CITY OF OREM
PLANNING COMMISSION MEETING
56 North State Street, Orem, Utah
December 6, 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

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 PLAT AMENDMENT - Vacating Lots 17 and 18 of Mountain Grove, Plat A and approving Mountain Grove, Plat B located generally at 363 East 1375 North in the R8 zone.

3.2 PLAT AMENDMENT – Vacating Lot 3 of Sage Crest, Plat C and Lot 9 of Sage Crest, Plat A and approving Sage Crest, Plat E located generally at 1512 North 1040 West in the R8 zone.

3.3 PLAT AMENDMENT - Amending 369 North Main Townhomes, Plat A and approving 369 North Main Townhomes, Plat A Amended located generally at 369 North Main Street in the R7.5 zone.

3.4 SITE PLAN - Approval of the site plan for 800 N State located generally at 881 North State Street in the C2 zone.

3.5 SITE PLAN - Approving the site plan for Quick Quack located generally at 855 North State Street in the C2 zone.

3.6 SITE PLAN - Approving the site plan for HCA Timpanogos Ambulatory Surgery Center (ASC) located generally at 650 West 800 North in the C3 zone.

3.7 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).

3.8 MAP AMENDMENT – Amending the Lakeview Area Street Connection Master Plan to eliminate the street connections between 1430 South/400 West and 360 West/1600 South.

3.9 REZONE - Amending Section 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1430 South 400 West from the R12 and R8 zones to the Highway Services (HS) zone.

4. MINUTES REVIEW AND APPROVAL

4.1 Review and approve the 2024 Planning Commission meeting calendar

4.2 Review and approve the minutes from the November 15, 2023 meeting.

5. ADJOURN

5.1 The next meeting will be Wednesday, January 17, 2024

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

FAMILY CITY USA Administrative	Planning Commission December 6, 2023	**Item 3.1**
	PLAT AMENDMENT - Vacating lots 17 and 18 of Mountain Grove, Plat A and approving Mountain Grove, Plat B located generally at 363 East 1375 North in the R8 zone.	Prepared By: Makayla Wagstaff Applicant: Patrick Heriford

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 47 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation: **Low Density Residential**
- Current Zone: **R8**
- Acreage: **0.60**
- Neighborhood: **Windsor**

ACTION:

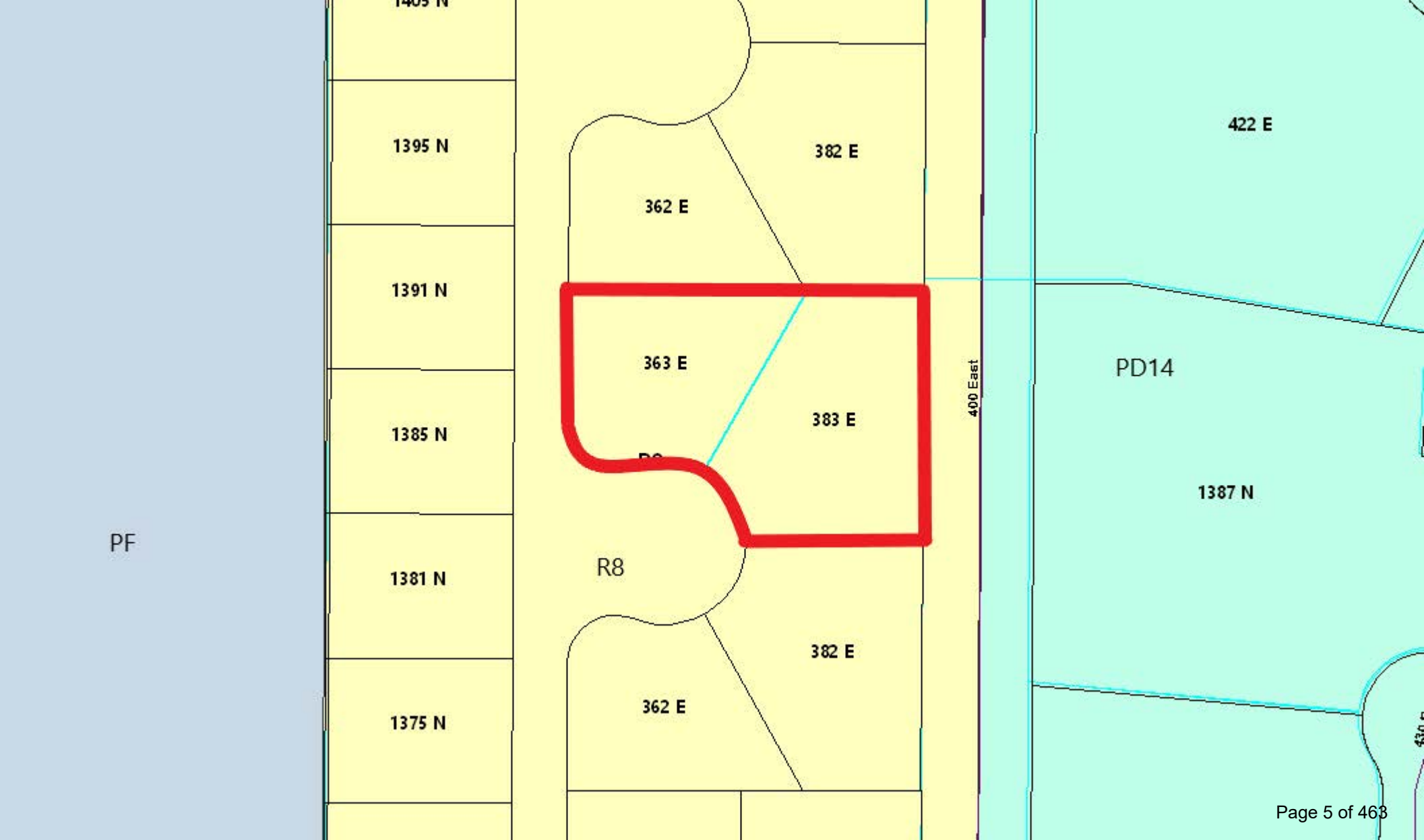
The Planning Commission is the final approving body for this item.

REQUEST: The applicant requests the Planning Commission vacate lots 17 and 18 of Mountain Grove, Plat A and approve Mountain Grove, Plat B located generally at 363 East 1375 North in the R8 zone.

BACKGROUND: The applicant is proposing to combine lots 17 and 18 of Mountain Grove, Plat A. To do so requires a plat amendment. The public utility easement which is currently located along the property line between lots 17 and 18 will be vacated as part of this plat amendment. There are currently no structures on either lot.

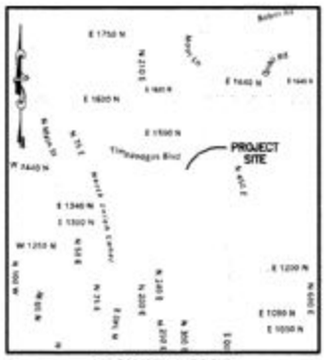
RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission vacate lots 17 and 18 of Mountain Grove, Plat A and approve Mountain Grove, Plat B located generally at 363 East 1375 North in the R8 zone.

1405 N
1395 N
1391 N
1385 N
1381 N
1375 N
1371 N
382 E
362 E
363 E
383 E
382 E
362 E
365 E
387 E
400 East
422 E
1387 N


1395 N
1391 N
1385 N
1381 N
1375 N
382 E
362 E
363 E
383 E
382 E
362 E
422 E
PD14
1387 N
400 East
R8
PF

MOUNTAIN GROVE SUBDIVISION

PART OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY
OREM CITY, UTAH COUNTY, UTAH
OCTOBER, 2022

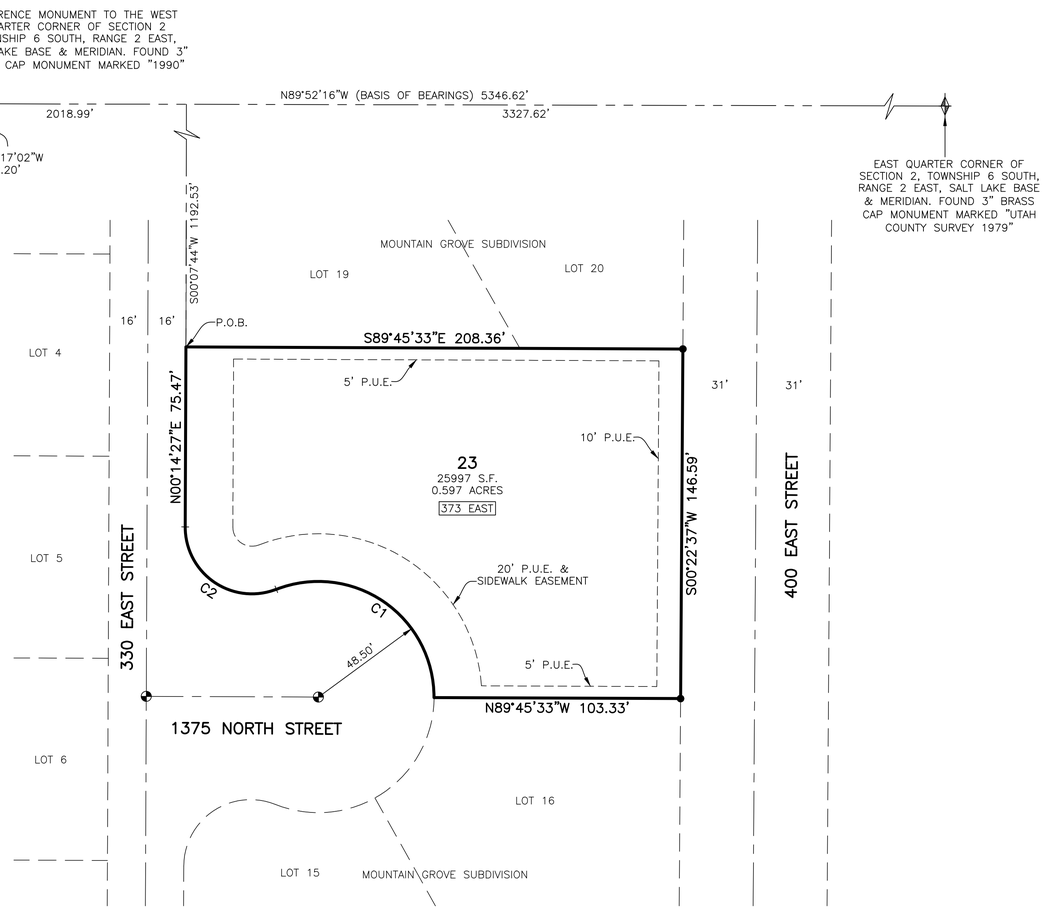


Reeve & Associates, Inc. - Solutions You Can Build On

MOUNTAIN GROVE SUBDIVISION PLAT "B"

AMENDING LOTS 17 AND 18 OF PLAT "A" OF THE MOUNTAIN GROVE SUBDIVISION
PART OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY
OREM CITY, UTAH COUNTY, UTAH
NOVEMBER, 2023

VICINITY MAP
SCALE: NONE



OCCUPANCY RESTRICTION NOTICE

THE CITY OF OREM HAS AN ORDINANCE WHICH RESTRICTS THE OCCUPANCY OF BUILDINGS WITHIN THIS SUBDIVISION. ACCORDING, IT IS UNLAWFUL TO OCCUPY ANY BUILDING LOCATED WITHIN THIS SUBDIVISION WITHOUT FIRST HAVING OBTAINED A CERTIFICATION OF OCCUPANCE ISSUED BY OREM CITY.

BOUNDARY DESCRIPTION

ALL OF LOT 17 AND 18 OF PLAT "A" OF THE MOUNTAIN GROVE SUBDIVISION BEING PART OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 19 OF MOUNTAIN GROVE SUBDIVISION, SAID POINT BEING NORTH 89°52'16" WEST 3327.62 FEET AND SOUTH 00°07'44" WEST 1192.53 FEET FROM THE EAST QUARTER CORNER OF SAID SECTION 2 (SAID EAST QUARTER CORNER BEING SOUTH 89°52'16" EAST 5346.62 FEET FROM THE REFERENCE MONUMENT TO THE WEST QUARTER CORNER OF SAID SECTION 2); THENCE SOUTH 89°45'33" EAST 208.36 FEET TO THE SOUTHEAST CORNER OF LOT 20 OF MOUNTAIN GROVE SUBDIVISION AND THE WESTERLY RIGHT-OF-WAY LINE OF 400 EAST STREET; THENCE SOUTH 00°22'37" WEST 146.59 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF LOT 16 OF MOUNTAIN GROVE SUBDIVISION; THENCE NORTH 89°45'33" WEST 103.33 FEET TO THE NORTHWEST CORNER OF SAID LOT 16 AND THE NORTHERLY RIGHT-OF-WAY LINE OF 1375 NORTH STREET; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES: (1) ALONG A NON-TANGENT CURVE TURNING TO THE LEFT WITH A RADIUS OF 48.50 FEET, AN ARC LENGTH OF 94.48 FEET, A DELTA ANGLE OF 111°36'39", A CHORD BEARING OF NORTH 55°33'52" WEST, AND A CHORD LENGTH OF 80.23 FEET; AND (2) ALONG A REVERSE CURVE TURNING TO THE RIGHT WITH A RADIUS OF 28.00 FEET, AN ARC LENGTH OF 54.54 FEET, A DELTA ANGLE OF 111°36'39", A CHORD BEARING OF NORTH 55°33'52" WEST, AND A CHORD LENGTH OF 46.32 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF 330 EAST STREET; THENCE NORTH 00°14'27" EAST 75.47 FEET ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING.

CONTAINING 25997 SQUARE FEET OR 0.597 ACRES.

BASIS OF BEARINGS

THE BASIS OF BEARING FOR THIS PLAT IS THE LINE BETWEEN THE EAST QUARTER CORNER AND THE REFERENCE MONUMENT TO THE WEST QUARTER CORNER OF SECTION 2, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, SHOWN HEREON AS: NORTH 89°52'16" WEST

NARRATIVE

THE PURPOSE OF THIS PLAT IS TO AMEND LOT 17 AND 18 OF PLAT "A" OF THE MOUNTAIN GROVE SUBDIVISION. THE BOUNDARY WAS DETERMINED BY RETRACING MOUNTAIN GROVE SUBDIVISION FROM FOUND MONUMENTS AS SHOWN HEREON. THE REAR LOT CORNERS WERE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "REEVE & ASSOCIATES". THE FRONT LOT CORNERS WERE SET WITH A LEAD PLUG IN THE TOP BACK OF CURB AT THE EXTENSION OF THE SIDE LOT LINES.

CURVE TABLE

#	RADIUS	ARC LENGTH	CHD LENGTH	TANGENT	CHD BEARING	DELTA
C1	48.50'	94.48'	80.23'	71.38'	N55°33'52"W	111°36'39"
C2	28.00'	54.54'	46.32'	41.21'	N55°33'52"W	111°36'39"

LEGEND

= SECTION CORNER
= 5/8" X 24" REBAR AND RED PLASTIC CAP TO BE SET STAMPED "REEVE & ASSOCIATES"
= FOUND REFERENCE MONUMENT
= CENTERLINE MONUMENT
= BOUNDARY LINE
= LOT LINE
= ADJOINING PROPERTY
= EASEMENT
= SECTION TIE LINE
= ROAD CENTERLINE
P.U.E. = PUBLIC UTILITY EASEMENT

30 0 30 60 90
Scale: 1" = 30'

PLAT VACATION NOTICE

THE CITY OF OREM IS SATISFIED THAT NEITHER THE PUBLIC NOR ANY PERSON WILL BE MATERIALLY INJURED BY THE PROPOSED VACATION OF LOTS 17 AND 18 OF PLAT "A" OF THE MOUNTAIN GROVE SUBDIVISION, AND THAT THERE IS GOOD CAUSE FOR SAID VACATION. LOTS 17 AND 18 OF PLAT "A" OF THE MOUNTAIN GROVE SUBDIVISION ARE HEREBY VACATED.

DEVELOPER

PATRICK HERIFORD
363 E. 1375 N.
OREM, UTAH

SURVEYOR'S CERTIFICATE

I, **TREVOR J. HATCH**, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; AND THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THIS PLAT, AND THAT THIS PLAT OF **MOUNTAIN GROVE SUBDIVISION PLAT "B"** IN **OREM CITY, UTAH COUNTY**, UTAH, HAS BEEN DRAWN CORRECTLY TO THE DESIGNATED SCALE AND IS A TRUE AND CORRECT REPRESENTATION OF THE HEREIN DESCRIBED LANDS INCLUDED IN SAID SUBDIVISION, BASED UPON DATA COMPILED FROM RECORDS IN THE **UTAH COUNTY** RECORDER'S OFFICE AND FROM SAID SURVEY MADE BY ME ON THE GROUND. I FURTHER CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES OF **OREM CITY, UTAH COUNTY**, CONCERNING ZONING REQUIREMENTS REGARDING LOT MEASUREMENTS HAVE BEEN COMPLIED WITH.

SIGNED THIS _____ DAY OF _____, 20___.

PROFESSIONAL LAND SURVEYOR 9031945 TREVOR J. HATCH STATE OF UTAH

9031945
UTAH LICENSE NUMBER

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT I/WE, THE UNDERSIGNED OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND, HAVING CAUSED THE SAME TO BE AMENDED INTO ONE LOT AND NAME SAID SUBDIVISION **MOUNTAIN GROVE SUBDIVISION PLAT "B"** AND DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE.

IN WITNESS WHEREOF I/WE HEREUNTO SET OUR HAND

THIS _____ DAY OF _____, 20___.

NAME/TITLE FOR:

ACKNOWLEDGMENT

STATE OF UTAH)ss.
COUNTY OF _____)

ON THE _____ DAY OF _____, 20___, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, _____ (AND) _____ BEING BY ME DULY SWORN, ACKNOWLEDGED TO ME THEY ARE _____ AND _____ OF SAID CORPORATION AND THAT THEY SIGNED THE ABOVE OWNER'S DEDICATION AND CERTIFICATION FREELY, VOLUNTARILY, AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSES THEREIN MENTIONED.

NOTARY'S FULL NAME & COMMISSION NUMBER _____

MY COMMISSION EXPIRES

A NOTARY PUBLIC COMMISSIONED IN UTAH

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____, 20___, BY THE OREM CITY PLANNING COMMISSION.

DIRECTOR-SECRETARY CHAIRPERSON, PLANNING COMMISSION

ACCEPTANCE BY THE CITY OF OREM

THE CITY OF OREM, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC. SIGNED THIS _____ DAY OF _____, 20_____.

APPROVED_____ ATTEST:_____
CITY ENGINEER (SEE SEAL BELOW) CITY RECORDER (SEE SEAL BELOW)

CONDITIONS OF APPROVAL

APPROVED AS TO FORM

CITY ATTORNEY DATE

Reeve & Associates, Inc.
5160 S 1500 W, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 FAX: (801) 621-2666 www.reeve-assoc.com

MOUNTAIN GROVE SUBDIVISION PLAT "B"

AMENDING LOTS 17 AND 18 OF PLAT A OF THE MOUNTAIN GROVE SUBDIVISION
BEING PART OF THE SOUTHWEST QUARTER OF SECTION 2, SECTION 2
TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN
OREM CITY, UTAH COUNTY, UTAH

PROFESSIONAL LAND SURVEYOR 9031945 TREVOR J. HATCH STATE OF UTAH

PROJECT INFORMATION		UTAH COUNTY RECORDER'S OFFICE
Surveyor: T. HATCH	Name: MOUNTAIN GROVE SUBDIVISION PLAT "B"	
Drafter: N. ANDERSON	Number: 8207-01	
Begin Date: 7-3-2023	Revision:	
	Scale: 1"=30'	

Reeve & Associates, Inc. - Solutions You Can Build On

10/20/2023

Patrick Heriford
363 W 1375 N
Orem, UT 84057

P858227
No Reservations/No Objection

SUBJECT: Letter of no objection for the consolidation of lots 17 and 18 of Plat A in the Mountain Grove development as recorded in Utah County, Utah

To Whom It May Concern:

Qwest Corporation d/b/a CENTURYLINK, QC ("CenturyLink") has reviewed the request for the a letter of no objection to the merger of lots described above and has determined that it has no objections with respect to the areas proposed for merger as shown and/or described on Exhibit "A", said Exhibit "A" attached hereto and incorporated by this reference.

It is the intent and understanding of CenturyLink that this Letter of No Objection shall not reduce our rights to any other existing easement or rights we have on this site or in the area.

This Letter of No Objection response is submitted WITH THE STIPULATION that if CenturyLink facilities are found and/or damaged within the vacated area as described, the Applicant will bear the cost of relocation and repair of said facilities.

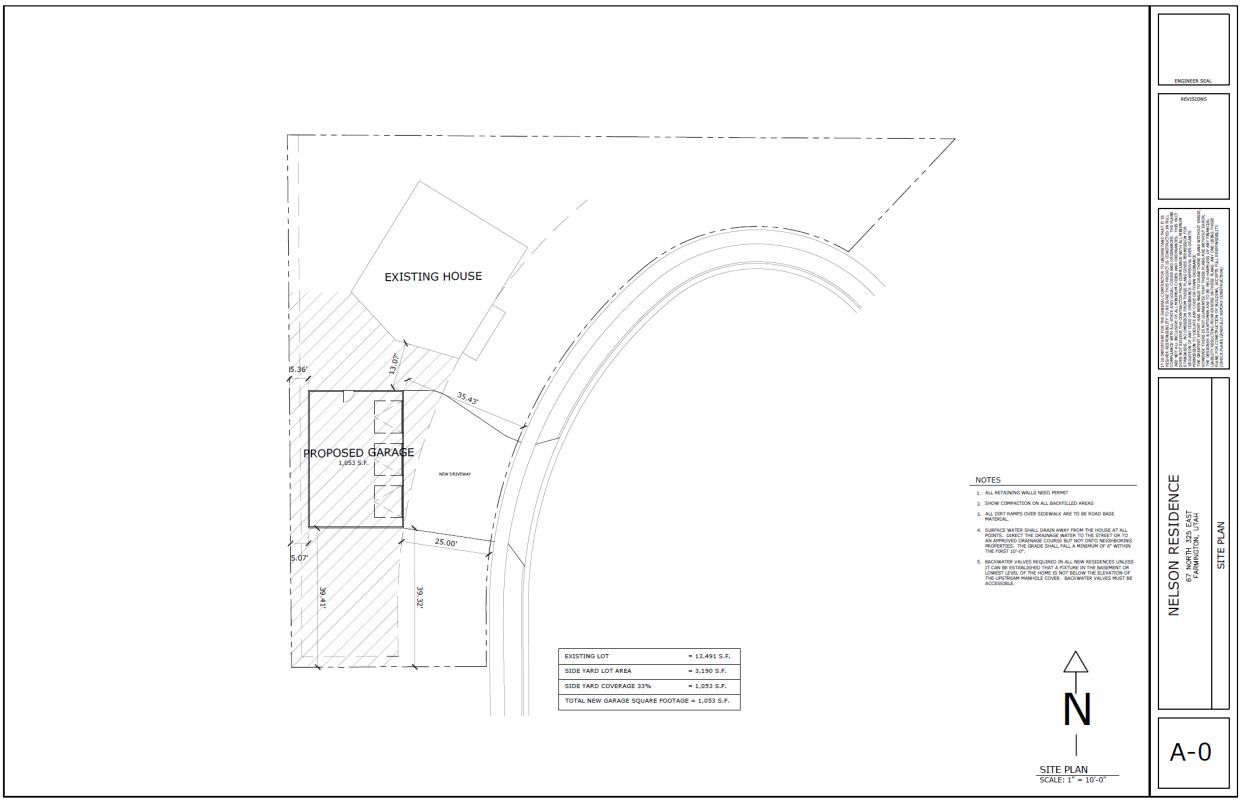
If you have any questions please contact Rebekah Anthony at (801) 718-9219 or Shoshanna.White1@lumen.com.

