUSA UT LLC - 190 E 850 S
PROTECTED SERIES
881 BAXTER DR STE 100
SOUTH JORDAN, UT 84095

SCERA CORPORATION
745 S STATE ST
OREM, UT 84058

SHARON COMMUNITY EDUCATION
AND RECREATION ASSOCIATION
745 S STATE
OREM, UT 84058

SHELL - COBY
1000 S 400 E
OREM, UT 84097

SOLAR PROPERTIES LLC
7884 S COOLIDGE ST
MIDVALE, UT 84047

SOUTHERLAND - MATTHEW & SANDRA
855 S 500 E
OREM, UT 84097

STOX POSTING AND PUBLISHING LLC
372 E 720 S
OREM, UT 84058

SWAIN - SCOTT POULSON & LEANN
ALLRED (ET AL)
465 E 850 S
OREM, UT 84097

THOMAS - JAY CHARLES (ET AL)
925 S 500 E
OREM, UT 84097

TRIBE LLC THE
201 N 600 W
OREM, UT 84057

ULLOA - SARA T
411 E 750 S
OREM, UT 84097

SEARLE PROPERTIES LC
40 E 1120 N
AMERICAN FORK, UT 84003

SHAW - DAVID O
956 S 500 E
OREM, UT 84097

SMITH - STANLEY & MARY KAYE
362 N 2000 W
PLEASANT GROVE, UT 84062

SOLITUDE INVESTMENTS LLC
11137 CREEK LEDGE LN
SALT LAKE CITY, UT 84121

STEVENSON - KYLE W
979 S 400 E
OREM, UT 84097

SUMMERHAYS - BRIANT H
1006 S STATE ST
OREM, UT 84097

TAYLOR AIR LLC
641 N 3800 W
SALT LAKE CITY, UT 84122

THOMPSON - TODD & CHAD
915 S 450 E
OREM, UT 84097

TUCKER PROPERTY MANAGEMENT LLC
4114 N 200 E
PROVO, UT 84604

UNIVERSAL CAMPUS FEDERAL CREDIT
UNION
360 W 4800 N
PROVO, UT 84604

URIBE TORRES INVESTMENTS LLC 971 S STATE ST OREM, UT 84097	UTAH DEPARTMENT OF TRANSPORTATION 4501 S 2700 W SALT LAKE CITY, UT 84119	UTAH POWER & LIGHT COMPANY 1407 W N TEMPLE SALT LAKE CITY, UT 84110
UTAH POWER AND LIGHT COMPANY 1407 W NORTH TEMPLE SALT LAKE CITY, UT 84110	UTAH VALLEY ISLAMIC CENTER 233 W 1060 S OREM, UT 84058	VAN TASSEL - GLADE W (ET AL) 12930 S FORT ST DRAPER, UT 84020
VERKLER - HANS & CLARK 977 S 200 E OREM, UT 84058	WAGSTAFF - BRIAN & MARYBETH 425 E 750 S OREM, UT 84097	WAGSTAFF - CHAD 987 S 450 E OREM, UT 84097
WALDRON - CYNTHIA L & CHRISTOPHER M (ET AL) 947 S 450 E OREM, UT 84097	WALKER - DARREN K & TIFFANY C 416 E 750 S OREM, UT 84097	WALL - CHRIS 11186 S 5600 W PAYSON, UT 84651
WASATCH BEHAVIORAL HEALTH SPECIAL SERVICE DISTRICT 1881 W 900 N LEHI, UT 84043	WASATCH BEHAVIORAL HEALTH SPECIAL SERVICE DISTRICT 750 N FREEDOM BLVD # 300 PROVO, UT 84601	WASATCH PROFESSIONAL BUILDINGS LLC 805 S STATE ST OREM, UT 84097
WDG OREM COMMONS LLC 1178 W LEGACY CROSSING BLVD STE 100 CENTERVILLE, UT 84014	WEISS - ZACHARY SIMON (ET AL) 950 S 450 E OREM, UT 84097	WHITTLE - NATALIE LYNN 850 S 550 E OREM, UT 84097
WILDE - O JEFFERY & DIANE D (ET AL) 1032 W 1020 N PROVO, UT 84604	WILDER - RUTH H 864 S 550 E OREM, UT 84097	WILLIAMS - SEANNA S 865 S 500 E OREM, UT 84097
WILSON - TYLER J (ET AL) 451 E 800 S OREM, UT 84097	WORK WELL CLINICS LLC 1125 W CENTER ST OREM, UT 84057	WORMLEY - DAVID A PO BOX 970995 OREM, UT 84097
WRIGHT - KARA & GEORGE 979 S 450 E OREM, UT 84097	ZEICHNER HOLDINGS LLC 887 S OREM BLVD OREM, UT 84058	,