Sincerely yours,

/s/

Ashley Rajamin
ashely.rajamin@lumen.com
Network Infrastructure Services
CenturyLink

EXHIBIT A



Lots 17 and 18 in Plat A in the Mountain Grove development as recorded in Utah County, Utah

Comcast Cable Communications, Inc.
1350 E. Miller Ave.
Salt Lake City, Utah 84106
801-401-3041 Tel
801-255-2711 Fax

November 8, 2023

Patrick Heriford
363 E 1375 N
Orem, UT 84057

To whom it may concern,

Comcast of Utah II grants permission to vacate the existing utility easements, which exists along the North, South, East, and West property lines of both Lots 17 and 18 of Plat "A" of the Mountain Grove subdivision, located at 363 E 1375 N and 383 E 1375 N, Orem, UT 84057, as long as it does not interfere with or deny access to our existing facilities (poles, cable, conduits, pedestal, electronics). Three feet of clearance must be maintained around all pedestals.

If you need our facilities to be moved, it can be done at your expense. If any damage is incurred to our facilities due to your encroachment, repairs will be done at your expense. Be sure to contact Blue Stakes to locate all utility services at least 48 hours before digging.

Sincerely,

Annette Harm

Annette Harm
Authorized Representative

Date: 9/28/2023

RE: Easement Release

To Whom It May Concern:

As requested, Utopia hereby identifying consents to a vacation of a public utility easement described between LOT 18, PLAT A, MOUNTAIN GROVE SUB AREA 0.253 AC and LOT 17, PLAT A, MOUNTAIN GROVE SUB AREA 0.343 AC.

Address: 363 E 1375 N, Orem, UT. And 383 E 1375 N, Orem, UT.

Thanks,

Sylvan Stewart
OSP Design Engineer & Planner
Office: (801) 613-3871
sstewart@utopiafiber.com

Space above for County Recorder's use
PARCEL I.D.# 67:161:0017, 67:161:0018

DISCLAIMER OF UTILITY EASEMENT

The undersigned, QUESTAR GAS COMPANY dba Dominion Energy Utah, Grantor, hereby disclaims and releases any rights, title or interest which it may have in and to the following-described real property in Utah County, Utah, to-wit:

All public utility easements, excepting the easement(s) or portion of easement(s) running adjacent and parallel to the street(s), located within Lot 17 and 18, Mountain Grove Plat A Subdivision, located in the Southwest quarter of Section 2, Township 6 South, Range 2 East, Salt Lake Base and Meridian, Utah County, Utah; said Subdivision recorded in the Office of the County Recorder for Utah County, Utah.

IN WITNESS WHEREOF, this disclaimer and release of any right, title or interest has been duly executed on September 26, 2023.

QUESTAR GAS COMPANY
Dba Dominion Energy Utah

By: Alex Howard
Authorized Representative

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

On September 26, 2023, personally appeared before me Alex Howard, who, being duly sworn, did say that (s)he is an Authorized Representative for QUESTAR GAS COMPANY dba Dominion Energy Utah, and that the foregoing instrument was signed on behalf of said corporation pursuant to a Delegation of Authority.

Pauline Caraveo
Notary Public

PAULINE CARAVEO
Notary Public State of Utah
My Commission Expires on:
February 16, 2025
Comm. Number: 716795

Space above for County Recorder's use
Parcel ID # 67:161:0018, 67:161:0017

DISCLAIMER OF UTILITY EASEMENT

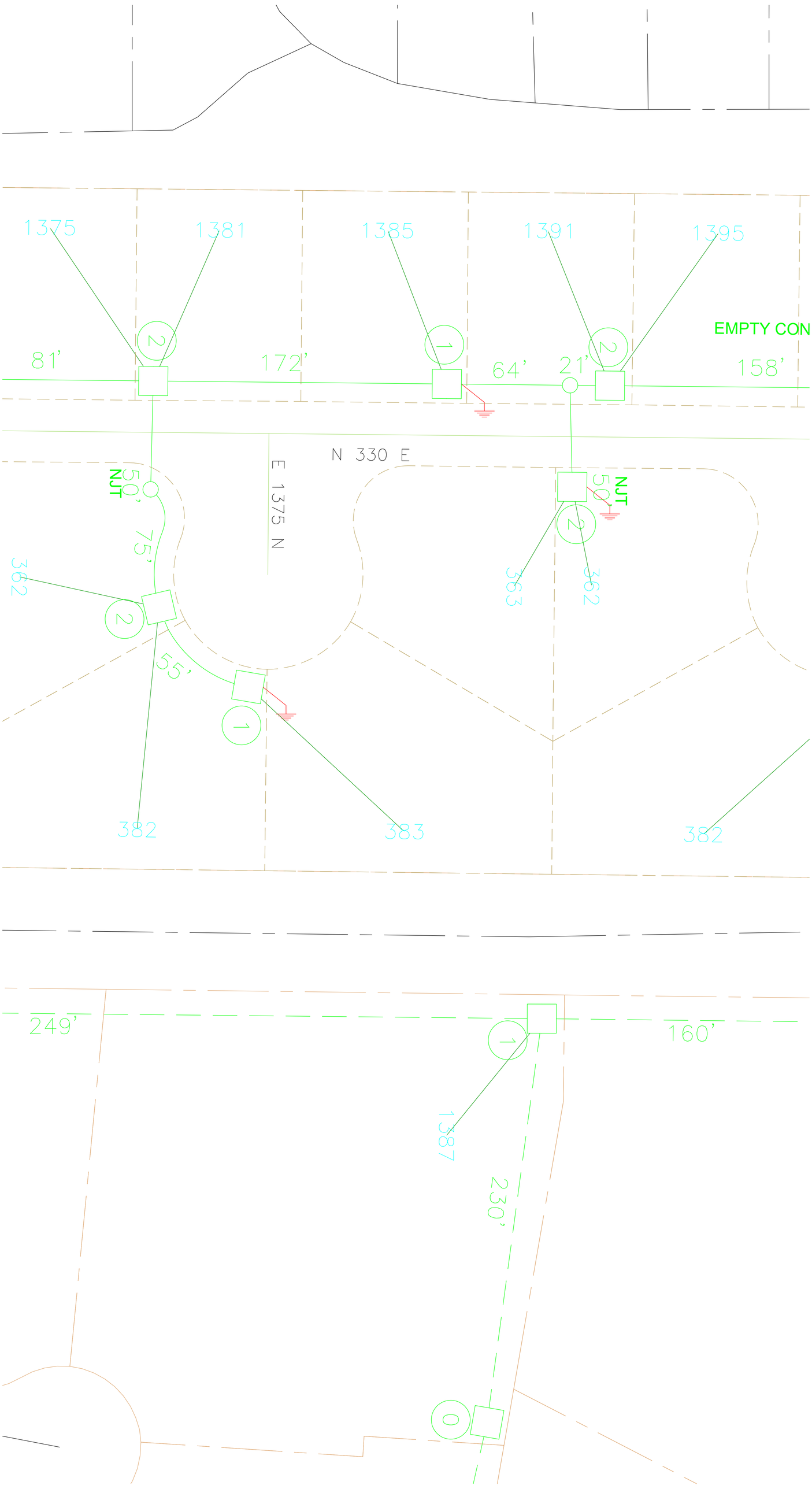
The undersigned, Rocky Mountain Power, a division of PacifiCorp, Grantor, hereby disclaims and releases any rights, title or interest which it may have in and to the following described real property in Utah County, Utah, to-wit:

All public other utility easements, 5' PUE that runs between Lot 17 and Lot 18 of Mountain Grove Plat A. excepting the easement(s) or portion of easement(s) running adjacent and parallel to the street(s)), located within Lot 17 & 18, Mountain Grove Plat "A", located in the Section 2, Township 6S, Range 2E, Utah County, UT; said Subdivision recorded in the Office of the County Recorder for Utah County, UT.

IN WITNESS THEREOF, this disclaimer and release of any right, title, or interest has been duly executed on (09/25/2023).

Rocky Mountain Power,
A Division of PacifiCorp

By: _____
Authorized Representative


1375
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382
383
382
363
362
NJT
50'
249'
160'
1387
230'

For more information, contact Makayla Wagstaff at
(801) 229-7239 or mkwagstaff@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Dec 6, 2023
4:30 pm

*** IMPORTANT DEVELOPMENT NOTICE ***

PLAT AMENDMENT - Vacating Lots 17 and 18 of Mountain Grove, Plat A and approving Mountain Grove, Plat B located generally at 363 East 1375 North in the R8 zone.

The applicant is requesting to combine two existing lots into one lot. This project is located in the Windsor 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.

BOARD OF EDUCATION OF ALPINE DISTRICT
575 N 100 E
AMERICAN FORK, UT 84003

For more information, contact Makayla Wagstaff at
(801) 229-7239 or mkwagstaff@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Dec 6, 2023
4:30 pm

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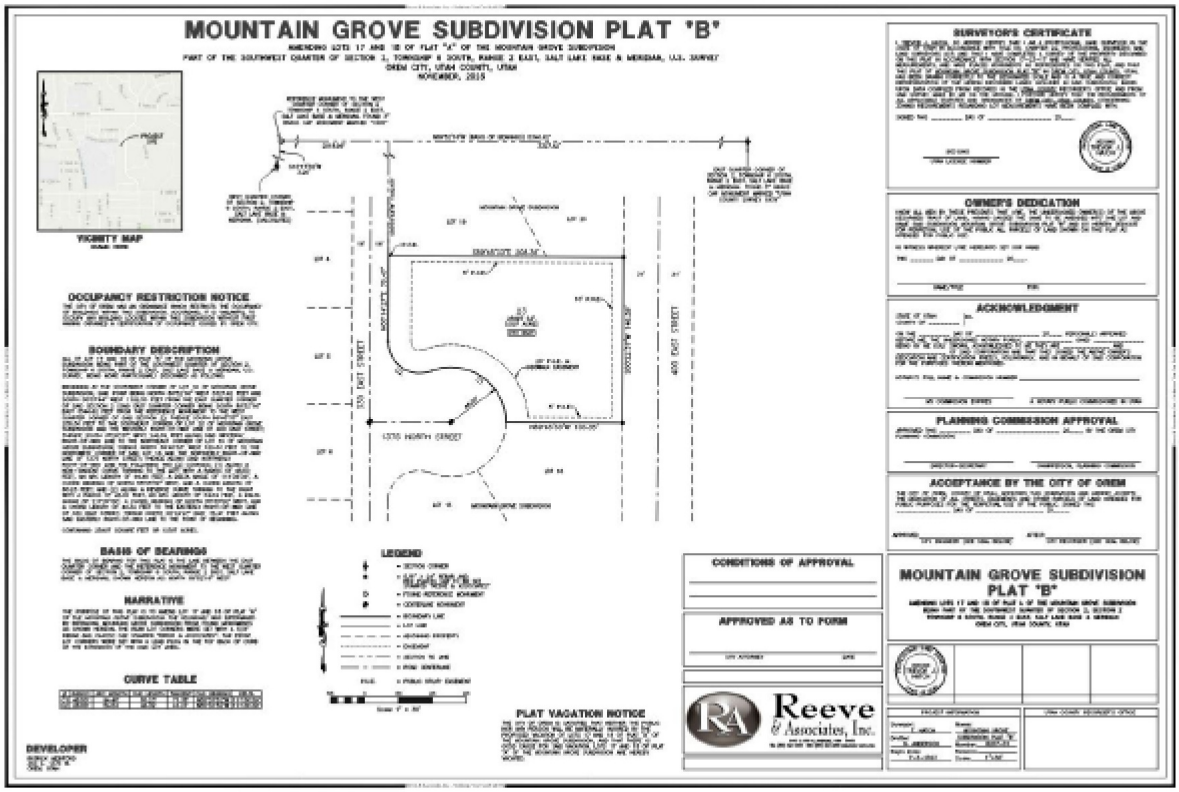
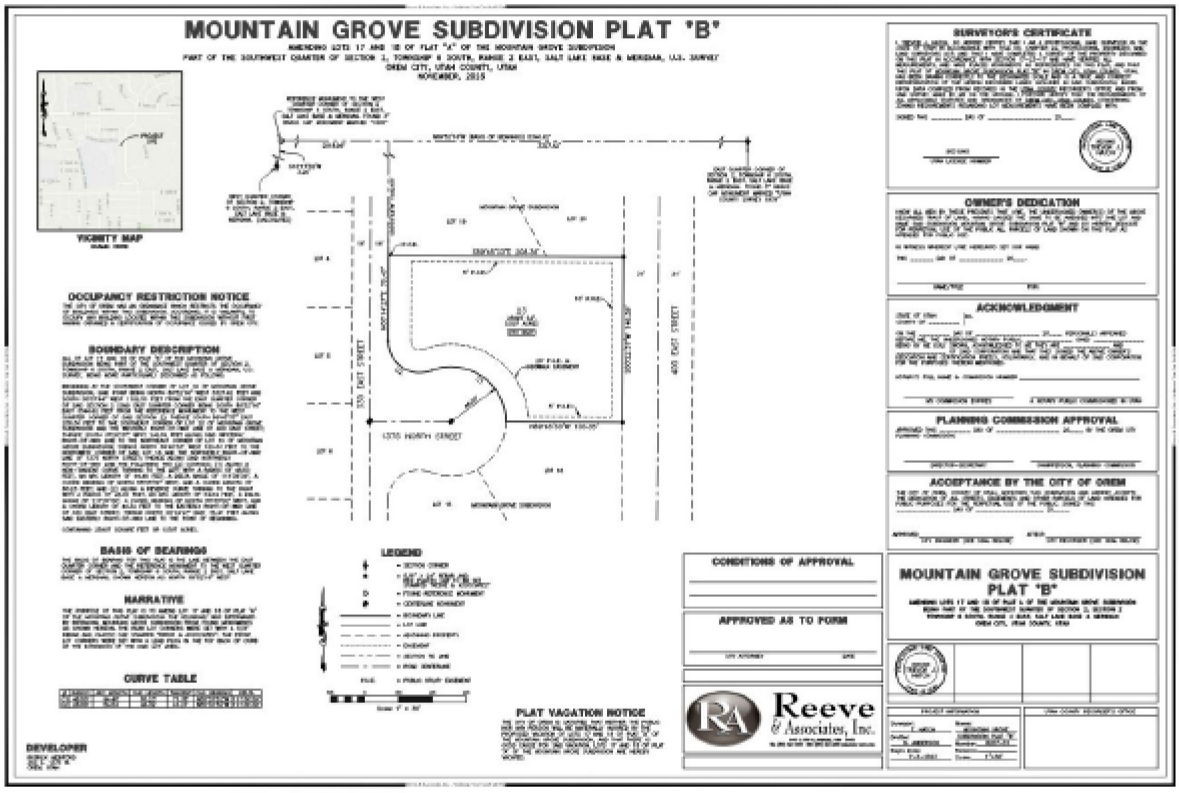
HANSEN, BRADEN C
557 S 400 E
AMERICAN FORK, UT 84003



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



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

JAMES HAWKES
55 WEST 500 SOUTH
OREM, UT 84058

BOARD OF EDUCATION OF ALPINE DISTRICT (ET AL)
60 E SOUTH TEMPLE # 1800
SALT LAKE CITY, UT 84111

HELENA KLEINLEIN
103 WEST 2170 SOUTH
OREM, UT 84058

BOARD OF EDUCATION OF ALPINE DISTRICT
--OR CURRENT RESIDENT--
150 E 1430 NORTH
OREM, UT 84057

JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

DAVE YOUNG
173 S COUNTRYSIDE LANE
OREM, UT 84058

LANAE MILLETT
288 W 1500 N
OREM, UT 84057

HANSEN, KATHY
330 E 1395 N
OREM, UT 84097

K & M HOLDINGS LLC
373 E 1395 N
OREM, UT 84097

TUTTLE, MARY JANE HANSON & BYRON LYNN
422 E 1450 N
OREM, UT 84097

PHILLIPS, GARN G & MARIAM P
425 E 1200 N
OREM, UT 84097

SIEVERS, A KENT & DEBRA C
432 E 1450 N
OREM, UT 84097

BOYLE, DAVID CHRISTOPHER
437 E 1450 N
OREM, UT 84097

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

HANSEN, BRADEN C
557 S 400 E
AMERICAN FORK, UT 84003

BOARD OF EDUCATION OF ALPINE DISTRICT
575 N 100 E
AMERICAN FORK, UT 84003

DEBBY LAURET
641 S 1920 W
OREM, UT 84059

MADELINE KOMEN
653 W. 1360 NORTH
OREM, UT 84057

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

MURRAY LOW
904 S. 725 WEST
OREM, UT 84058

GERALD CRISMON
1069 S. 545 EAST
OREM, UT 84097

HG MOUNTAIN GROVE LLC
1082 W DUTCH LN
KAYSVILLE, UT 84037

TERRY PETERSON
1125 LYNNWOOD DRIVE
OREM, UT 84097

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

HANALEI 2000 LLC
1333 N 430 E
OREM, UT 84097

HANSEN, JONATHAN K
1340 N 430 E
OREM, UT 84097

SKA INVESTMENTS LLC
%PAULSON, DAVID
1362 N 430 E
OREM, UT 84097

MAYBERRY, KEVIN L & LISA L (ET AL)
1365 N 430 E
OREM, UT 84097

TEMKIN, CIMBRIA S & CIMBRIA S
1384 N 430 E
OREM, UT 84097

COPA HOLDINGS LLC
1387 N 430 E
OREM, UT 84097

COPA HOLDINGS LLC
1397 N 430 E
OREM, UT 84097

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

GUTIERREZ, JAVIER & LUCIA
1429 N 200 W
OREM, UT 84057

FRYE, MICHAEL BURTON & HEIDI LYNETTE (ET AL)
1440 N 300 E
OREM, UT 84057

HANSEN, SCOTT M & LINDA S
1441 N 300 E
OREM, UT 84057

WARNER, DANIEL K & CAITLIN J
1442 N 250 E
OREM, UT 84057

LYMAN, DAVID SHAY
1443 N 350 E
OREM, UT 84057

SUTHERLAND, DONALD JAMES B & KAREN M
1444 N 350 E
OREM, UT 84057

JARVIS, PAUL D & KATHRYN D
1454 N 300 E
OREM, UT 84057

CORBETT, TODD RICHARD & CHERYL ANN (ET AL)
1455 N 300 E
OREM, UT 84057

BLOCKER, MICHAEL P
1456 N 350 E
OREM, UT 84057

HORTON, CHAD MICHAEL & ANNALEE
1457 N 350 E
OREM, UT 84057

SEOW, ANTHONY S & JUEL L
1459 N 430 E
OREM, UT 84097

MECHAM, ELISE & JASON
1480 N 430 E
OREM, UT 84097

O'BRIEN, DENNIS & ROCHELLE
1481 N 430 E
OREM, UT 84097

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

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

Administrative

Planning Commission

December 6, 2023

PLAT AMENDMENT – Vacating Lot 3 of Sage Crest, Plat C and Lot 9 of Sage Crest, Plat A and approving Sage Crest, Plat E located generally at 1512 North 1040 West in the R8 zone.

Item 3.2

Prepared By:
Cheryl Vargas

Applicant:
Ron Brown

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 127 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation: **Low Density Residential**
- Current Zone: **R8**
- Acreage: **.48**
- Neighborhood: **Aspen**

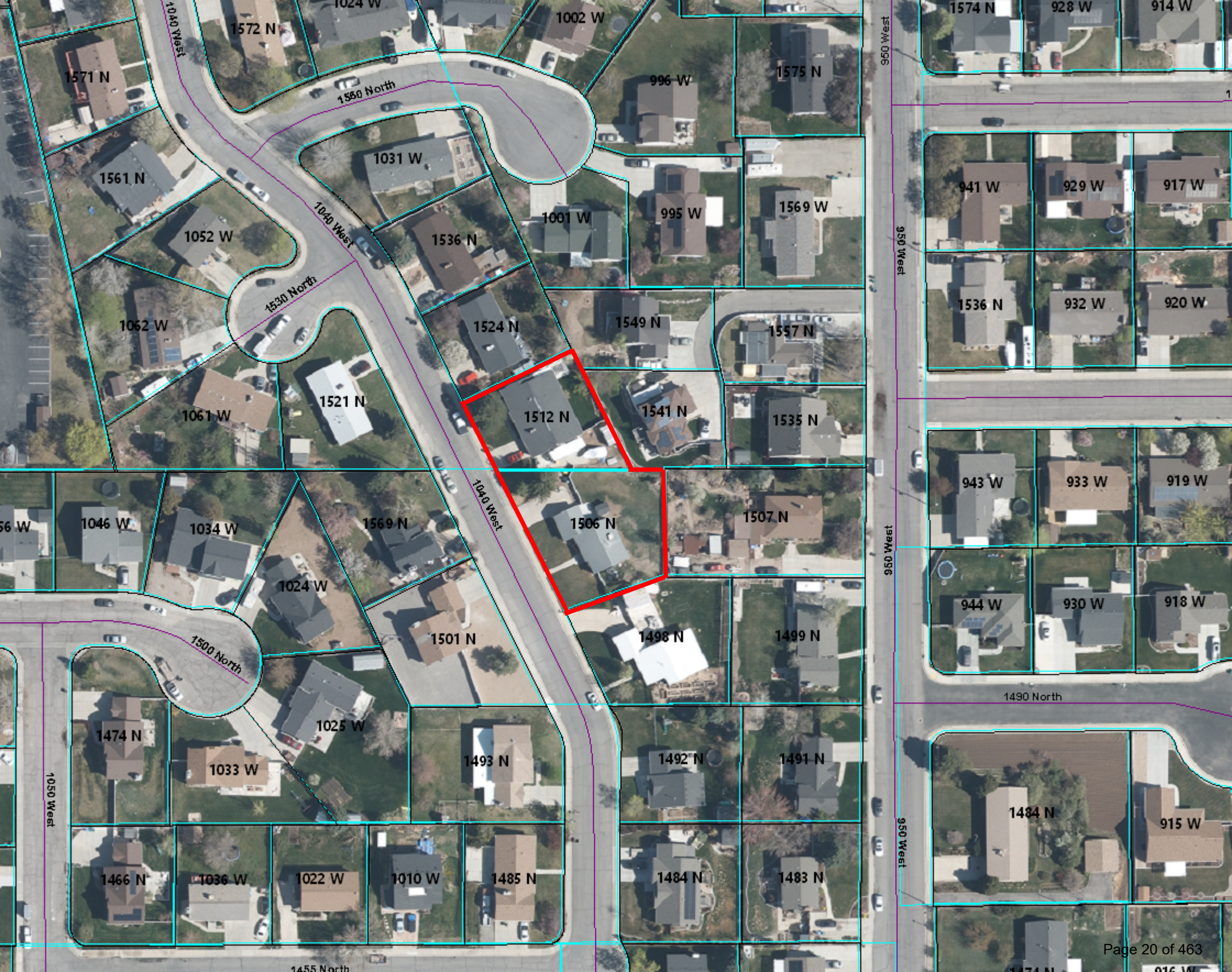
ACTION:

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

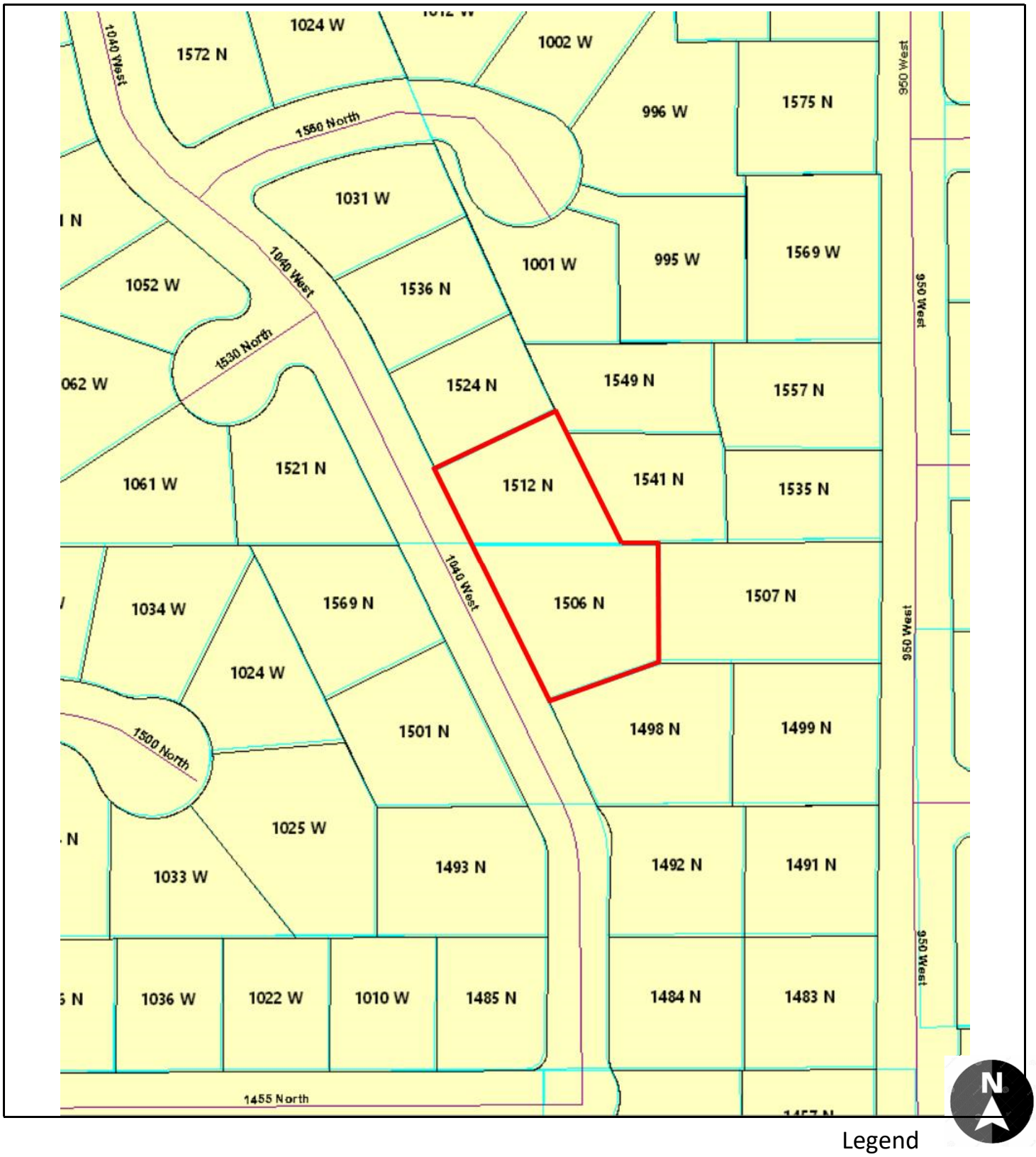
REQUEST: The applicant requests the Planning Commission vacate Lot 3 of Sage Crest, Plat C and Lot 9 of Sage Crest, Plat A and approve Sage Crest, Plat E located generally at 1512 North 1040 West in the R8 zone.

BACKGROUND: The property owners of 1512 North and 1506 North 1040 West are requesting the property line between their two lots be adjusted. The new property line will run parallel to the driveway at 1506 North. It will also provide 1512 North access to their RV pad on the south side of their home without driving over their neighbor's property.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission vacate Lot 3 of Sage Crest, Plat C and Lot 9 of Sage Crest, Plat A and approve Sage Crest, Plat E located generally at 1512 North 1040 West in the R8 zone.


1572 N
1002 W
1574 N
928 W
914 W
1571 N
1040 West
1560 North
996 W
1575 N
960 West
1031 W
941 W
929 W
917 W
1561 N
1052 W
1001 W
995 W
1569 W
1536 N
1530 North
1549 N
1557 N
1536 N
932 W
920 W
1062 W
1524 N
1521 N
1512 N
1541 N
1535 N
1061 W
943 W
933 W
919 W
1046 W
1034 W
1569 N
1507 N
1506 N
1024 W
944 W
930 W
918 W
1500 North
1501 N
1498 N
1499 N
1490 North
1474 N
1025 W
1033 W
1493 N
1492 N
1491 N
1484 N
915 W
1050 West
1466 N
1036 W
1022 W
1010 W
1485 N
1484 N
1483 N
1455 North

Sage Crest Plat E

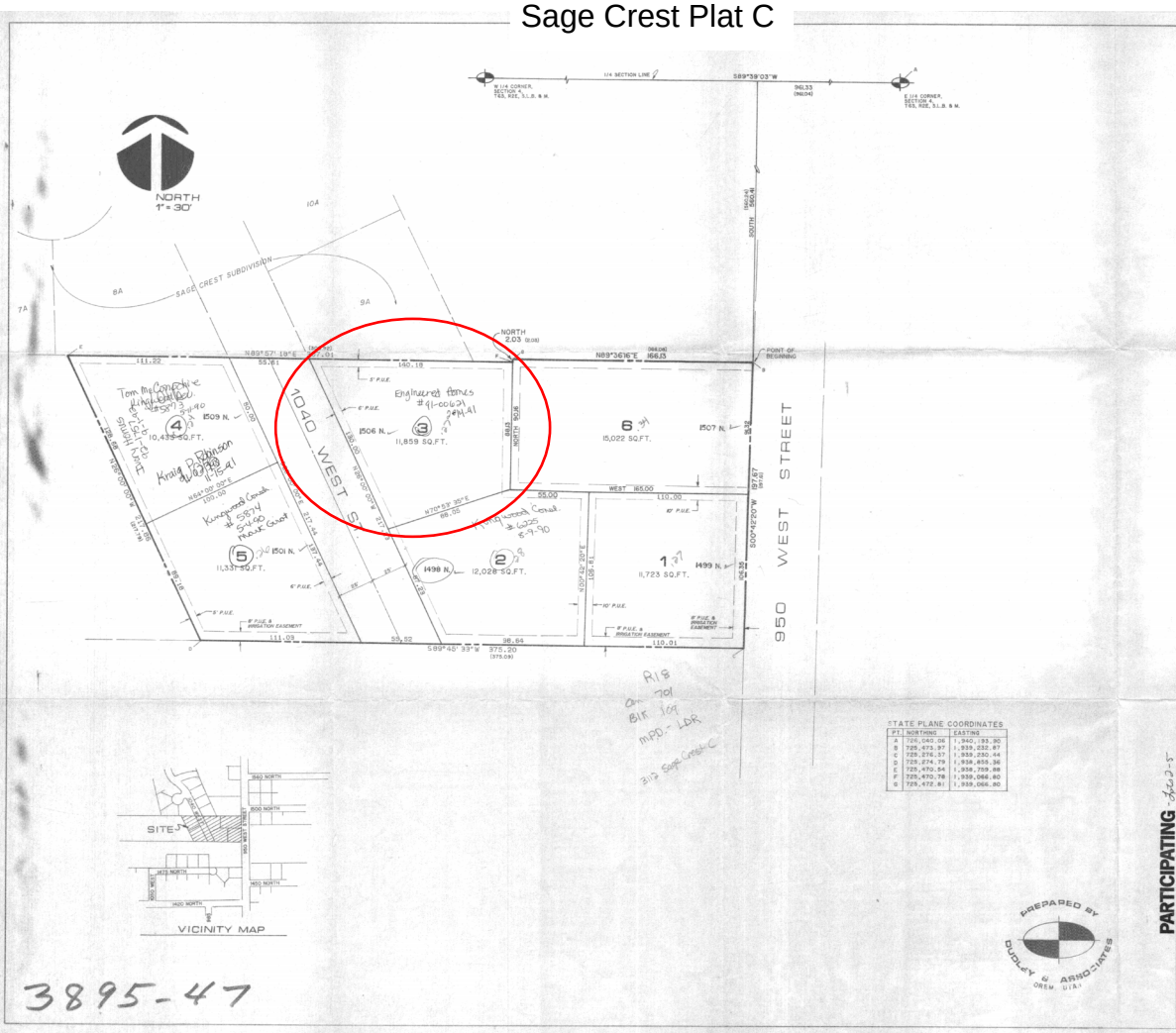


Legend

Plat Amendment
Zone: R8
Acres: .48

NEIGHBORHOOD
Aspen

1512 N 1040 West
Parcels



STATE PLANE COORDINATES

PT.	NORTHING	EASTING
A	726,040.06	1,940,193.90
B	725,473.97	1,939,232.87
C	725,276.57	1,939,230.44
D	725,274.79	1,938,855.36
E	725,470.54	1,938,759.88
F	725,470.78	1,939,066.80
G	725,472.81	1,939,066.80

SURVEYOR'S CERTIFICATE

I, ROGER D. DUDLEY, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 3855, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

COMMENCING S89°39'03"W ALONG THE 1/4 SECTION LINE 96L33 FEET AND SOUTH 560.41 FEET FROM THE EAST 1/4 CORNER OF SECTION 4, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN; THENCE AS FOLLOWS:

BEARING	DISTANCE	REMARKS
S00°42'20"W	197.67'	
S89°45'33"W	375.20'	
N24°00'00"W	217.86'	
N89°57'18"E	307.01'	
NORTH	2.03'	
N89°36'16"E	166.13'	TO THE POINT OF BEGINNING.

AREA = 1.591 ACRES

BASIS OF BEARING = S89°39'03"W ALONG THE 1/4 SECTION LINE

11-1-89
DATE

SURVEYOR
(See Seal Below)

OWNER'S DEDICATION

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

IN WITNESS HEREOF WE HAVE HEREUNTO SET OUR HANDS THIS 1ST DAY OF NOV. A.D. 19 89

(SEAL) PRESIDENT (SEAL) SECRETARY

(SEAL) SECRETARY (SEAL) SECRETARY

ACKNOWLEDGEMENT

STATE OF UTAH } S.S.
COUNTY OF UTAH }

ON THE 1ST DAY OF NOV. A.D. 19 89, PERSONALLY APPEARED BEFORE ME THE SIGNERS OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.

MY COMMISSION EXPIRES 3-1-92

NOTARY PUBLIC
(See Seal Below)

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY OF OREM, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS 12 DAY OF December A.D. 1989

BY RESOLUTION 2004-89

APPROVED Blaine Wilkes
MAYOR

ENGINEER (See Seal Below)

ATTEST Melody Downey
CLERK-RECORDER (See Seal Below)

BOARD OF HEALTH

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS

CITY-COUNTY HEALTH DEPARTMENT

PLANNING COMMISSION APPROVAL

APPROVED THIS 6TH DAY OF DEC. A.D. 1989 BY THE OREM CITY PLANNING COMMISSION.

DIRECTOR-SECRETARY

CHAIRMAN, PLANNING COMMISSION

OCCUPANCY RESTRICTION NOTICE

THE CITY OF OREM HAS AN ORDINANCE WHICH RESTRICTS THE OCCUPANCY OF BUILDINGS WITHIN THIS SUBDIVISION. ACCORDINGLY, IT IS UNLAWFUL TO OCCUPY ANY BUILDING LOCATED WITHIN THIS SUBDIVISION WITHOUT FIRST HAVING OBTAINED A CERTIFICATE OF OCCUPANCY ISSUED BY THE CITY.

CONDITIONS OF APPROVAL

PARTICIPATING - 2-2-5

NON-PARTICIPATING - 2-2-5 1+6

PLAT "C"

SAGE CREST

EXT. 3372 MAP 1 3895
NONE & NOTE UTAH CO. RECORDED BY PG. 3895 FEB. 2, 1:32 PM FEE 22.00
RECORDED FOR OREM CITY

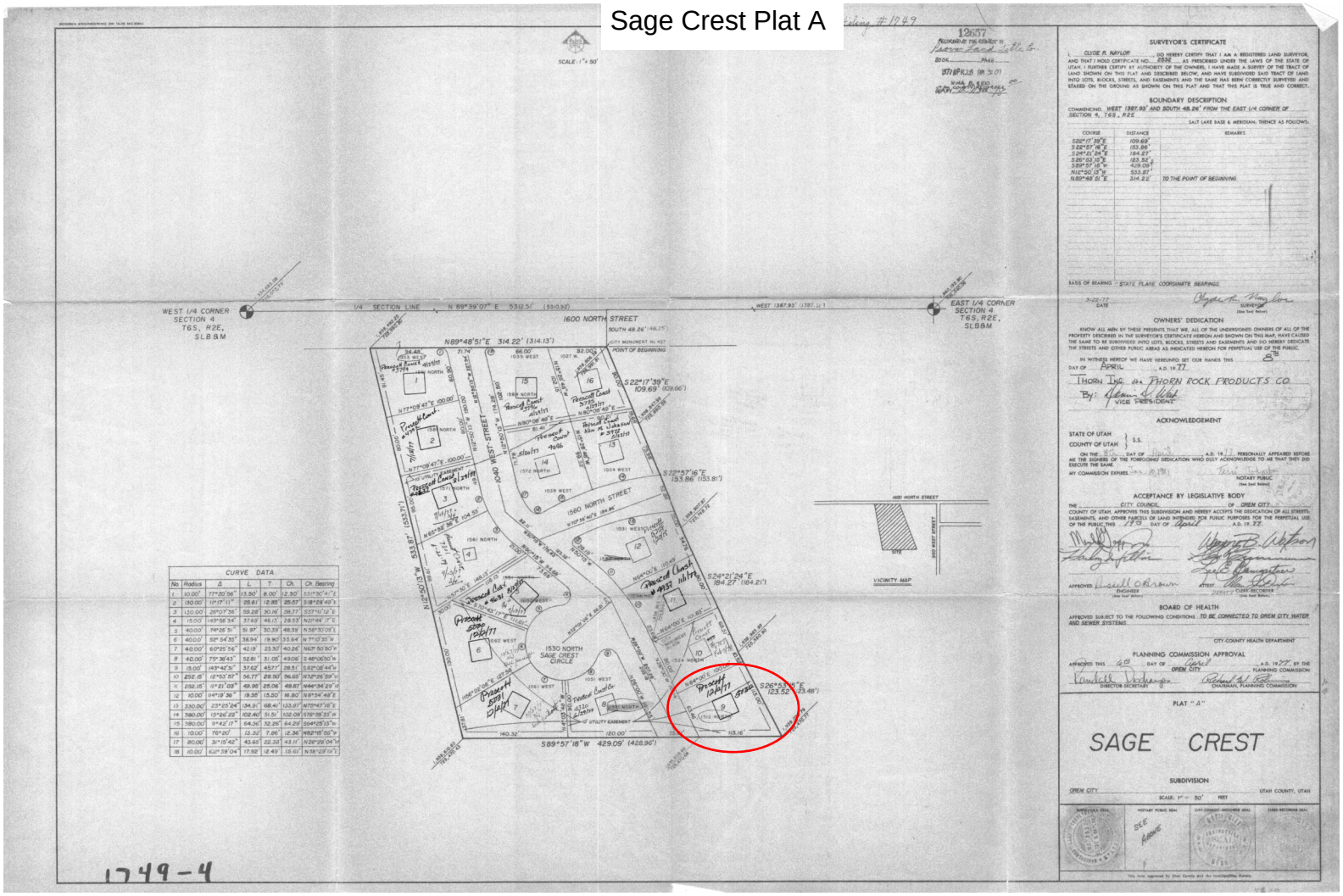
SUBDIVISION

OREM CITY, UTAH COUNTY, UTAH

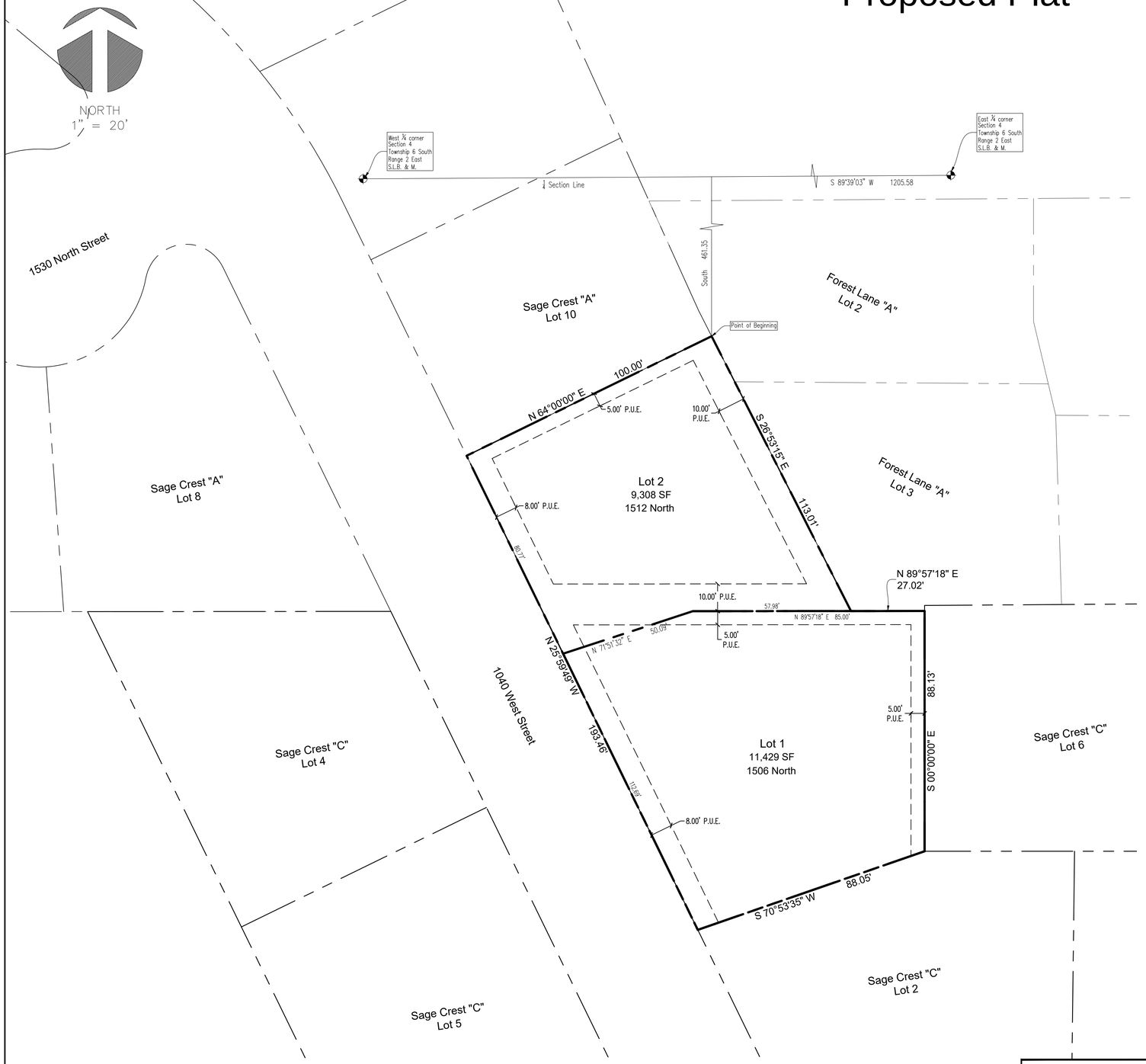
SCALE 1" = 30 FEET

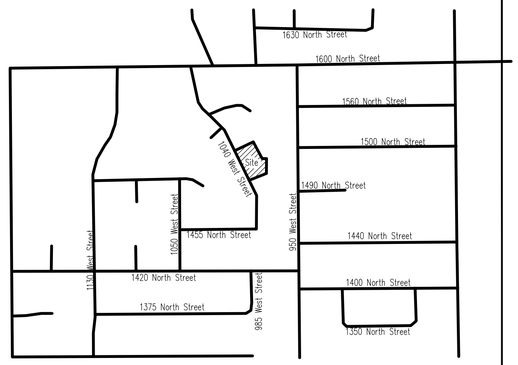
SURVEYOR'S SEAL | NOTARY PUBLIC SEAL | CITY COUNTY ENGINEER SEAL | CLERK RECORDER SEAL

Sage Crest Plat A



Proposed Plat





Vicinity Map

Note:

No driveway or drive access may be located thin twenty-five (25') of an existing fence which is greater than three feet (3') in height.

Surveyor's Certificate

I, ROGER D. DUDLEY, do hereby certify that I am a Professional Land Surveyor and that I hold a license, Certificate No. 147088, in accordance with the Professional Engineers and Land Surveyors Licensing Act found in Title 58, Chapter 22 of the Utah Code. I further certify that by 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, streets, and easements, have completed a survey of the property described on this plat in accordance with Utah Code Section 17-23-17, have verified all measurements, and have placed monuments as represented on the plat. I further certify that every existing right-of-way and easement grant of record for underground facilities, as defined in Utah Code Section 54-8a-2, and for other utility facilities, is accurately described on this plat, and that this plat is true and correct to the best of my knowledge.

Boundary Description

Commencing at a point located South 89°39'03" West along the Section line 1205.58 feet and South 461.35 feet from the East quarter corner of Section 4, Township 6 South, Range 2 East, Salt Lake Base and Meridian; thence South 26°53'15" East 113.01 feet; thence North 89°57'18" East 27.02 feet; thence South 88.13 feet; thence South 70°53'35" West 88.05 feet; thence North 25°59'49" West along 1040 West Street 193.46 feet; thence North 64°00'00" East 100.00 feet to the point of beginning.

AREA=20,737 sq. ft. or 0.476 acre

Basis of Bearing = South 89°39'03" West along the Section Line

Date

Surveyor
(See Seal Below)

Owner's Dedication

Know all men by these presents that we, all of the undersigned owners of all the property described in the Surveyor's Certificate hereon and shown on this map, have caused the same to be subdivided into Lots, Blocks, Streets, and Easements and do hereby dedicate the streets and other public areas as indicated hereon for perpetual use of the public.

In witness hereof we have hereunto set our hands this _____ day of _____, A.D. 20___.

by _____
Ronald W. Brown

by _____
Suzanna M. Brown

by _____
DeAdder Living Trust dated February 10, 2022
Alan Colton, Trustee

Acknowledgement

STATE OF UTAH }
COUNTY OF UTAH } S.S.

The foregoing instrument was acknowledged before me this_____day of_____, 20___, by _____, who represented that he is the _____ of the _____ and has the authority to execute this instrument.

My Commission Number _____

Signed (a Notary Public Commissioned in Utah)

My Commission Expires _____

Print name of Notary

Acceptance by the City of Orem

The City of Orem, County of Utah, approves this subdivision and hereby accepts the dedication of all Streets, Easements, and other parcels of land intended for public purposes for the perpetual use of the public. Signed this _____ day of _____, A.D. 20___.