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DRAFT - CITY OF OREM
PLANNING COMMISSION MEETING MINUTES
November 1, 2023

The following item is discussed in these minutes:

- SITE PLAN – Site plan approval of Orem Public Storage located at 1042 South Geneva Road in the CM zone. - Approved
- PLAT AMENDMENT – Vacating Verona Estates, Plat C and Chatterley Place, Plat A and approving Verona Estates, Plat D located generally at 439 South 750 East in the R8 zone. - Approved

STUDY SESSION

Place: City Council Conference Room

At 3:33 p.m. Ms. Komen called the Study Session to order.

Those present: Haysam Sakar, Gerald Crismon, Madeline Komen, Mike Carpenter, James Hawkes, Helena Kleinlein, and Murray Low, Planning Commission members; Ryan L. Clark, Assistant City Manager/Development Services Director; Jason W. Bench, Assistant Development Services Director; Gary McGinn, Legal Counsel; Makayla Wagstaff, Associate Planner; Grant Allen and Matt Taylor, Senior Planners; Sam Kelly, City Engineer;

Those excused: Cheryl Vargas, Associate Planner; Terry Peterson, City Council Liaison;

The Commission and staff briefly reviewed agenda items and minutes from the October 18, 2023 meeting.

Ms. Komen reported on the APA Conference she attended in September.

The meeting was adjourned at 4:26 p.m. to the City Council Chambers for the regular meeting.

REGULAR MEETING

Place: Orem City Council Chambers

At 4:31 p.m. Ms. Komen called the Planning Commission meeting to order and asked Mr. Carpenter, Planning Commission member, to offer the invocation.

Those present: Haysam Sakar, Gerald Crismon, Madeline Komen, Mike Carpenter, James Hawkes, Helena Kleinlein, and Murray Low, Planning Commission members; Ryan L. Clark, Assistant City Manager/Development Services Director; Jason W. Bench, Assistant Development Services Director; Gary McGinn, Legal Counsel; Makayla Wagstaff, Associate Planner; Grant Allen and Matt Taylor, Senior Planners;

Those excused: Cheryl Vargas, Associate Planner; Terry Peterson, City Council Liaison; Sam Kelly, City Engineer;

Ms. Komen asked Mr. Bench to introduce **Agenda Item 3.1: (click here for recording)**

SITE PLAN – Site plan approval of Orem Public Storage located at 1042 South Geneva Road in the CM zone.

Staff Presentation:

The applicant is proposing to remove the existing building next to Geneva Road on the site. In its place the applicant is proposing to build a climate controlled storage building which will also serve as the office on site. This change to the site plan has also required the parking, landscaping, and storm water improvements are brought to the current standard.

Draft Planning Commission minutes for November 1, 2023

Parking: The required parking for this site is one parking space per 200 units, bringing the total required to 6 parking spaces. The applicant is proposing to provide 26 parking spaces on the site.

Landscaping: The front setback area, where a drive aisle is not needed, is required to be landscaped with at least 50% living vegetation in this area. The proposed project complies with this requirement.

Architecture and Height: There are not specific requirements for architecture for this zone. However, the proposed building will be built using split face block and EIFS (Exterior Insulated Finishing System), which will be painted orange, grey and cream.

Height: The building height along Geneva Road is 3-stories, on the West side of the building, due to the grade sloping down there are 4-stories. However, the roof height does not increase to accommodate the additional floor. The height visible from Geneva Road will be 30 feet, the maximum height allowed in the CM zone is 48 feet (22-9-7).

Recommendation:

Staff recommends the Planning Commission approve the site plan of Orem Public Storage located at 1042 South Geneva Road in the CM zone.

Ms. Komen asked the Planning Commission members if they had any questions for Mr. Bench.

Ms. Komen invited the applicant to come forward. Spencer Hymas came forward from Galloway representing the applicant.

Mr. Hawkes asked what brought about the decision to make this change. Mr. Hymas answered that something has been anticipated here for a while.

Ms. Komen called for a motion on this item.