Approved: _____ City Engineer

Attest: _____ City Recorder

Occupancy Restriction Notice

The City of Orem has an Ordinance which restricts the occupancy of buildings within this subdivision. Accordingly, it is unlawful to occupy any building located within this subdivision without first having obtained a Certificate of Occupancy issued by the City.

Planning Commission Approval

Approved this _____ day of _____ , 20___, by the Orem City Planning Commission.

_____ Director–Secretary

_____ Chairman, Planning Commission

_____ Resolution No.

County Recorder

Plat " E "

Sage Crest

Including a vacation of Lot 3, Sage Crest Subdivision, Plat "C" & Lot 9 Sage Crest Subdivision Plat "A"
Subdivision

Orem City, _____ Utah County, Utah

Scale: 1" = 20 Feet

Prepared by:

Dudley and Associates, Inc.
353 East 1200 South
Orem, Utah 84058
office 801-224-1252
fax 801-224-1264

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

Plat Vacation Notice

The City of Orem is satisfied that neither the public nor any person will be materially injured by the Vacation of Lot 3, Sage Crest Subdivision Plat "C" & Lot 9 Sage Crest Subdivision Plat "A". Lot 3, Sage Crest Subdivision Plat "C" & Lot 9 Sage Crest Subdivision Plat "A" is hereby vacated

Approved as to Form

_____
City Attorney Date

SURVEYOR'S SEAL

NOTARY PUBLIC SEAL

CITY–COUNTY ENGINEER SEAL

CLERK–RECORDER SEAL

Street View

For more information, contact Makayla Wagstaff at
(801) 229-7239 or mkwagstaff@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Dec 6, 2023
4:30 pm

*** IMPORTANT DEVELOPMENT NOTICE ***

PLAT AMENDMENT - Vacating Lot 3 of Sage Crest Subdivision, Plat C and Lot 9 of Sage Crest Subdivision, Plat A and approving the plat for Sage Crest, Plat E located at 1512 North 1040 West in the R8 zone.

The applicant is requesting to adjust the lot line between Lots 1 and 2. This project is located in the Aspen 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.

BLOCKER, DANNA IRENE & DAVID SEYMOUR
(ET AL)
5389 N WILLOWSIDE AVE
MERIDIAN, ID 83646

For more information, contact Makayla Wagstaff at
(801) 229-7239 or mkwagstaff@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Dec 6, 2023
4:30 pm

*** IMPORTANT DEVELOPMENT NOTICE ***

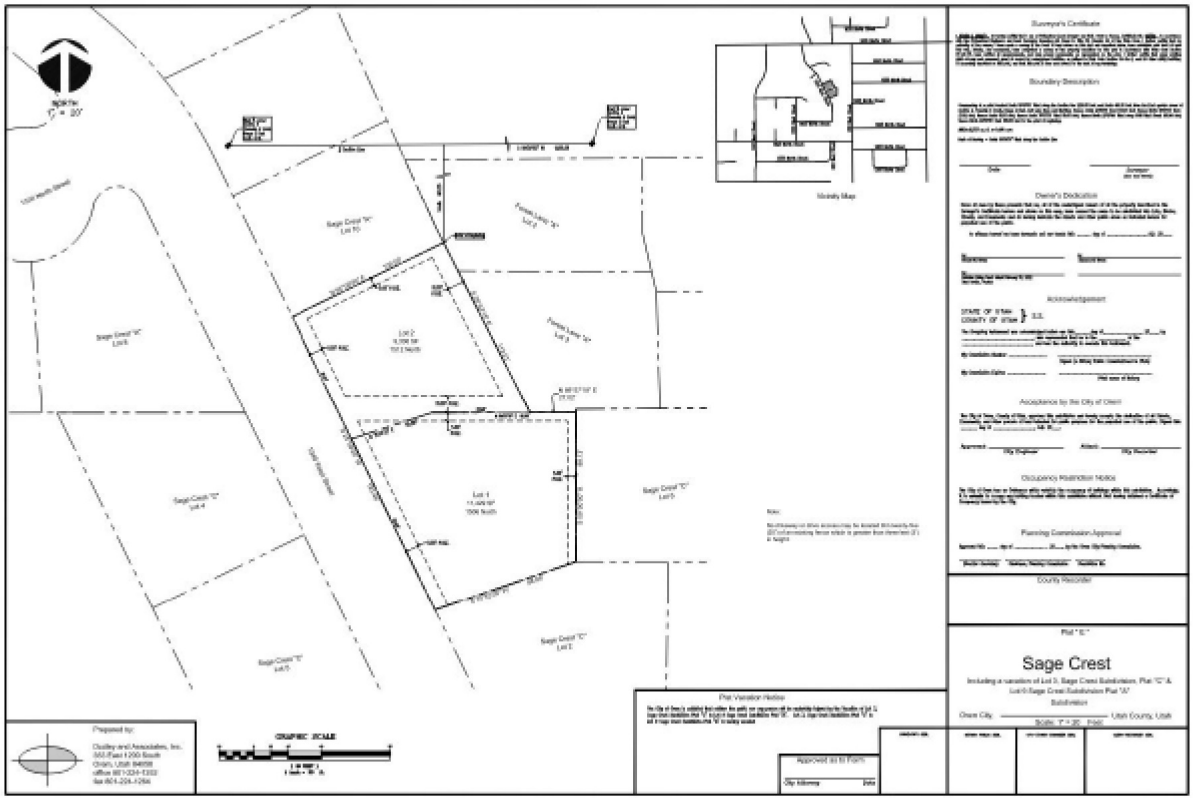
PLAT AMENDMENT - Vacating Lot 3 of Sage Crest Subdivision, Plat C and Lot 9 of Sage Crest Subdivision, Plat A and approving the plat for Sage Crest, Plat E located at 1512 North 1040 West in the R8 zone.

The applicant is requesting to adjust the lot line between Lots 1 and 2. This project is located in the Aspen neighborhood.

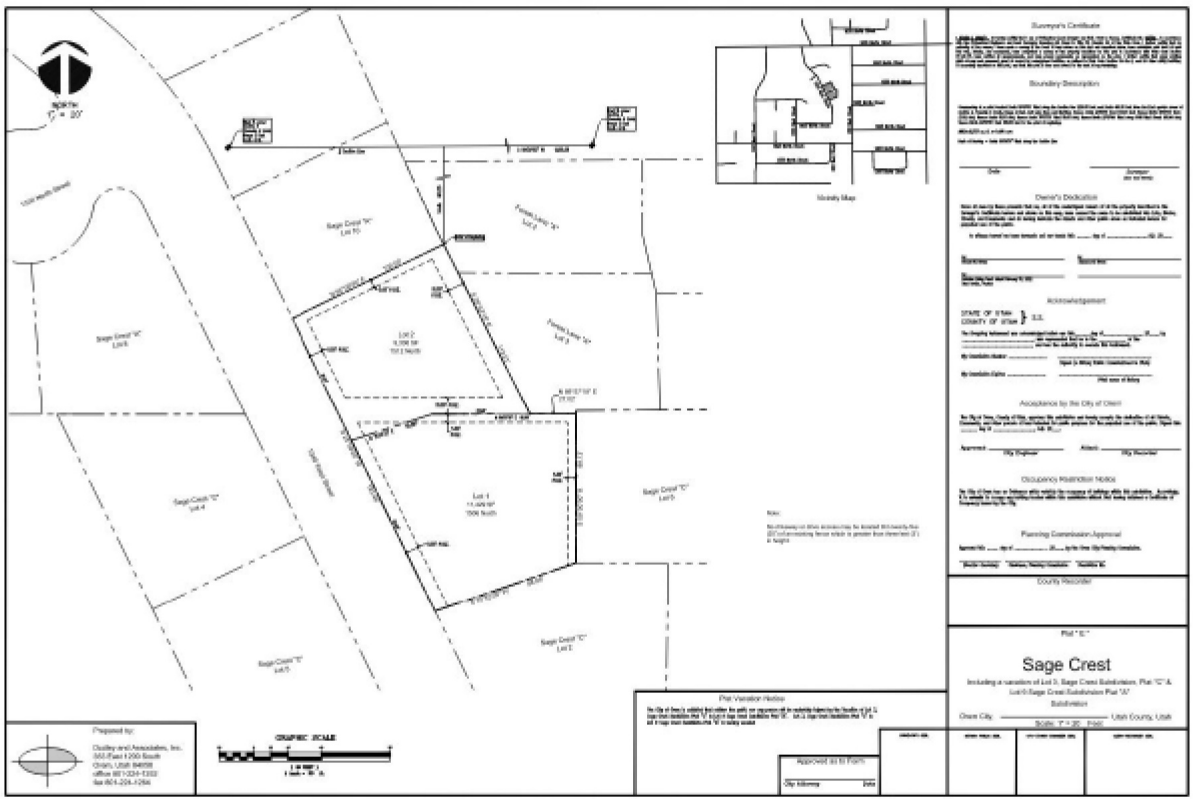
This is not a public hearing so not public comment will be received at the meeting. If you have questions or comments please contact staff prior to the meeting.

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

SIEBACH, MARLIN H & BRENDA JO
5524 W 10180 N
AMERICAN FORK, UT 84003



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



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

Administrative

Planning Commission

December 6, 2023

PLAT AMENDMENT – Amending 369 North Main Townhomes, Plat A and approving 369 North Main Townhomes, Plat A Amended located generally at 369 North Main Street in the R7.5 zone.

Item 3.3

Prepared By:
Cheryl Vargas

Applicant:
369 North Main HOA

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

SITE INFORMATION:

- General Plan Designation: **Medium Density Residential**
- Current Zone: **R7.5**
- Acreage: **.30**
- Neighborhood: **Sharon Park**

ACTION:

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

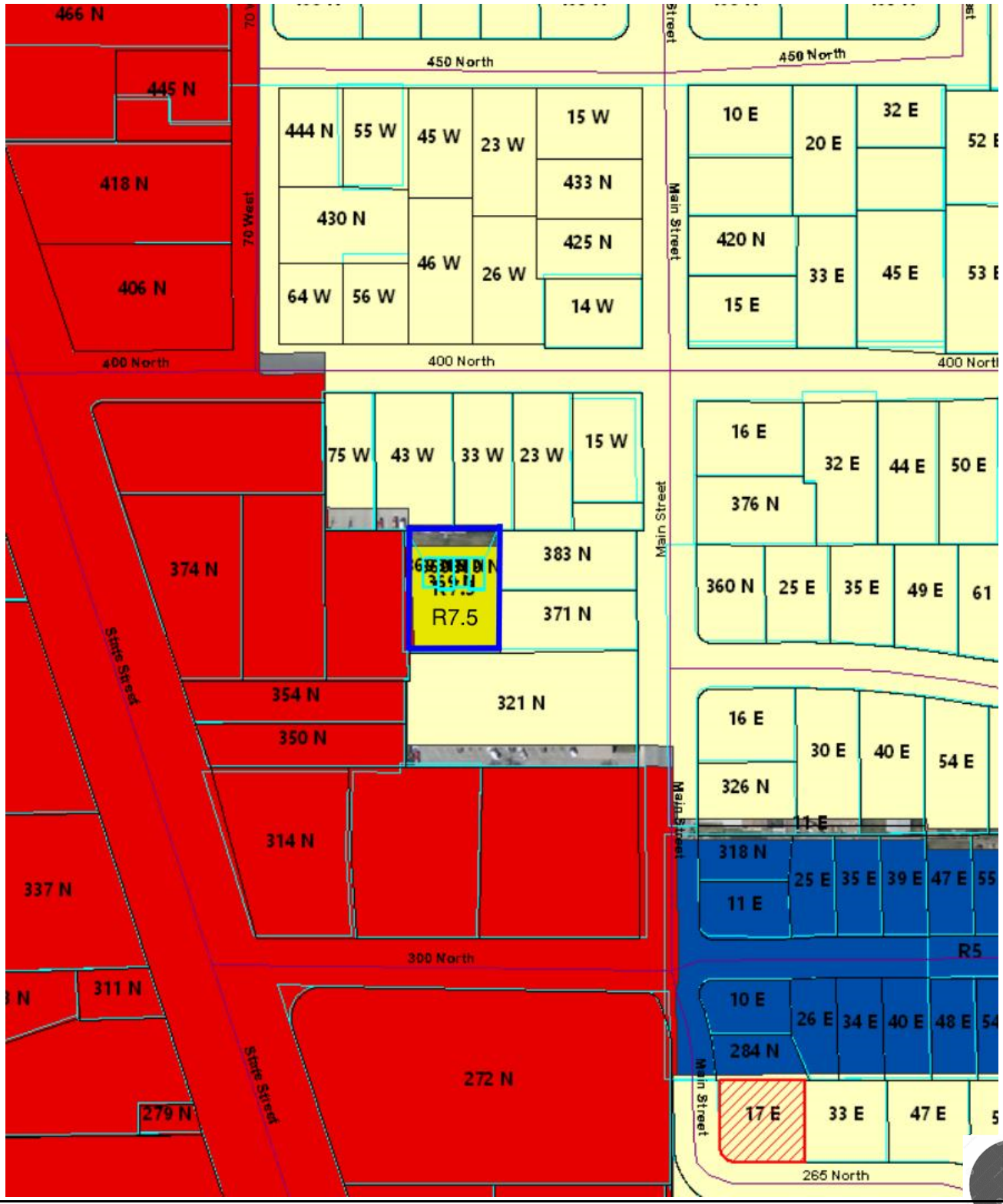
REQUEST: The applicant requests the Planning Commission amend 369 North Main Townhomes, Plat A and approve 369 North Main Townhomes, Plat A Amended located generally at 369 North Main Street in the R7.5 zone.

BACKGROUND: The property owners of the four condominiums would like to be able to fence their backyards. Per the current plat, that area is common area and they are not allowed to put up fences to block the common use of the property. This plat amendment will make the backyards a limited common use which will allow the residents to add fences if they choose to.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission amend 369 North Main Townhomes, Plat A and approve 369 North Main Townhomes, Plat A Amended located generally at 369 North Main Street in the R7.5 zone.

State Street
70 West
Main Street
400 North
430 N
425 N
420 N
406 N
46 W
26 W
33 E
64 W
56 W
14 W
15 E
75 W
43 W
33 W
23 W
15 W
16 E
32 E
374 N
383 N
376 N
360 N
25 E
371 N
354 N
321 N
350 N
30 E
326 N
11 E
314 N
318 N
337 N
300 North

369 North Main Townhomes



Legend

Plat Amendment
Zone: R7.5
Acres: .31

NEIGHBORHOOD
Sharon Park

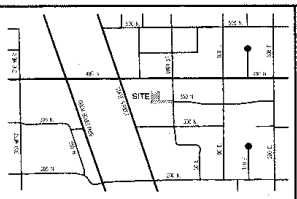
369 N Main Street
Parcels

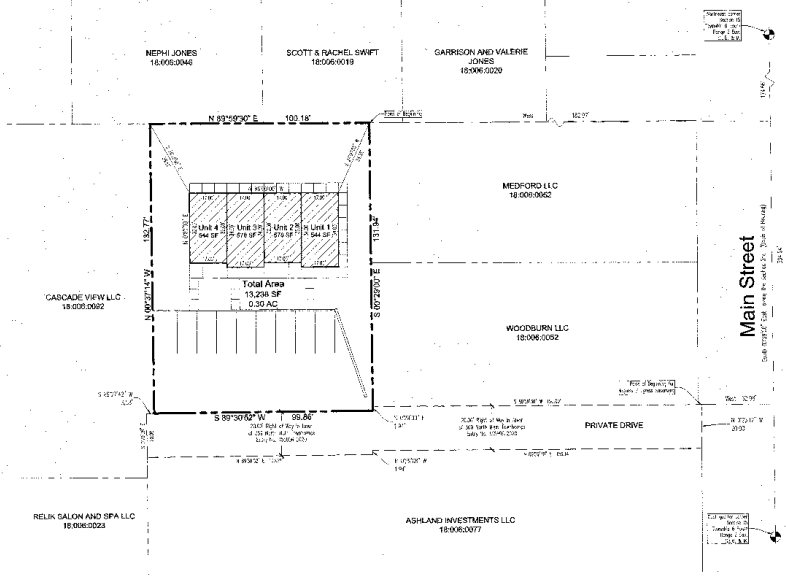
369 North Main Townhomes

Planned Unit Development

Located in the Northeast quarter of Section 15, Township 6 South,m Range 2 East, S.L.B. & M.

NORTH
1" = 20'





Address Block	
Unit 1	369 North Main Street, Unit 1
Unit 2	369 North Main Street, Unit 2
Unit 3	369 North Main Street, Unit 3
Unit 4	369 North Main Street, Unit 4

Surveyor's Certificate

I, Reg. # 334707, do hereby certify that I am a Professional Land Surveyor, Inc. Pub. Held Certificate No. 4709 as prescribed under the laws of the State of Utah. I further certify that at the request of the owner of the below described tract, I performed a survey of said tract. That the boundary description below correctly describes the said tract which will be hereinafter known as 369 North Main Townhomes, a Planned Unit Development, that I have caused said tract to be subdivided into the lots and streets shown on this plat and that this plat is a true and correct representation of said survey and subdivision. This survey was performed on the ground on 5/4/2021.

Date 5/4/2021

Professional Land Surveyor (see seal below)

Boundary Description

Commencing at the East Quarter Corner of Section 15, T6S, R2E, SLB&M; thence South 89°59'50" West 1320.00 feet along the Section line; thence North 0°00'10" West 1320.00 feet; thence South 89°59'50" West 1320.00 feet; thence North 0°00'10" West 152.77 feet; thence North 89°59'50" East 100.18 feet to the point of beginning.

Area = 15,256 sq ft = 0.35 ac

TOGETHER WITH AND SUBJECT TO A 33.0 FOOT WIDE ACCESS EASEMENT IN FAVOR OF THE SCHOOL AND TRANSCRIPT AS FOLLOWS:

Commencing at a point located South 0°00'10" East along the Section line 304.54 feet and East 1320.00 feet from the Northwest corner of Section 15, Township 6 South, Range 2 East, Salt Lake Base and Meridian; thence South 89°59'50" East along said Section line 33.00 feet; thence South 00°00'10" West 152.77 feet; thence North 89°59'50" West 33.00 feet; thence North 00°00'10" East 152.77 feet to the point of beginning.

Owner's Certificate and Consent to Record

The undersigned Owners of the tract of land described hereon to 369 North Main Townhomes, Planned Unit Development (hereafter the "Development") have caused a survey to be made and this Plat, consisting of one sheet, to be prepared, duly hereby dedicate the streets and other public areas shown on this Plat for the perpetual use of the public and hereby consent to the recordation of this Plat this 6 day of August, 2021.

by: Albert L. Payne

by: Sheri L. Payne

Acknowledgement

STATE OF UTAH } S.S.
COUNTY OF UTAH }

On the 6 day of August, 2021, before me Roger D. Dudley a Notary Public, personally appeared Albert L. Payne and Sheri L. Payne, proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to this instrument, and acknowledged that they executed the same.

My Commission Number is 718949

Notary Public for Utah (Signature & Printed Name)

My Commission Expires 03/01/2024

Roger D. Dudley
Print name of Notary

Utility Dedication

The above signed owner(s) of the Plat of land which is shown on the Plat of 369 North Main Townhomes, Planned Unit Development, consent to the preparation and recordation of this Plat, and does hereby offer to convey to Public Utility Agency(s) and their successors and assigns a permanent, exclusive and right of way as shown on the Plat and marked "Utility Easement(s)", and "Private Streets" and "Common Area" on the within Plat for the construction, use and maintenance of public utilities and appurtenances, together with the right of access thereto. It is also hereby understood that all Utility Plans have been reviewed, unless such other to the satisfaction of necessary officials to serve adjacent areas.

Reservation of Common Areas

The undersigned owner(s) of the Plat of land which is shown on the Plat of 369 North Main Townhomes, Planned Unit Development, do hereby designate certain areas of said as "Private Streets" and "Common Areas", intended for the use of the owners in 369 North Main Townhomes, Planned Unit Development, for purposes of ingress, egress, recreational, and other related activities. The Association shall not be entitled hereby for the use by the general public, but are reserved for the exclusive use and enjoyment of the owners in 369 North Main Townhomes, Planned Unit Development, as more fully described in the Declaration of Protective Covenants, Covenants, Conditions and Restrictions, applicable to 369 North Main Townhomes, Planned Unit Development. Said Declaration is hereby incorporated and made part of this official plat and all persons attorney upon the Plat that this Plat is recorded in the official records of Utah County, Utah. All the official acts and documents affecting upon the Plat that this plat is approved in the official records of Utah County, Utah.

Planning Commission Approval

Approved this 7th day of July, 2021, by the Orem City Planning Commission.

Chairperson-Secretary — Planning Commission — Date

County Recorder

Entry No. _____ Fee Paid _____
Filed for Record and Recorded _____ At _____ In Book _____ Page _____
County Recorder

Approved as to Form

City Attorney — Date

Occupancy Restriction Notice

No Occupancy Restriction Notice

Acceptance by the City of Orem

The City of Orem, County of Utah, approves this subdivision and hereby accepts the dedication of all Streets, Easements and other parcels of land intended for public purposes for the purposes and uses stated hereon this 10th day of August, 2021.

Approved: _____ City Engineer — Approved: _____ City Attorney

Plat " A "

369 North Main Townhomes

Planned Unit Development

Located in the Northeast quarter of Section 15, Township 6 South,m Range 2 East, S.L.B. & M.

Orem City, Utah County, Utah

Scale: 1" = 20 Feet

BOUNDARY SEAL | SURVEY SEAL | NOTARY SEAL | CITY SEAL

Prepared by:

Dudley and Associates, Inc.
353 East 1200 South
Orem, Utah 84058
office 801-224-1252
fax 801-224-1264

GRAPHIC SCALE

1 inch = 20 ft.

Notes

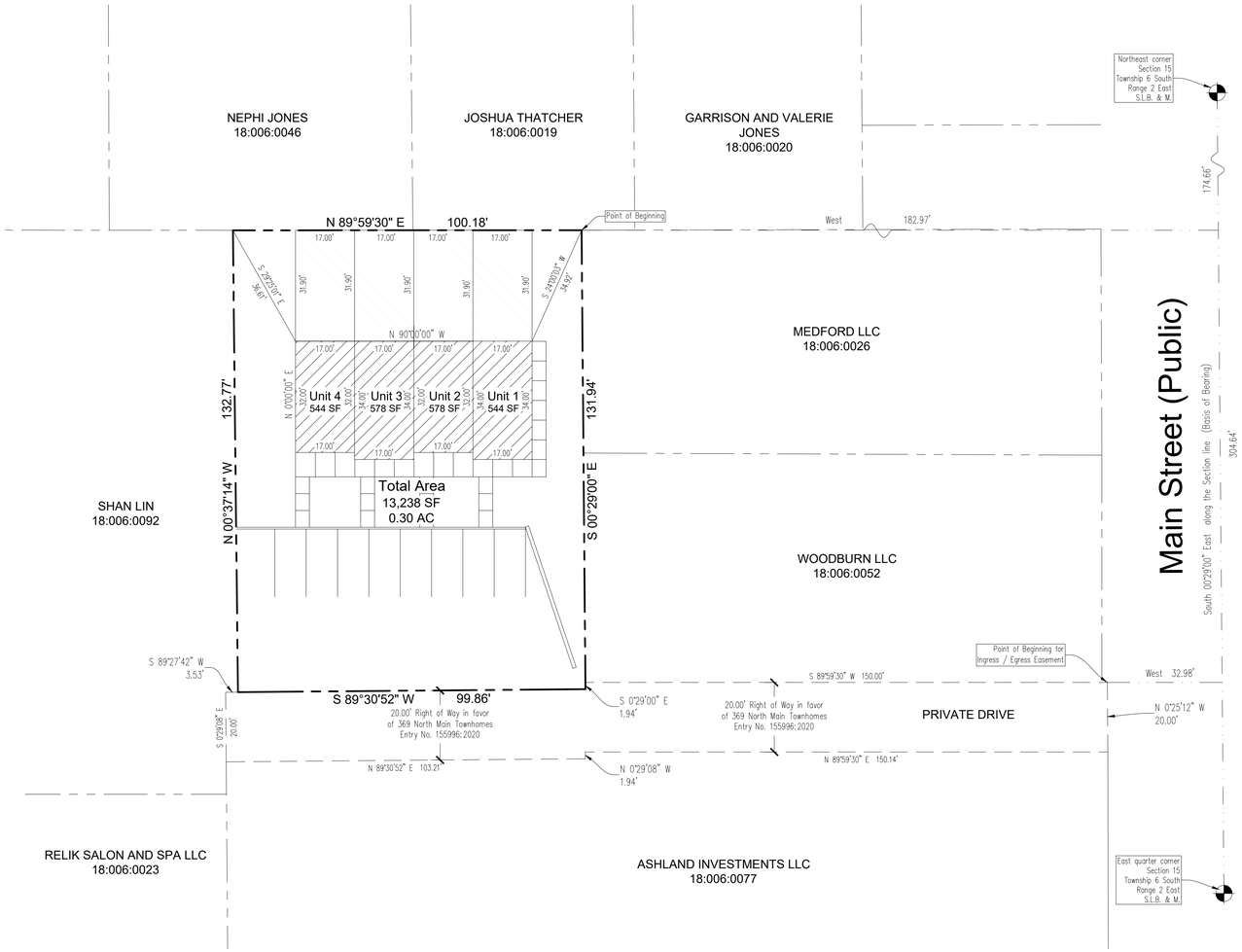
1. This Planned Unit Development contains private streets as shown. Private Streets are not owned, maintained or repaired by the City of Orem.
2. All common and private use areas shown on this plat are subject to a Public Utilities, Driveway and Inspection Agreement for installation and maintenance of improvements and such subsection to provide for easement to repair systems, excavating, etc. where required to work or operate the public utilities.
3. All water improvements are plans not maintained by the City of Orem, up to and including the meters. They are owned by the buildings and private and shall be maintained by the association.
4. The Association shall be responsible for repairing, restoring, or replacing private streets, landscaping, or other private improvements contained within the association.
5. In addition to the general and special assessments by the maintenance of insurance acceptable insurance contained within the association, an installation of all snow and ice removal equipment necessary from time to time to repair, restore or replace private streets, landscaping or other private improvements contained within this subdivision.
6. In recording this plat, easements are hereby granted within the private areas within the plat and the city, for installation of all utility for installation, repair, replacement, and repair of all utilities including natural gas, cable TV, telephone, water, power, and for storm and drainage improvements.
7. The City of Orem, is not responsible for installing, maintaining or repairing any utilities within this Plat. All utilities in this plat are private and the responsibility of the HOA.

Sec. 15-6S-2E
Tax 040

Plat " A " Amended
369 North Main Townhomes
Planned Unit Development
Located in the Northeast quarter of Section 15,
Township 6 South,m Range 2 East, S.L.B. & M.

NORTH
1" = 20'

VICINITY MAP



Address Block	
Unit 1	369 North Main Street, Unit 1
Unit 2	369 North Main Street, Unit 2
Unit 3	369 North Main Street, Unit 3
Unit 4	369 North Main Street, Unit 4

Private Area

Common Area

Limited Common Area

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

Notes

1. This Planned Unit Development contains a private drive as shown. Private Drives are not owned, maintained, or repaired by the City of Orem.
2. All common and private drive areas shown on this plat are subject to a Public Utilities, Drainage, and irrigation agreement for installation and maintenance of improvements and such association to assess the members to repair streets, landscaping, etc. where needed to repair or replace the public utilities.
3. All water improvements are public and maintained by the City of Orem up to and including the meters. Any Fire lines to the buildings are private and shall be maintained by the association.
4. The Association shall be responsible for repairing, restoring, or replacing private streets, landscaping, or other private improvements contained within this subdivision.
5. In additional to the annual and special assessments for the maintenance of common non-public improvements contained within the subdivision, the association shall levy such assessments as may be necessary from time to time to repair, restore, or replace private streets, landscaping, or other private improvements contained within this subdivision.
6. In recording this plat, easements are hereby granted within all common areas within the plat and the up to the building of all units for installation, access, maintenance, and repair of all utilities including natural gas, cable TV, telephone, water, power, and for sewer and drainage improvements.
7. The City of Orem is not responsible for installing, maintaining or repairing any utilities within this Plat. All utilities in this plat are private and the responsibility of the HOA.
8. The Limited Common Area is subject to all Public Utility Easement rights as dedicated on the original recorded plat. Entry No. 148724:2021 as Map No. 17876.

Prepared by:

Dudley and Associates, Inc.
353 East 1200 South
Orem, Utah 84058
office 801-224-1252
fax 801-224-1264

Surveyor's Certificate

I, Roger D. Dudley, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 147089 as prescribed under the laws of the State of Utah. I further certify that at the request of the owner of the below-described land, I preformed a Survey of said land: that the boundary description below correctly describes the land surface upon which will be constructed PLAT "A" AMENDED 369 North Main Townhomes, A Planned Unit Development Project. I further certify that the reference markers shown on said map are located as shown and are sufficient to readily retrace or re-establish this survey.

Date _____ _____
(Professional Land Surveyor (see seal below)

Boundary Description

Commencing at a point located South 00°29'00" East along the Section line 174.66 feet and West 182.97 feet from the Northeast corner of Section 15, Township 6 South, Range 2 East, Salt Lake Base and Meridian: thence South 00°29'00" East 131.94 feet; thence South 89°30'52" West 99.86 feet; thence North 00°37'14" West 132.77 feet; thence North 89°59'30" East 100.18 feet to the point of beginning.

Area = 13,238 sq.ft. or 0.30 Ac

TOGETHER WITH AND SUBJECT TO A 20.00 FOOT WIDE INGRESS AND EGRESS EASEMENT IN FAVOR OF THE PLAT "A" AMENDED 369 NORTH MAIN TOWNHOMES AS FOLLOWS:

Commencing at a point located South 00°29'00" East along the Section line 304.64 feet and West 32.98 feet from the Northeast corner of Section 15, Township 6 South, Range 2 East, Salt Lake Base and Meridian: thence South 00°25'12" East along Main Street 20.00 feet; thence South 89°59'30" West 150.14 feet; thence South 00°29'08" East 1.94 feet; thence South 89°30'52" West 103.21 feet; thence North 00°29'08" West 20.00 feet; thence North 89°27'42" East 3.53 feet; thence North 89°30'52" East 99.86 feet; thence North 00°29'00" West 1.94 feet; thence North 89°59'30" East 150.00 feet to the point of beginning.

Owner's Certificate and Consent to Record

The undersigned Owners of the tract of land described hereon as PLAT "A" AMENDED 369 North Main Townhomes, Planned Unit Development located on said tract of land have caused a survey to be made and this Plat consisting of one sheet to be prepared, does hereby dedicate the streets and other public areas as indicated hereon for the perpetual use of the and does hereby consent to the recordation of this Plat this _____ day of _____, A.D. 20____.

by: Albert L. Payne _____ by: Shari L. Payne _____

Acknowledgement

STATE OF UTAH } S.S.
COUNTY OF UTAH }

On this _____ day of _____, in the year 20____, before me, _____, a Notary Public, personally appeared _____, proved on the basis of satisfactory evidence to be the person(s), whose name(s)(is/are) subscribed to this instrument, and acknowledged that (he/she/they) executed the same.

My Commission Number _____ _____
Signed (a Notary Public Commissioned in Utah)

My Commission Expires _____ _____
Print name of Notary

Utility Dedication

The above signed owner(s) of the Parcel of land which is shown upon the Plat of Plat "A" Amended 369 North Main Townhomes, Planned Unit Development, consent to the preparation and recordation of this Plat and does hereby offer and convey to all Public Utility Agency's and their successors and assigns a permanent easement and right of way as shown by the areas marked "Utility Easement", and "Private Streets", and "Common Area" on the within Plat for the construction and maintenance of public utilities and appurtenances, together with the right of access thereto. It is also hereby understood that all Units have a cross easement through each other for the placement of necessary utilities to serve adjacent units.

Reservation of Common Areas

_____, in recording this Plat of Plat "A" Amended 369 North Main Townhomes, Planned Unit Development, has designated certain areas of land as "Private Streets", and "Common Areas", intended for the use by the owners in Plat "A" Amended 369 North Main Townhomes, Planned Unit Development, for ingress, egress, recreation, and other related activities. The designated areas are not dedicated hereby for the use by the general public but are reserved for the common use and enjoyment of the owners in Plat "A" Amended 369 North Main Townhomes, Planned Unit Development, as more fully provided in the Declaration of Protective Easements, Covenants, Conditions and Restriction, applicable to Plat "A" Amended 369 North Main Townhomes, Planned Unit Development. Said Declaration is hereby incorporated and made part of this official plat and becomes effective upon the date that this Plat is recorded in the official records of Utah County, Utah. of this official plat and becomes effective upon the date that this plat is recorded in the official records of Utah County, Utah.

Planning Commission Approval

Approved this _____ day of _____ , 20____, by the Orem City Planning Commission.

_____ _____ _____
Director-Secretary Chairman, Planning Commission Resolution No.

County Recorder

Approved as to Form

_____
City Attorney Date

Occupancy Restriction Notice

The City of Orem has an Ordinance which restricts the occupancy of buildings within this subdivision. Accordingly, it is unlawful to occupy any building located within this subdivision without first having obtained a Certificate of Occupancy issued by the City.

Acceptance by the City of Orem

The City of Orem, County of Utah, approves this subdivision and hereby accepts the dedication of all Streets, Easements, and other parcels of land intended for public purposes for the perpetual use of the public. Signed this _____ day of _____, A.D. 20___.

Approved: _____ Attest: _____
City Engineer City Recorder

Plat " A "
Amended

369 North Main Townhomes
Planned Unit Development
Located in the Northeast quarter of Section 15,
Township 6 South, Range 2 East, S.L.B. & M.

Orem City, _____ Utah County, Utah
Scale: 1" = 20 Feet

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	CLERK-RECORDER SEAL

Street View
Google

Administrative

Planning Commission

December 6, 2023

SITE PLAN - Approval of the site plan for 800 N State located generally at 881 North State Street in the C2 zone.

Item 3.4

Prepared By:
Cheryl Vargas

Applicant:
Jeremy Weber, Evergreen Devco, 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 131 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation: **Regional Commercial**
- Current Zone: **C2**
- Acreage: **7.10**
- Neighborhood: **Timpview**

ACTION:

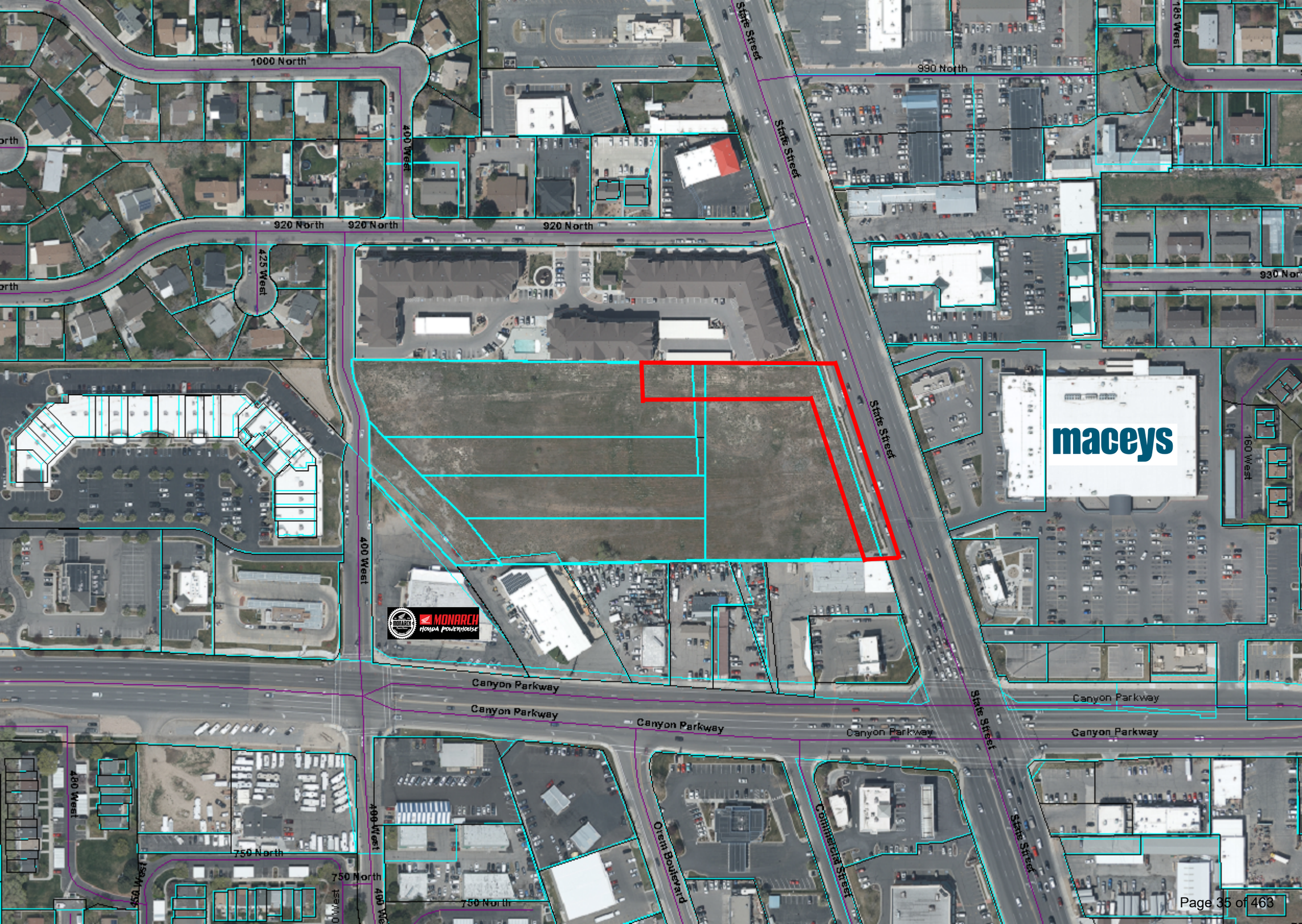
The Planning Commission is the final approving body for this item.

REQUEST: The applicant requests the Planning Commission approve the site plan for 800 N State located generally at 881 North State Street in the C2 zone.

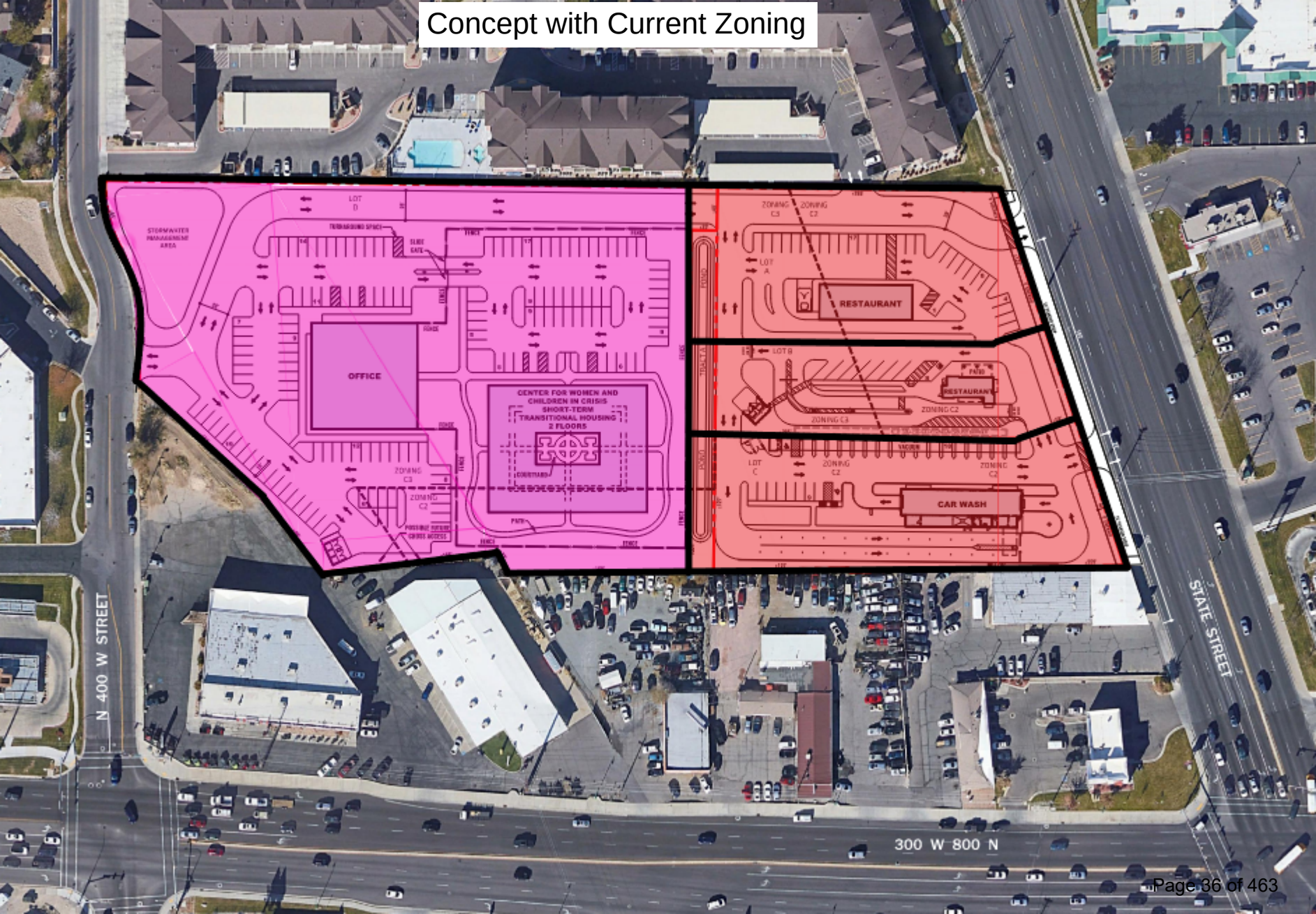
BACKGROUND: This project north of 800 North on State Street entails the commercial development of approximately 7.10 acres of vacant land. The proposed uses include an office and transitional treatment home for the Center for Women and Children in Crisis on the western portion of the property along 400 West and a quick service restaurant, drive-thru coffee shop and automated car wash on the eastern portion of the property along State Street.

The applicant is installing specific infrastructure improvements for their users including a new landscape planter, sidewalk, and drive-ways along State Street, some paved drives, utility stubs and a storm water system for the State Street lots. The purpose of this site plan is to obtain approval for these limited improvements to the City. A separate site plan application will be submitted for each lot which will include all required plans for the full development of each lot.

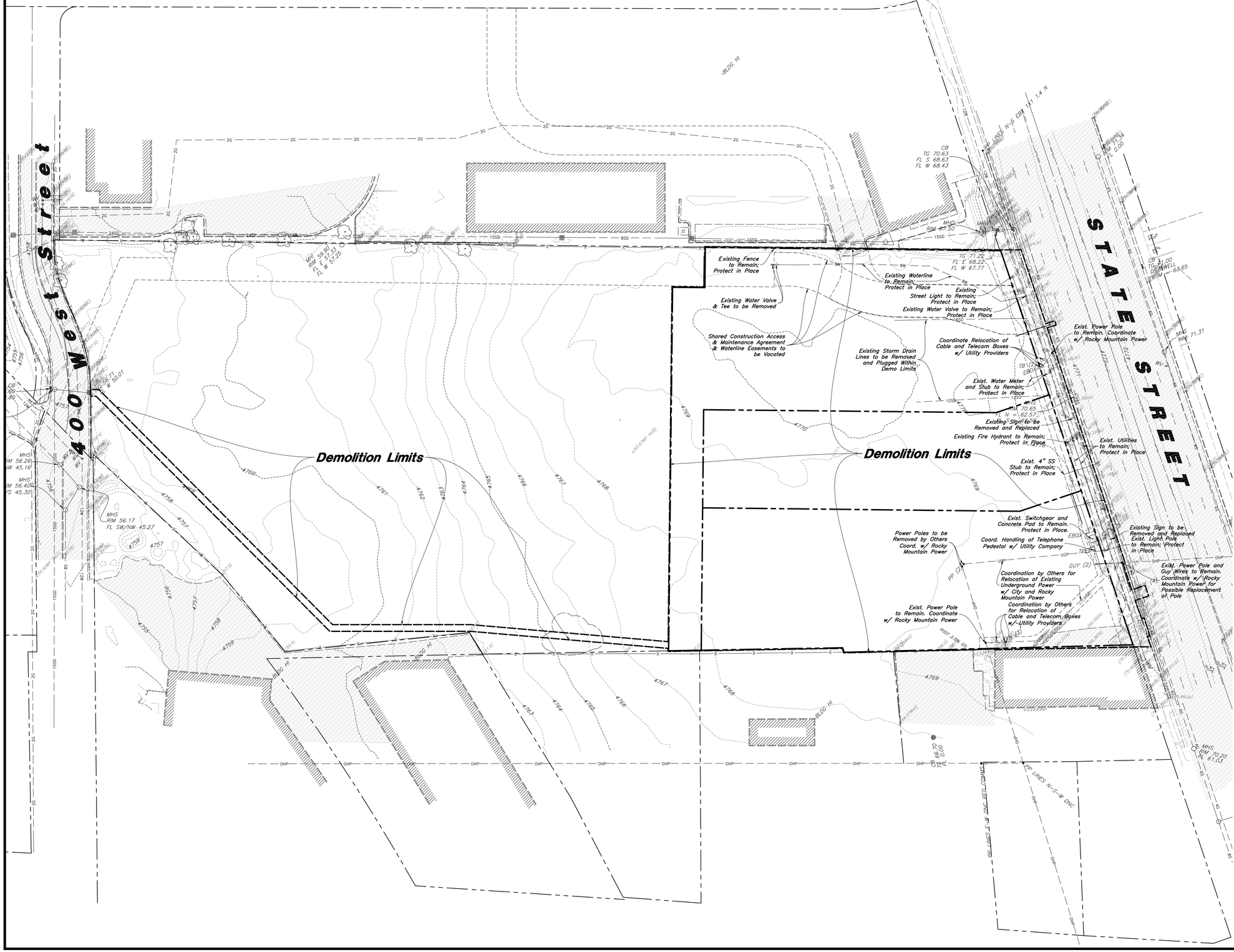
RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the site plan for 800 N State located generally at 881 North State Street in the C2 zone.


1000 North
990 North
920 North
920 North
920 North
400 West
425 West
State Street
State Street
State Street
State Street
State Street
185 West
930 North
160 West
maceys
MONARCH
HONDA POWERHOUSE
Canyon Parkway
Canyon Parkway
Canyon Parkway
Canyon Parkway
Canyon Parkway
Canyon Parkway
480 West
450 West
400 West
400 West
750 North
750 North
750 North
Orem Boulevard
Commercial Street

Concept with Current Zoning



Demolition Plan



General Demolition Notes:

1. Demolition and site clearing for this contract are to include all areas shown within demolition limits or by note.
2. Refer to site improvement plans for more details on limits of removal.
3. All curbs, gutters, walks, slabs, walls, fences, flatwork, asphalt, waterlines and meters, gas lines, sewer lines, light poles, buried cables, storm drain piping and structures within the demolition limits to be cleared from site unless otherwise shown.
4. All utilities, sewer, water, gas, telephone and electrical services to be disconnected and capped according to city, county and utility company requirements, unless otherwise shown.
5. Excavated areas to be backfilled with clean granular material compacted to 95% of maximum lab density as determined by ASTM D 1557-78. (Test results to be given to owner) Excavated areas should be backfilled per the geotechnical report prepared for the project.
6. Clear and grub trees, shrubs, and vegetation within demolition limits, disposal to be off-site except where noted otherwise.
7. DO NOT interrupt any services or disrupt the operation of any businesses shown outside the demolition limits.
8. Remove debris, rubbish, and other materials resulting from the demolition and site clearing operations from the site and dispose of in a legal manner.
9. 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 upon as being exact or complete. Contractor shall contact authorities having jurisdiction for field locations. Contractor shall be responsible for protection of in place and relocated utilities during construction.
10. Stockpiles shall be graded to maintain slopes not greater than 3 horizontal to 1 vertical. Provide erosion control as needed to prevent sediment transport to adjacent drainage ways.
11. Contractor shall be responsible for disposal of all waste material. Disposal shall be at an approved site for such material. Burning onsite is not permitted.
12. Contractor shall verify with city any street removal, curb cuts, and any restoration required for utility line removal.
13. Install traffic warning devices as needed in accordance with local standards.
14. Contractor shall obtain all permits necessary for demolition from City, County, State or Federal Agencies as required.
15. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.
16. Limits of demolition/disturbed areas shown on the plans may not be an exact depiction. It is the contractor's responsibility to determine the means and methods of how the work will be completed. The contractor shall determine the area of construction impact. The contractor is responsible to restore all impacted areas and all restoration shall be part of the contract bid.
17. Contractor shall shore and protect neighboring properties per OSHA stds. during excavation activities when necessary. All excavation shall remain on and within the bounds of the subject property. Unless specifically noted on the plans and approval from the adjoining neighbor has been obtained prior to any excavation beyond the subject property limits.

CAUTION :

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.

Know what's below. Call 811 before you dig.
BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC.
www.bluestakes.org
1-800-662-4111

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: DW
Client Name:
Evergreen
22-176-dm

2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWAengineering.net

Demolition Plan

Evergreen - Orem

845 North State Street
Orem, Utah

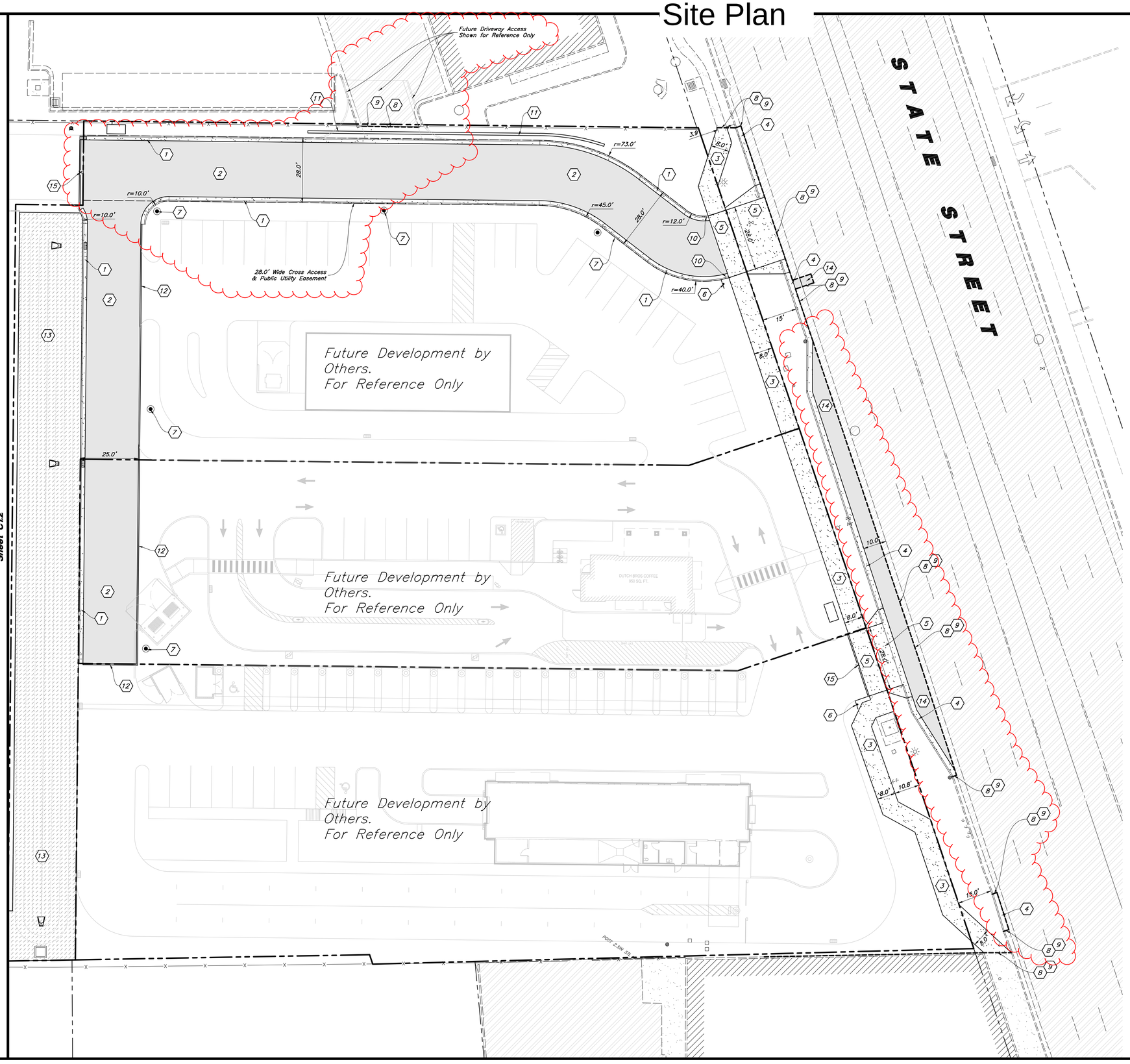
LICENSED PROFESSIONAL ENGINEER
NO. 7776449-2202
ERIC L. MALMBERG
4/17/2023
STATE OF UTAH

09 June, 2023

SHEET NO.
C0.1

W:\22-176 Evergreen 800 N, Orem\dwgs\22-176-dm.dwg, 11/17/2023 11:25:11 AM, 1:1, DJW

Site Plan



Scale: 1" = 20'

20' 0 20' 40'

Hatch Legend

- Standard Asphalt Paving
- Existing Asphalt Paving
- Standard Concrete Paving
- Existing Concrete Paving
- Decorative Landscape Stone

Site Construction Notes

1. Const. 24" Curb & Gutter (1 / C4.1)
2. Const. Asphalt Paving (2 / C4.1)
3. Const. Conc. Sidewalk per UDOT Std. Dwg. No. GW 3B (14 / C4.3)
4. Const. 30" Curb & Gutter, Type B1, per UDOT Std. Dwg. No. GW 2A (13 / C4.3)
5. Const. Drive Approach per UDOT Std. Dwg. No. GW 3A (14 / C4.3)
6. Const. Stop Sign per MUTCD R1-1
7. Light Pole (See Electrical Plans)
8. Sawcut; Provide Smooth Clean Edge
9. Conn. & Match Existing Improvements
10. Const. Curb Transition (6 / C4.1)
11. Const. Modular Block Retaining Wall. Contractor to Provide Design of Wall for Civil Engineer to Review
12. Const. Temporary Asphalt Curb (23 / C4.4)
13. Retention Pond – See Sheet L1.1 for Landscape Treatment (20 / C4.1)
14. Const. Asphalt Paving per UDOT Specifications (2b / C4.1)
15. Const. Split Rail Fencing for Temporary Barricade

General Site Notes:

1. All dimensions are to back of curb unless otherwise noted.
2. Fire lane markings and signs to be installed as directed by the Fire Marshal.
3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
4. Const. curb transition at all points where curb abuts sidewalk, see detail.
5. Contractor shall place asphalt paving in the direction of vehicle travel where possible.
6. Limits of demolition/disturbed areas shown on the plans may not be an exact depiction. It is the contractor's responsibility to determine the means and methods of how the work will be completed. The contractor shall determine the area of construction impact. The contractor is responsible to restore all impacted areas and all restoration shall be part of the contract bid.
7. 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.

Construction Survey Note:

The Construction Survey Layout for this project will be provided by Anderson Wahlen & Associates. The Layout Proposal and Professional Services Agreement will be provided to the General Contractor(s) for inclusion in base bids. The Survey Layout proposal has been broken out into Building Costs and Site Costs for use in the Site Work Bid Form.

Survey Control Note:

The contractor or surveyor shall be responsible for following the National Society of Professional Surveyors (NSPS) model standards for any surveying or construction layout to be completed using Anderson Wahlen and Associates ALTA Surveys or Anderson Wahlen and Associates construction improvement plans. Prior to proceeding with construction staking, the surveyor shall be responsible for verifying horizontal control from the survey monuments and for verifying any additional control points shown on an ALTA survey, improvement plan, or on electronic data provided by Anderson Wahlen and Associates. The surveyor shall also use the benchmarks as shown on the plan, and verify them against no less than three existing hard improvement elevations included on these plans or on electronic data provided by Anderson Wahlen and Associates. If any discrepancies are encountered, the surveyor shall immediately notify the engineer and resolve the discrepancies before proceeding with any construction staking.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property: that this requirement shall apply continuously and not be limited to normal working hours; and that the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from the sole negligence of the owner or the engineer.

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: DW
Client Name: Evergreen
22-176-sp

ANNA
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWAengineering.net

Site Plan

Evergreen - Orem
845 North State Street
Orem, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7718441-2202
ERIC L. MALMBERG
11/17/2023
STATE OF UTAH

09 June, 2023

SHEET NO.
C1.1

UDOT Site Plan

UDOT NOTES

1. UDOT reserves the right, at its option, to install a raised median island or restrict the access to a right-in right-out at any time.

2. Work on the UDOT right-of-way is seasonally restricted from October 15 to April 15.

3. ROW Work: Work is not allowed on the right-of-way during the AM/PM peak traffic hours (6:00- 9:00 AM and 3:30 - 6:00 PM). Additional work restrictions or modifications may be imposed at the time of the encroachment permit.

4. Replace all pavement markings in kind (tape with tape and paint with paint). Install all paint lines with permanent paint application per UDOT specification 02765. Paint must have at least 6 months of life as determined by UDOT's Permits Officer.

5. All new pavement words, arrows and symbols marking within the right-of-way shall be pre-formed thermos plastic. All letters, arrows, and symbols shall conform with "Stand Alphabet for Highway Signs and Pavement Markings" adopted by the Federal Highway Administration.

6. All signs installed on the UDOT right-of-way must be high intensity grade (Type IX sheeting) with a B3 slip base. Install all signs per UDOT SN series Standard Drawings.

7. Before commencing work on the State Highway, the general contractor is required to obtain an encroachment permit from the applicable Region's Permit Office before working within the State right-of-way.

8. No road cuts allowed on this job.

9. For all utility taps (road cuts), use flowable fill per UDOT's current mix design (50-150 psi) UDOT spec. 03575.

10. All utilities within the paved surface must be bored.

11. For excavations outside of the roadway, backfill with UDOT approved granular borrow and road base. Compaction per UDOT spec. 2056 and 2721.

12. Owner, developer, and/or the contractor is required to hire an independent company for all testing within the UDOT right-of-way.

13. Owner, developer, and the contractor are responsible for any damage to the UDOT right-of-way that may be directly or indirectly caused by the development activity.

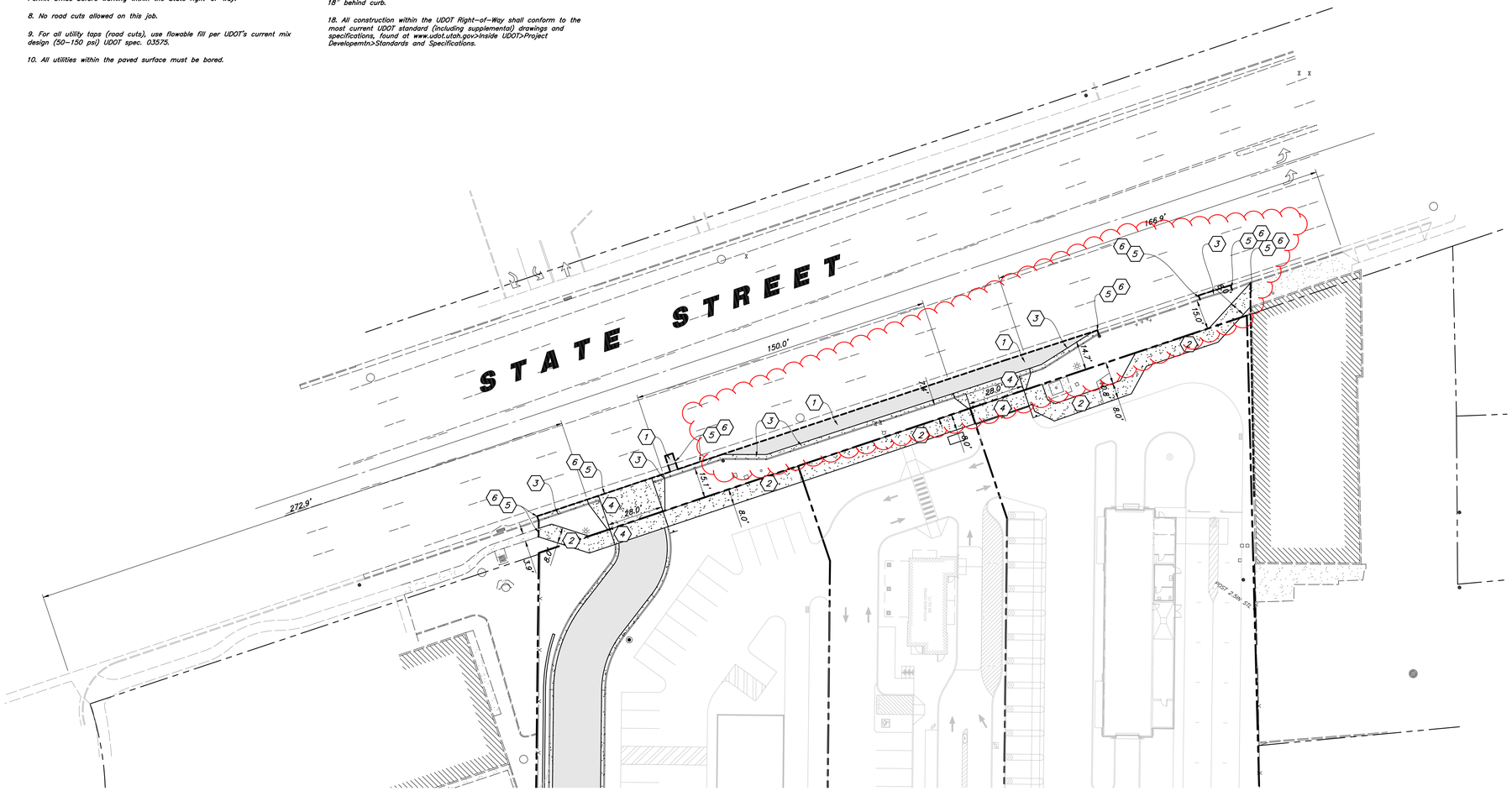
14. Traffic signal installation of modification requires a separate warranty bond once the work has been completed and accepted. The permittee is responsible for hiring an independent inspection company to perform inspection services for all signal work completed. For a list of the UDOT approved contractors and consultants contact the appropriate Regions Traffic Signals Engineer.

15. Partial concrete panel replacement is not allowed. When panels are removed, the entire panel is required to be replaced per UDOT standards, specifications, and standard drawings.

16. Double saw cut the concrete to prevent the spalling of other concrete panels and to avoid over cuts. Over cuts and spalls will require full panel replacement.

17. All above ground features including utilities (poles, fire hydrants, boxes, etc.) must be relocated out of the AASHTO clear zone or a minimum of 18' behind curb.

18. All construction within the UDOT Right-of-Way shall conform to the most current UDOT standard (including supplemental) drawings and specifications, found at www.udot.utah.gov>Inside UDOT>Project Developemtn>Standards and Specifications.



Scale: 1" = 30'

30' 0 30' 60'

Hatch Legend

- Standard Asphalt Paving
- Existing Asphalt Paving
- Standard Concrete Paving
- Existing Concrete Paving
- Decorative Landscape Stone

Site Construction Notes

1. Const. Asphalt Paving per UDOT Specifications (2b C4.1)
2. Const. Conc. Sidewalk per UDOT Std. Dwg. No. GW 3B (14 C4.3)
3. Const. 30" Curb & Gutter, Type B1, per UDOT Std. Dwg. No. GW 2A (13 C4.3)
4. Const. Drive Approach per UDOT Std. Dwg. No. GW 3A (14 C4.3)
5. Sawcut; Provide Smooth Clean Edge
6. Conn. & Match Existing Improvements

UDOT Pavement Note:

For asphalt construction within the UDOT ROW match existing, or the anticipated existing of 6 inches of UDOT- approved hot mix asphalt (HMA), PG-grade 64-34 asphalt binder, 1/2 inch nominal max, 7-75-115 gyration per UDOT standard specification 02741; over 8 inches untreated base course (UTBC) per UDOT specification 02721; over 6 inches granular borrow (GB) per UDOT specification 02056 (whichever is greater). Provide documentation of compaction from a UDOT-qualified laboratory.

Pavement Sealing: Chip Seal Type II with emulsion LMCRS-2 per UDOT standard specification 02785 (estimated application rate of 0.45 gal/sq yd) is required for this roadway on at least all new pavement placed within UDOT right-of-way.

General Site Notes:

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3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
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REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: DW
Client Name: Evergreen
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2010 North Redwood Road, Salt Lake City, Utah 84116
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UDOT Site Plan

Evergreen - Orem

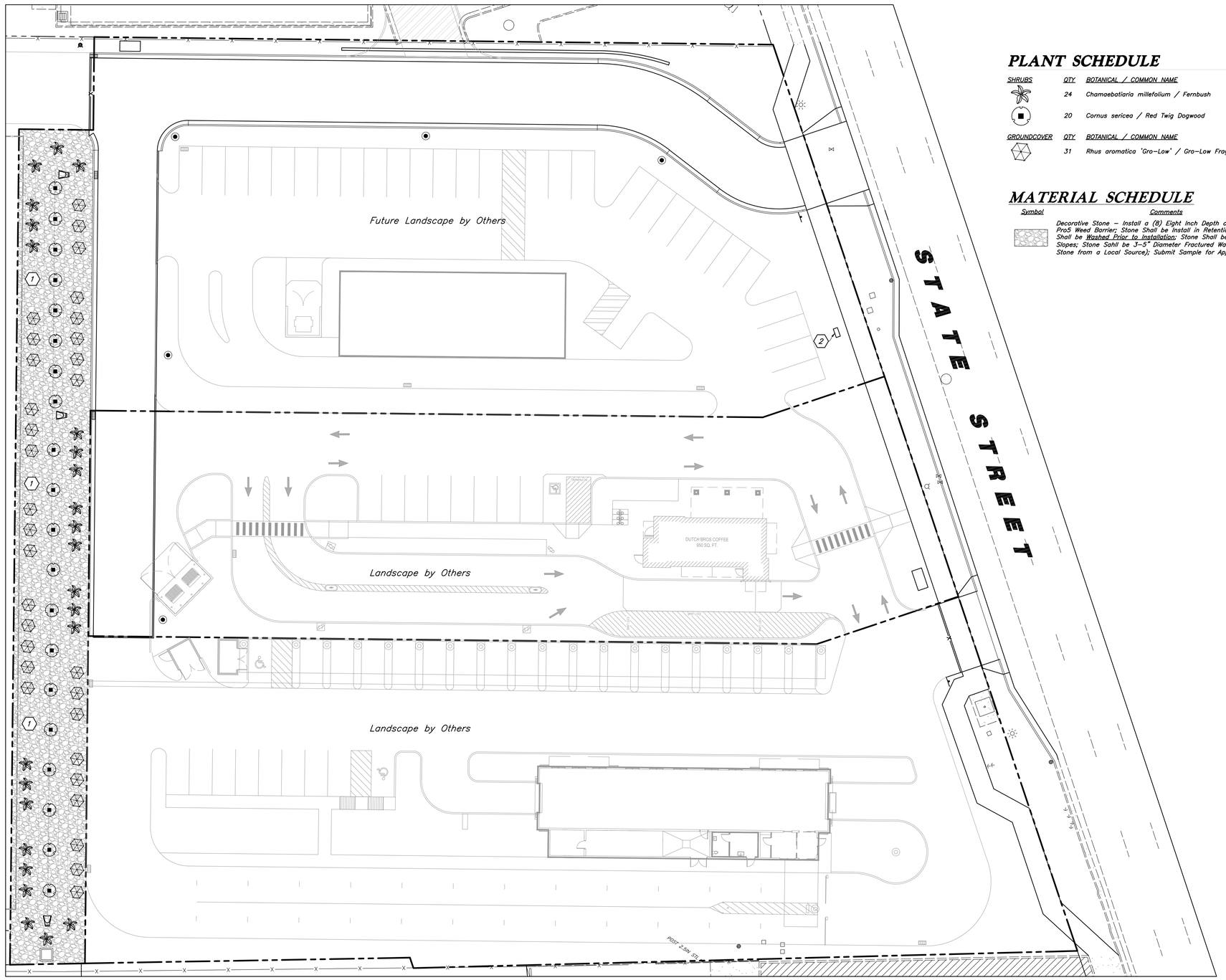
845 North State Street
Orem, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7196441-2202
ERIC L. MALMBERG
STATE OF UTAH

09 June, 2023

SHEET NO.
C1.3

W:\22-176 Evergreen 800 N, Orem\dwgs\22-176-sp.dwg, 11/17/2023 11:25:37 AM, 1:1, DuW



PLANT SCHEDULE

SHRUBS	QTY	BOTANICAL / COMMON NAME	SIZE
	24	Chamaebatiaria millefolium / Fernbush	1 gal
	20	Cornus sericea / Red Twig Dogwood	5 gal
GROUNDCOVER	**QTY**	**BOTANICAL / COMMON NAME**	**SIZE**
	31	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	1 gal

MATERIAL SCHEDULE

Symbol	Comments	Detail
	Decorative Stone – Install a (8) Eight Inch Depth over Dewitt Pro5 Weed Barrier; Stone Shall be Install in Retention Pond; Stone Shall be Washed Prior to Installation; Stone Shall be Interlocked on Slopes; Stone Sahll be 3-5" Diameter Fractured Wasatch Grey Stone from a Local Source); Submit Sample for Approval	1/L1.1

Scale: 1" = 20'

20' 0 20' 40'

Landscape Data

Retention Pond Landscape Area = 9,460 s.f.

50% Plant Coverage at Plant Maturity

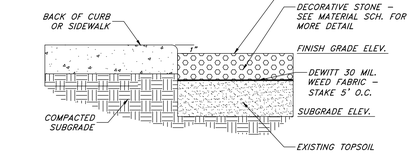
Below High Water Level

Landscape Notes:

1. All Landscape Material Shall be Fully Irrigated by an Automatic Irrigation System. Point Source Drip Irrigation Shall be Used for New Shrubs. See Sheet L2.1 for Irrigation Layout and Sheet L2.2 for Irrigation Schedule and Details.
2. Adjust Landscape Material as Needed to Allow Access to all Existing/New Utilities. Evenly Space Plant Material Around Existing Site Utilities.
3. All Areas Disturbed by Construction Shall be Landscaped and Not Left Undone. Contact Landscape Architect in Areas of Question.

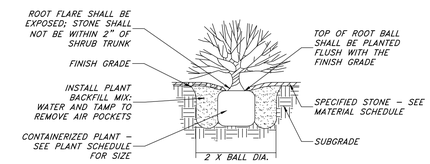
Landscape Installation Keynotes

1. Install Deocorative Stone Over Dewitt Pro5 Weed Barrier and Plant Material. Install Plant Material on Edge of Retention Pond and not in Bottom of Pond
2. Irrigation Backflow Preventer; Install in an Enclosure on a Concrete Pad; Secure Enclosure to Pad



1 LANDSCAPE PREPARATION

NOT TO SCALE



NOTE:

1. SEE GENERAL LANDSCAPE NOTES FOR PLANT BACKFILL MIX COMPOSITION.
2. REMOVE ALL NURSERY TAGS AND STAKES AFTER PLANTING.

2 SHRUB PLANTING

NOT TO SCALE

General Landscape Notes:

1. Plant material quantities are provided for bidding purposes only. It is the contractors responsibility to verify all quantities listed on the plans and the availability of all plant materials and their specified sizes prior to submitting a bid. The contractor must notify the Landscape Architect prior to submitting a bid if the contractor determines a quantity deficiency or availability problem with specified material. The contractor shall provide sufficient quantities of plants equal to the symbol count or to fill the area shown on the plan using the specified spacing. Plans take precedence over plant schedule quantities.
2. Contractor shall call Blue Stake before excavation for plant material.
3. Prior to construction, the contractor shall be responsible for locating all underground utilities and shall avoid damage to all utilities during the course of the work. It shall be the responsibility of the contractor to protect all utility lines during the construction period, and repair any and all damage to utilities, structures, site appurtenances, etc. which occurs as a result of the landscape construction.
4. The landscape contractor shall examine the site conditions under which the work is to be performed and notify the general contractor in writing of unsatisfactory conditions. Do not proceed until conditions have been corrected.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
6. Contractor safety and cleanup must meet OSHA standards at all times. All contractors must have adequate liability, personnel injury and property damage insurance. Clean-up must be performed daily, and all hardscape areas must be washed free of dirt and mud on final cleanup. Construction must occur in a timely manner.
7. All new plant material shall conform to the minimum guidelines established by the American Standard for Nursery Stock Published by the American Association of Nurseryman, Inc. In addition, all new plant material shall be of specimen quality.
8. The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the plans and specifications.
9. Any proposed substitutions of plant species shall be made with plants of equivalent overall form, height, branching habit, flower, leaf, color, fruit and culture only as approved by the Landscape Architect.
10. It is the contractors responsibility to furnish all plant materials free of pests or plant diseases. It is the contractor's obligation to maintain and warranty all plant materials.
11. The contractor shall take all necessary scheduling and other precautions to avoid winter, climatic, wildlife, or other damage to plants. The contractor shall install the appropriate plants at the appropriate time to guarantee life of plants
12. The contractor shall install all landscape material per plan, notes and details.
13. Plant names are abbreviated on the drawings, see plant schedule for symbols, abbreviations, botanical, common names, sizes, estimated quantities and remarks.
14. No grading or soil placement shall be undertaken when soils are wet or frozen.
15. All plant material holes shall be dug twice the diameter of the rootball and 6 inches deeper. Excavated material shall be removed from the site and replaced with plant backfill mixture. The top of the root balls, shall be planted flush with the finish grade.
16. Plant backfill mix shall be composed of 3 parts topsoil to 1 part soil pep. Deep water all plant material immediately after planting. Add backfill mixture to depressions as needed.
17. All new plants shall be balled and burlapped or container grown, unless otherwise noted on plant schedule.
18. Upon completion of planting operations, all landscape areas with trees, shrubs, and perennials, shall receive a specified stone over Dewitt Pro5 weed barrier. Stone shall be evenly spread on a carefully prepared grade free of weeds. The top of stone should be slightly below finish grade and concrete areas. All stone shall be washed prior to installation.
24. Landscape installer shall repair or replace plantings and accessories that fail in materials, workmanship, or growth within specified warranty period. Failures include, but are not limited to, the following: Death and unsatisfactory growth, except for defects resulting from abuse, lack of adequate maintenance, or neglect by Owner, or incidents that are beyond installer's control. Warranty period shall be 12 months and begin at date of final project acceptance.

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

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: DW
Client Name: Evergreen
22-176-ls

ANA
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWAengineering.net

Landscape Plan

Evergreen - Orem

845 North State Street
Orem, Utah

State of Utah
Licensed Landscape Architect
Jared R. Manscill
No. 7740426-5301
11/30/2023

09 June, 2023

SHEET NO.
L1.1

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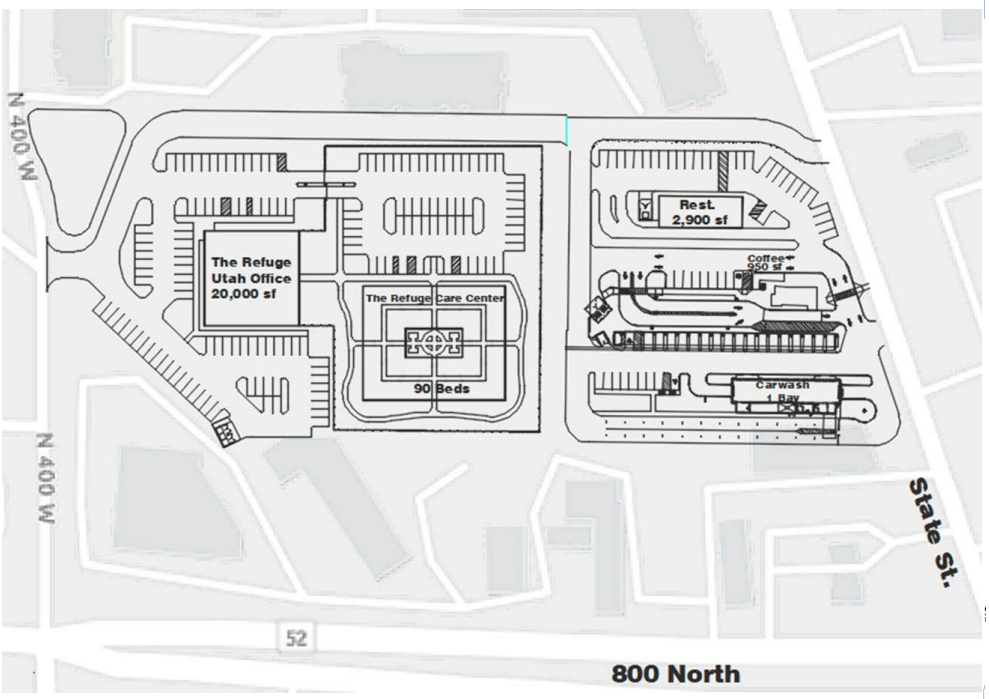
Street View

State Street Commons

875 North State Street
Orem, Utah

Traffic Impact Analysis



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Prepared For:

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Phone: (801) 521-8529

Revised Date: March 13,2023

Job #:22-176

Traffic Impact Analysis
for
Evergreen - Evergreen - Orem Commercial Development
Mixed Use Development

850 North and State Street

Orem, Utah

July 2023

Prepared by:

Anderson, Wahlen & Associates
2010 North Redwood Road
Salt Lake City, Utah 84116
Phone: (801) 521-8529
Fax: (801) 521-9551

Evergreen - Orem Commercial Development
850 North and State Street

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850 North and State Street

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850 North and State Street

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I. Introduction and Summary

A. Purpose of Report and Study Objectives

The proposed development site is located on the west of State Street at approximately 850 North in Orem, Utah. This site is planned as a mixed-use development which at buildout would include fast food, coffee shop, carwash and office/care center. This study will examine the impacts of generated traffic on the proposed accesses and existing intersections.

Figure One shows the location of the development. Trip projections and traffic analysis in this report will be performed for the AM and PM Peak Hours.

B. Executive Summary

The Synchro analysis shows that the accesses to Evergreen - Orem Commercial Development will operate without significant impact with the proposed development. Several comments include:

- The eastbound left turn at 800 North and 400 West may need a short, protected turn phase during the PM Peak hour. The signal infrastructure should already be able to accommodate this phasing.
- The 920 North and State Street intersection was not projected to receive additional traffic as it is already at capacity. The City suggested that the State Street corridor agreement might allow for another signal at this location. While the development traffic would not warrant a signal, the City should consider this location for a signal as it would benefit the residential neighborhoods in this area and provide gaps in traffic along this busy corridor.

The study showed that the projected queues for these movements were not excessive and did not back into the internal intersections of the site or affect flow of traffic. The southbound approach at 800 North/State Street showed queues that would back up near 920 North. The southbound left turn had a queue of roughly 320 feet, which should provide room for the proposed northbound left turn into Access A. The northbound left turn at Access A showed a 60-foot storage requirement.

The study showed an initial site plan (Figure Two) and a future site plan (Figure Two-A) with the proposed UDOT project that would install a raised median along the frontage of the site in State Street. The study recognized the future island in State Street that would affect Accesses A and B and suggested a ¾ Access A by providing an additional median opening for northbound left turns.

The southbound approach at 800 North and 400 West had projected queues that would back up to the first development access (near Sonic Drive-in) during the PM Peak hour. While this is not ideal, the traffic at this intersection is not significant enough that some queuing is acceptable.

None of the internal queues at access points were projected to be greater than 25 feet or one car length.

Accesses A and B meet the requirements for spacing based on State Street being a Category 8 UDOT roadway. Right turn deceleration lanes were not required at Access A or B.

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ANDERSON WAHLEN & ASSOCIATES

Figure One

Evergreen - Orem Commercial Development
Site Location

II. Proposed Development

The proposed development is west of State Street and east of 400 West at approximately 850 North.

Figure Two shows the Initial Conceptual Site Plan.

Figure Two-A shows the Future Conceptual Site Plan with a raised median island in State Street. This island is already planned by UDOT and Orem City. This study requests that the island have a turn pocket for northbound left turns into Access A.

Figure Three shows the Access Locations.

The site has three accesses planned:

- **Access A** is planned for the former driveway to this site. In the interim, until such time as UDOT installs the raised island median, Access A will operate as a full movement access. This access is planned as a future, ¾ access which would restrict eastbound left turn egresses from the proposed development. There are already plans for a raised median along State Street to restrict left turns from approximately 850 North to 800 North. The plan included a left turn ingress into the existing Arby's restaurant/development on the east side of State Street. Figure Two-A shows the conceptual site plan with a ¾ access at Access A.
- **Access B** is planned as a right-in/right-out access that is southmost on State Street.
- **Access C** is a full access onto 400 West.

III. Area Conditions

Trip projection and traffic analysis in this report will be performed for the AM and PM Peak Hours.

800 North has three lanes eastbound/westbound and a center left turn median. 800 North has a 45 mph speed limit. State Street has three lanes in each direction with a center median (dual left turns on all four legs of 800 North and State Street). The speed limit on State Street is 40 mph.

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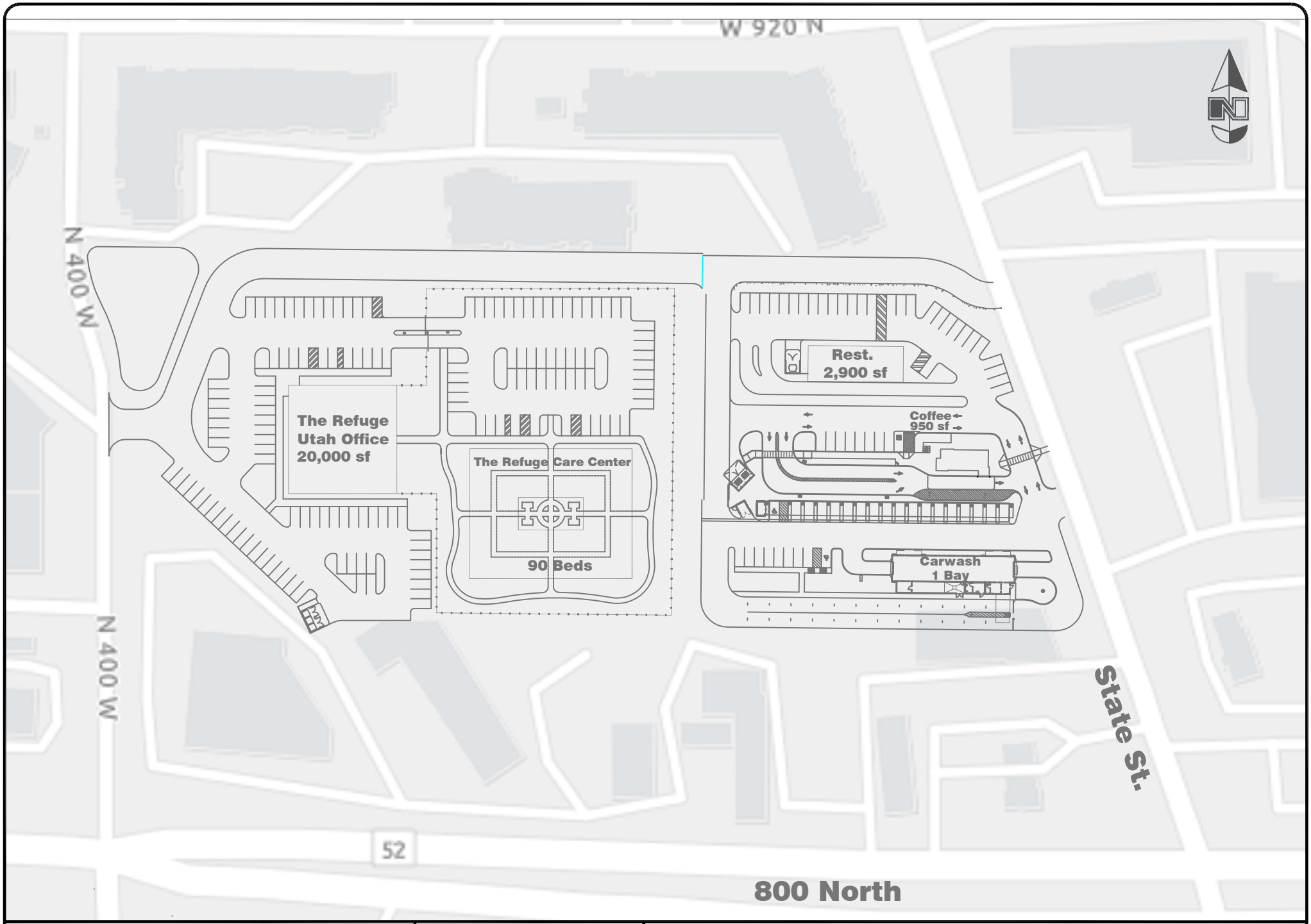

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Figure Two

Evergreen - Orem Commercial Development
Initial Conceptual Site Plan

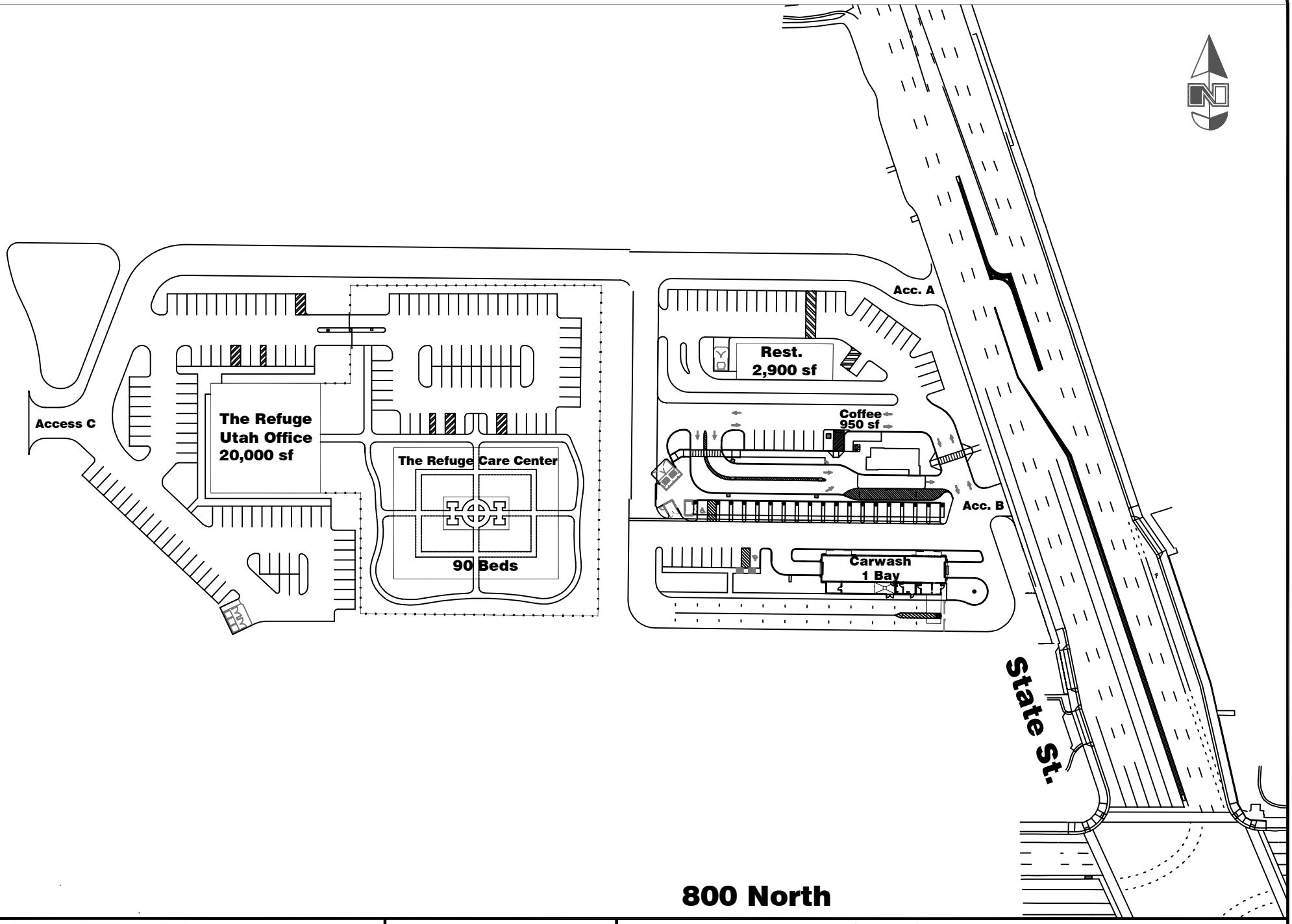

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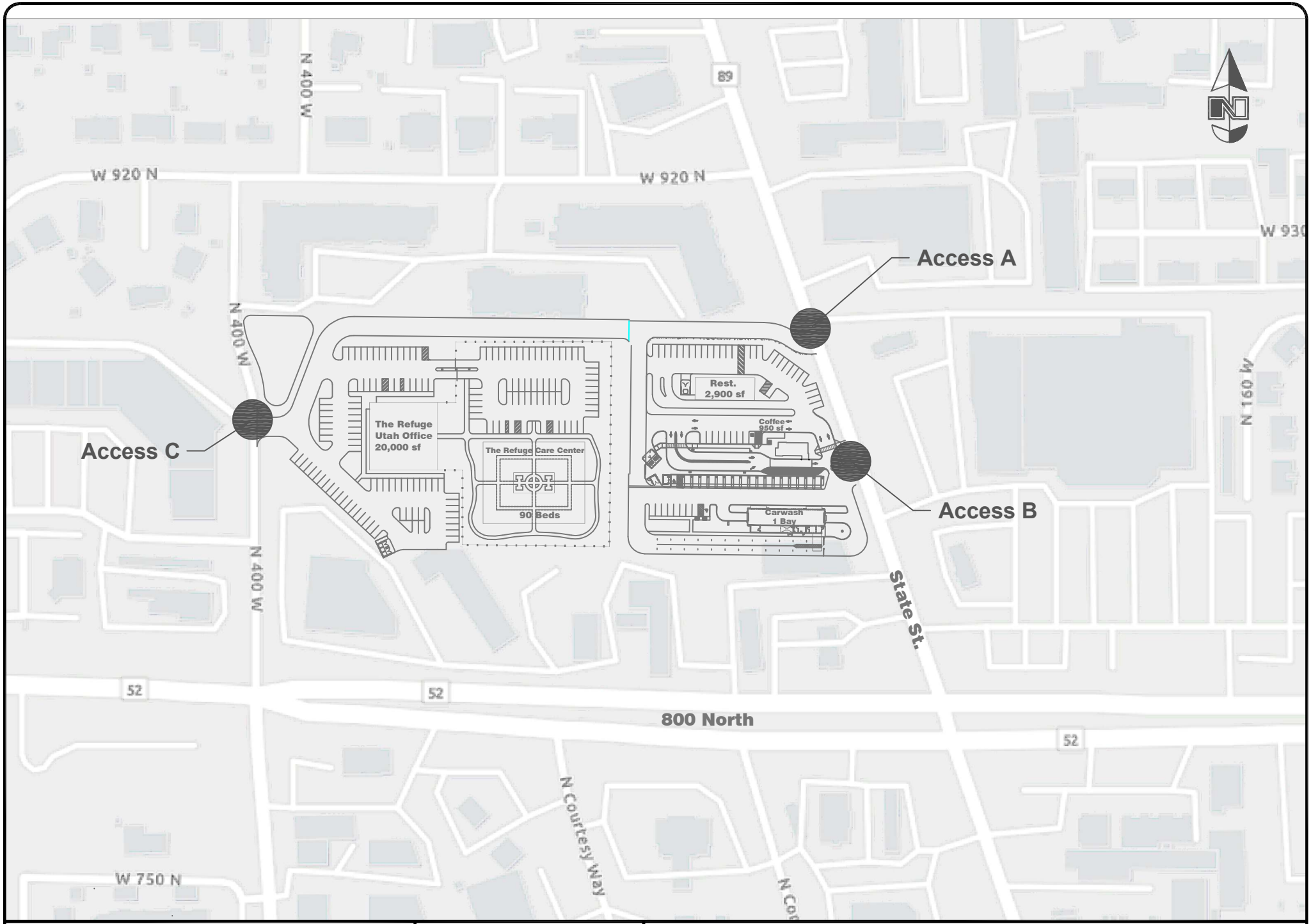
Figure Two-A

Evergreen - Orem Commercial Development
Future Conceptual Site Plan - With State St. Island by UDOT



ANDERSON WAHLEN & ASSOCIATES	Figure Three	Evergreen - Orem Commercial Development Access Identification

A. Existing Traffic Data

Intersection counts were made on January 11, 2023 at the intersections of:

- 800 North / 400 West;
- 800 North /State Street;
- State Street / 920 North;
- State Street / Arby's;
- 400 West / 920 North;
- 400 West / Development Ingress

The peak hours were based on the 800 North / 400 West intersection. The AM Peak Hour was from 8:00 to 9:00 a.m. The PM Peak Hour was from 5:00 to 6:00 p.m.

Detailed intersection counts are shown in the Appendix.

Figure Four shows the existing traffic counts.

B. Traffic Growth

The project will look at five years into the future. The Utah Transportation Plan projected the growth for 800 North:

	2024 ADT	2050 ADT
800 North	27,528	50,000

These projections from the year 2024 through 2050 suggested that growth on the roads in this study would be 1.175% per year. Over five years, this would be a growth factor of 1.06.

Figure Five shows the 2028 Background Traffic Growth projections with a 1.06 growth factor applied to existing traffic counts.

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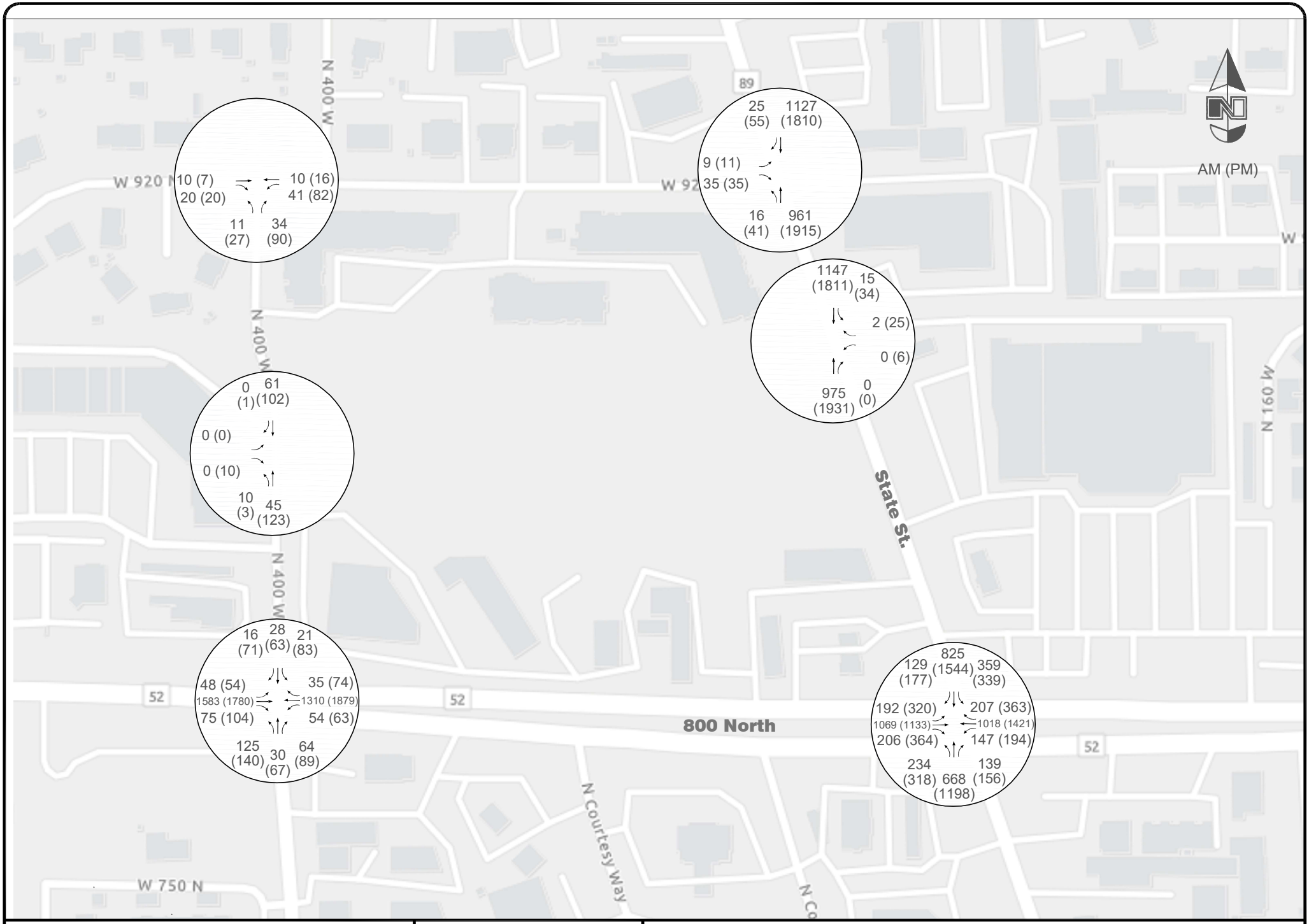
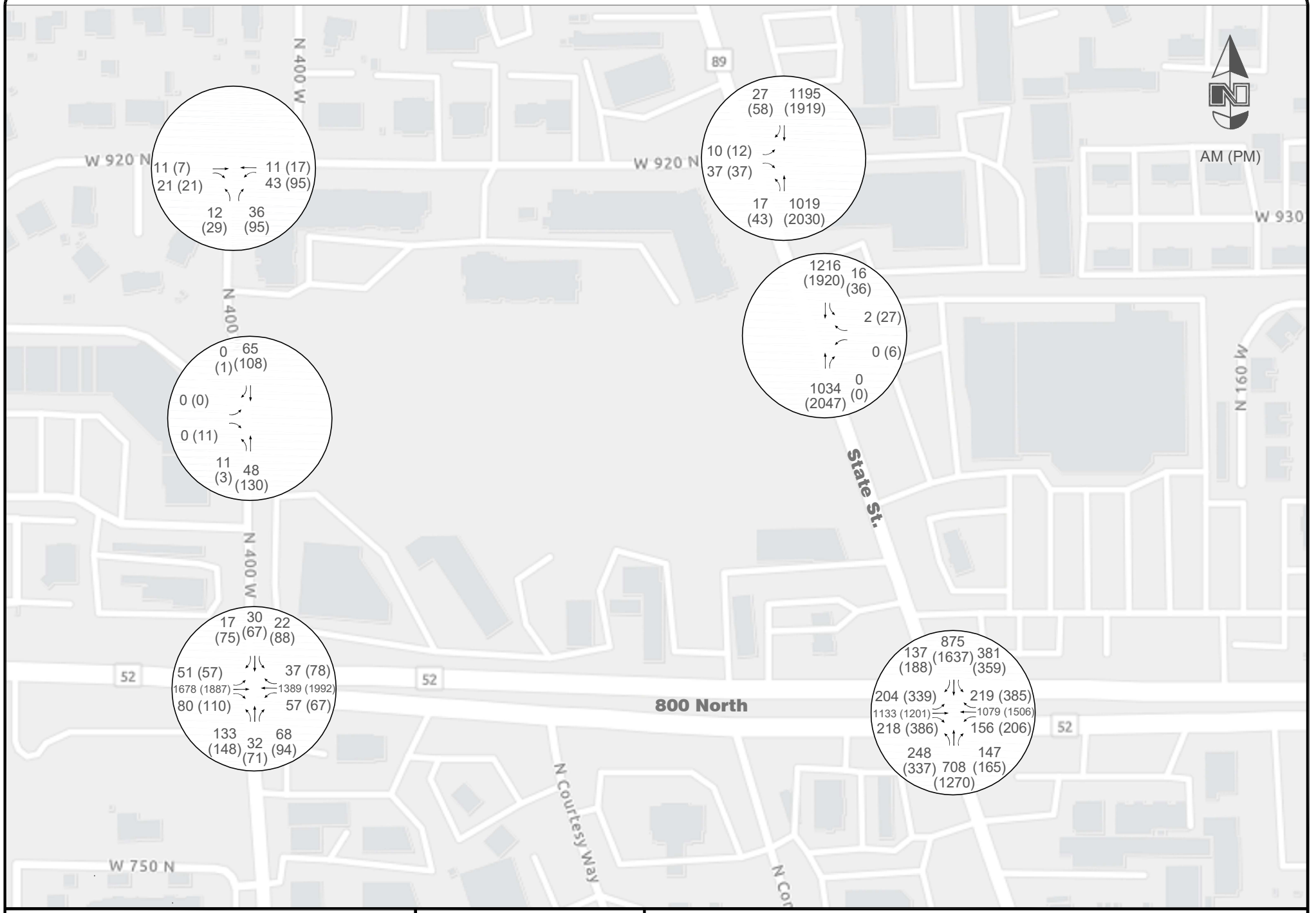


ANDERSON WAHLEN & ASSOCIATES	Figure Four	Evergreen - Orem Commercial Development Existing Traffic



ANDERSON WAHLEN & ASSOCIATES

Figure Five

Evergreen - Orem Commercial Development
2028 Background Projected Traffic

IV. Projected Traffic

The Institute of Transportation Engineers (ITE) Trip Generation (Eleventh Edition) handbook was used to estimate trips for the land uses. The proposed new land uses to the development include:

Fast Food	2,900 sf
Coffee Shop	950 sf
Automated Carwash	1 Tunnel
The Refuge Utah - Single Tenant Office	20,000 sf*
The Refuge Utah - Care Center	90 beds*

*The Center for Women and Children in Crisis (DBA The Refuge Utah) has been in operation as a nonprofit victim services agency for 39 years. They provide a safe, caring, and therapeutic environment to assist victims of domestic violence, rape, and sexual assault in their recovery. Their services include a 24/7 hotline, a safe house for emergency short-term stays, transitional housing, temporary rental assistance, confidential victim advocates, 24/7 Hospital Response Team Advocates, victim educational support classes, therapy, and aftercare services that continue as individuals transition into permanent supportive housing around Utah County. The care center would have 3 shelter staff at a time (all other staff are at the office building), and 30 households staying at the shelter at any given time (usually 40% of those staying at shelter do not have a car). The number of beds is 90, the average stay is 28 days and the building will be approximately 30,000 square feet.

The office building would be used for victims seeking services to meet with advocates, case managers, and therapists to receive individualized services and resources. It would also be used to host educational support classes, volunteer training, staff training, and community advocate meetings. Along with these services, administrative staff, who would run the financial and business operations of the non-profit agency, would be housed.

It was felt that Single Tenant Office Building – Land Use 715 is the best land use for the office and will be conservative as many of the trips to/from the office building will be staff or patients. As ITE did not have a comparable land use for the care center, a Nursing Home – Land Use 620, was used as it is similar with bed size, staff and not a lot of visitors.

Primary Trips

Primary trips represent those trips which are not already passing by the site. These trips could be direct trips to the site from another location or diverted trips from other streets in the area.

Pass-by Trips

Pass-by trips were estimated. Pass-by trips represent those trips which already pass the site as background traffic. This traffic already exists on the roadway and does not constitute additional traffic. ITE suggests pass-by traffic percentages for fast food and coffee shop. Coffee shops were studied to have 89 percent pass-by in the PM Peak Hour. To be conservative, the coffee shop will be listed at 70 percent pass-by. It was felt that the carwash would have similar but less pass-by traffic than fuel centers, so the carwash was estimated at 50 percent pass-by.

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Internal Traffic

With this diversity of development, there is a high likelihood that some internal traffic and trip duplication occurs. For example, trips from the fast food to carwash should not be double counted, because they are internal to the site. ITE has found that in such developments, these internal trips can reduce external traffic by as much as 40 percent. For this project, it was assumed that 5 percent of the trips are internal to the site.

Tables One and Two show the AM peak hour trips generated.

Evergreen - Orem Commercial Development
Table One
AM Peak Hour Trip Generation

Facility	ITE Land Use	Car Wash Bays, Fueling Positions or 1,000 SF	Trip Rate	Trips	Internal Trip %	External Trips	Pass-by %	Pass-by Trips	Primary Trips
Fast Food w/ Drive	934	2.90	44.61	129	5%	123	49%	60	63
Coffee Shop	938	1 drive-thru window	39.81	40	5%	38	70%	27	11
Automated Carwash	948	1 tunnel	78	78	5%	74	50%	37	37
Single Tenant Office	715	20.0	1.85	37	0%	37		0	37
Care Center	620	90 beds	0.14	13	0%	13		0	13
Total				**297**		**285**		**124**	**161**

Evergreen - Orem Commercial Development
Table Two
AM Peak Hour Trip Generation

Facility	Pass-by Trips	Primary Trips	AM In %	AM Out %	Pass-by Inbound Trips	Pass-by Outbound Trips	Primary Inbound Trips	Primary Outbound Trips
Fast Food w/ Drive	60	63	51%	49%	31	29	32	31
Coffee Shop	27	11	50%	50%	14	14	6	6
Automated Carwash	37	37	50%	50%	19	19	19	19
Single Tenant Office	0	37	89%	11%	0	0	33	4
Care Center	0	13	72%	28%	0	0	9	4
Total	**124**	**161**			**64**	**62**	**99**	**64**

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Tables Three and Four show the PM Peak Hour.

Evergreen - Orem Commercial Development
Table Three
PM Peak Hour Trip Generation

Facility	ITE Land Use	Car Wash Bays, Fueling Positions or 1,000 SF	Trip Rate	Trips	Internal Trip %	External Trips	Pass-by %	Pass-by Trips	Primary Trips
Fast Food w/ Drive	934	2.90	33.03	96	5%	91	50%	46	46
Coffee Shop	938	1 drive-thru window	15.08	15	5%	14	70%	10	4
Automated Carwash	948	1 tunnel	78	78	5%	74	50%	37	37
Single Tenant Office	715	20.0	1.76	35		35		0	35
Care Center	620	90 beds	0.14	13		13		0	13
Total				**237**		**227**		**93**	**135**

Evergreen - Orem Commercial Development
Table Four
PM Peak Hour Trip Generation

Facility	Pass-by Trips	Primary Trips	PM In %	PM Out %	Pass-by Inbound Trips	Pass-by Outbound Trips	Primary Inbound Trips	Primary Outbound Trips
Fast Food w/ Drive	46	46	52%	48%	24	22	24	22
Coffee Shop	10	4	50%	50%	5	5	2	2
Automated Carwash	37	37	50%	50%	19	19	19	19
Single Tenant Office	0	35	15%	85%	0	0	30	5
Care Center	0	13	33%	66%	0	0	4	9
Total	**93**	**135**			**48**	**46**	**79**	**57**

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Origin/Destination and Trip Distribution Assumptions

Primary Trips

Primary trips to and from the proposed site were projected based on the existing traffic and a general review of residential areas around the site. Origin/Destination assumptions are shown below:

Primary Origin/Destination Assumptions

	Fast food, coffee, carwash	The Refuge Utah
• North	25%	15%
• South	25%	35%
• East	25%	15%
• West	25%	35%

Pass-by Trips

Traffic volumes in this area are high in both directions, during the AM and PM peaks. Therefore, the same pass-by assumptions were made for AM and PM peaks. Due to the planned raised median island in State Street and the difficulty of exiting the site and going north, it was felt that much of the traffic from State Street would be of the pass-by variety with high percentages of right-in/right-out turns. It was also realized that vehicles are more prone to make right-in/right-out pass-by trips than left-in/left-out trips:

	Percent	Entering Movement	Exiting Movement
• Eastbound on 800 North	20%	Left-in at 400 West	Right out to State Street
• Westbound on 800 North	20%	Left-in at Access A	Exit to 400 West
• Southbound on State Street	45%	Right-in from State St.	Right-out to State Street
• Northbound on State Street	10%	Left-in at Access A	Exit to 400 West

Trip Distribution Assumptions

Primary and pass-by trips were considered separately in projecting the traffic. Traffic was projected separately for each land use with the access convenience being a consideration. For example, The Refuge Utah traffic was more focused on 400 West than State Street due to its close proximity to the 400 West access. In scoping the study, 920 North was counted to see how it performed and whether it has excess capacity. It was found that the 920 North and State Street intersection was operating near capacity for the eastbound left turns. Therefore, it was not projected that additional northbound traffic would utilize this intersection. Discussions with the City indicated that there was a possibility of a future traffic signal along the State Street corridor. If a future signal were located at 920 North, it would attract development traffic, but not enough to warrant a signal by itself.

Figure Six shows the pass-by site generated traffic. Figure Seven shows the primary site generated traffic. Figure Eight shows the total site generated traffic (pass-by plus primary). Figure Nine shows Existing Plus Generated traffic. Figure Ten shows 2028 Plus Site Generated Traffic

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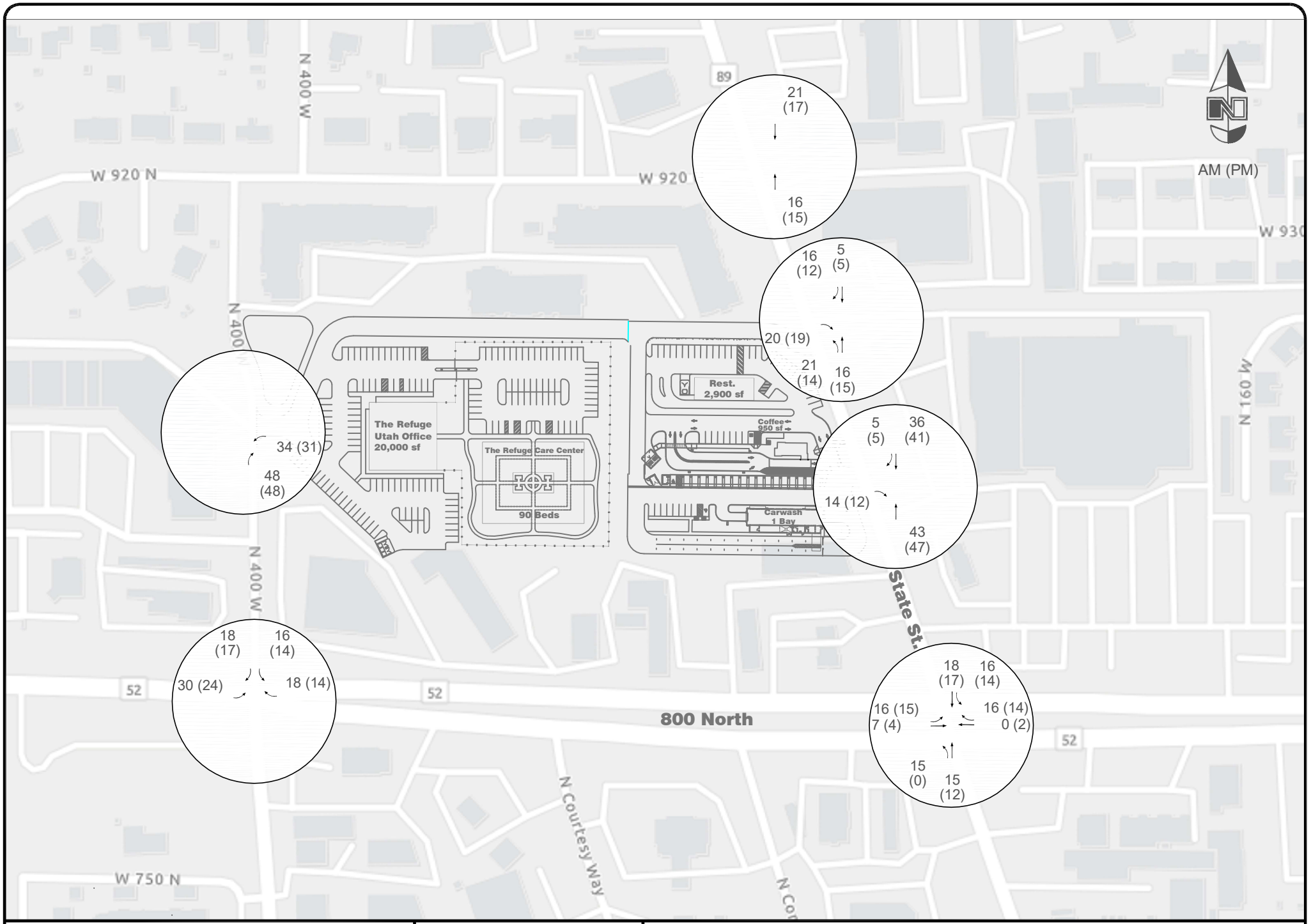
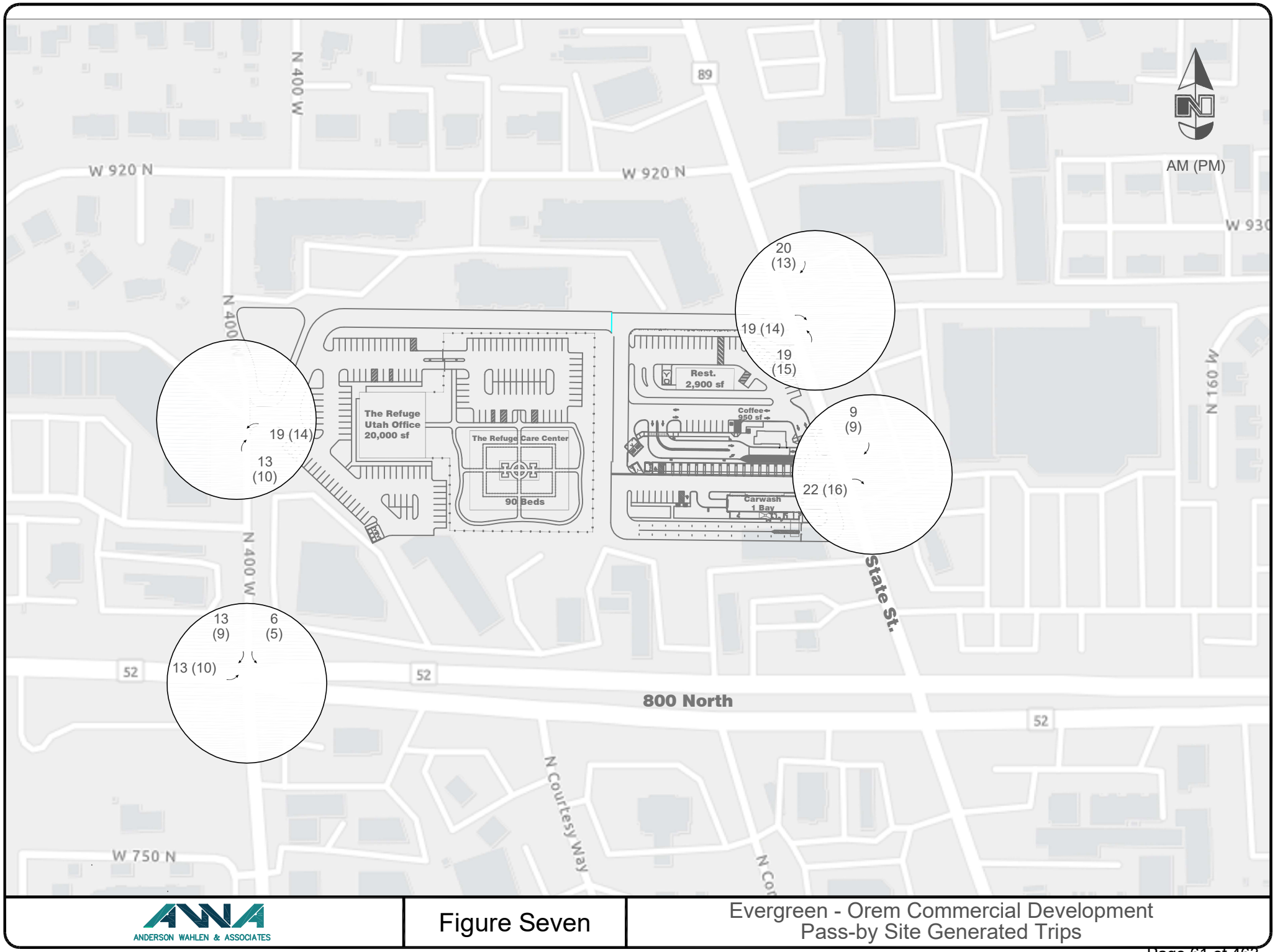