Planning Commission Action:

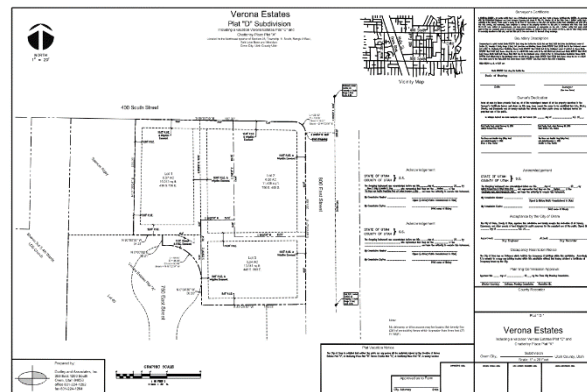
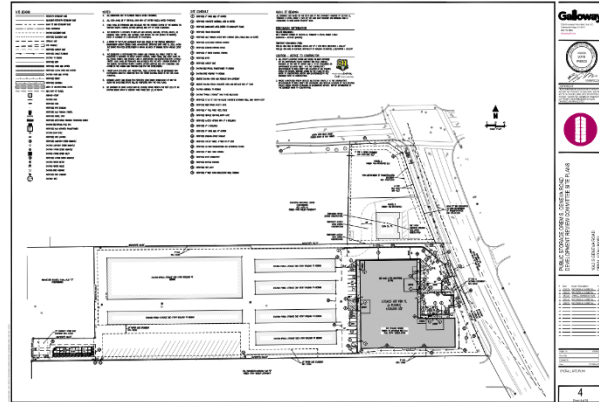
Mr. Low moved to approve the site plan of Orem Public Storage located at 1042 South Geneva Road in the CM zone. Mr. Hawkes seconded the motion. Those voting aye: Haysam Sakar, Gerald Crismon, Madeline Komen, Mike Carpenter, James Hawkes, Helena Kleinlein, and Murray Low. Motion passed unanimously.

Ms. Komen asked Mr. Bench to introduce **Agenda Item 3.2: (click here for recording)**

PLAT AMENDMENT – Vacating Verona Estates, Plat C and Chatterley Place, Plat A and approving Verona Estates, Plat D located generally at 439 South 750 East in the R8 zone.

Staff Presentation:

The applicant is proposing to adjust the property lines between three lots. All property owners are aware and in favor of the change. Each lot will maintain the minimum required square footage for a lot in the R8 zone, 8,000 square feet. The adjusted lot lines also will maintain the required setbacks from the existing homes on the lots. No Public Utility Easements will be vacated as part of this plat amendment.



Draft Planning Commission minutes for November 1, 2023

Recommendation:

Staff recommends the Planning Commission approve vacating Verona Estates, Plat C and Chatterley Place, Plat A and approving Verona Estates, Plat D located generally at 439 South 750 East in the R8 zone.

Ms. Komen asked the Planning Commission members if they had any questions for Mr. Bench.

Mr. Low mentioned that the new lot lines are not as clean with the previous lot lines. Mr. Bench answered that this will not be an issue moving forward.

Ms. Komen invited the applicant to come forward. The applicant came forward.

Mr. Low asked who initiated this change. The applicant stated that he initiated this change.

Ms. Komen called for a motion on this item.

Planning Commission Action:

Mr. Hawkes moved to approve vacating Verona Estates, Plat C and Chatterley Place, Plat A and approving Verona Estates, Plat D located generally at 439 South 750 East in the R8 zone. Mr. Crismon seconded the motion. Those voting aye: Haysam Sakar, Gerald Crismon, Madeline Komen, Mike Carpenter, James Hawkes, Helena Kleinlein, and Murray Low. Motion passed unanimously.

Minutes: The Planning Commission reviewed the minutes from the October 18, 2023 meeting. Ms. Komen called for a motion to approve the minutes for the October 18, 2023 meeting. Mr. Sakar moved to approve the meeting minutes for October 18, 2023. Mr. Hawkes seconded. Those voting aye: Haysam Sakar, Gerald Crismon, Madeline Komen, Mike Carpenter, James Hawkes, Helena Kleinlein, and Murray Low. Motion passed unanimously

Adjourn: Ms. Komen called for a motion to adjourn to the closed session. Mr. Carpenter moved to adjourn to the closed session. Mr. Hawkes seconded the motion. Those voting aye: Haysam Sakar, Gerald Crismon, Madeline Komen, Mike Carpenter, James Hawkes, Helena Kleinlein, and Murray Low. Motion passed unanimously.

Adjourn: 4:41 p.m.

Ryan L. Clark
Planning Commission Secretary

Approved: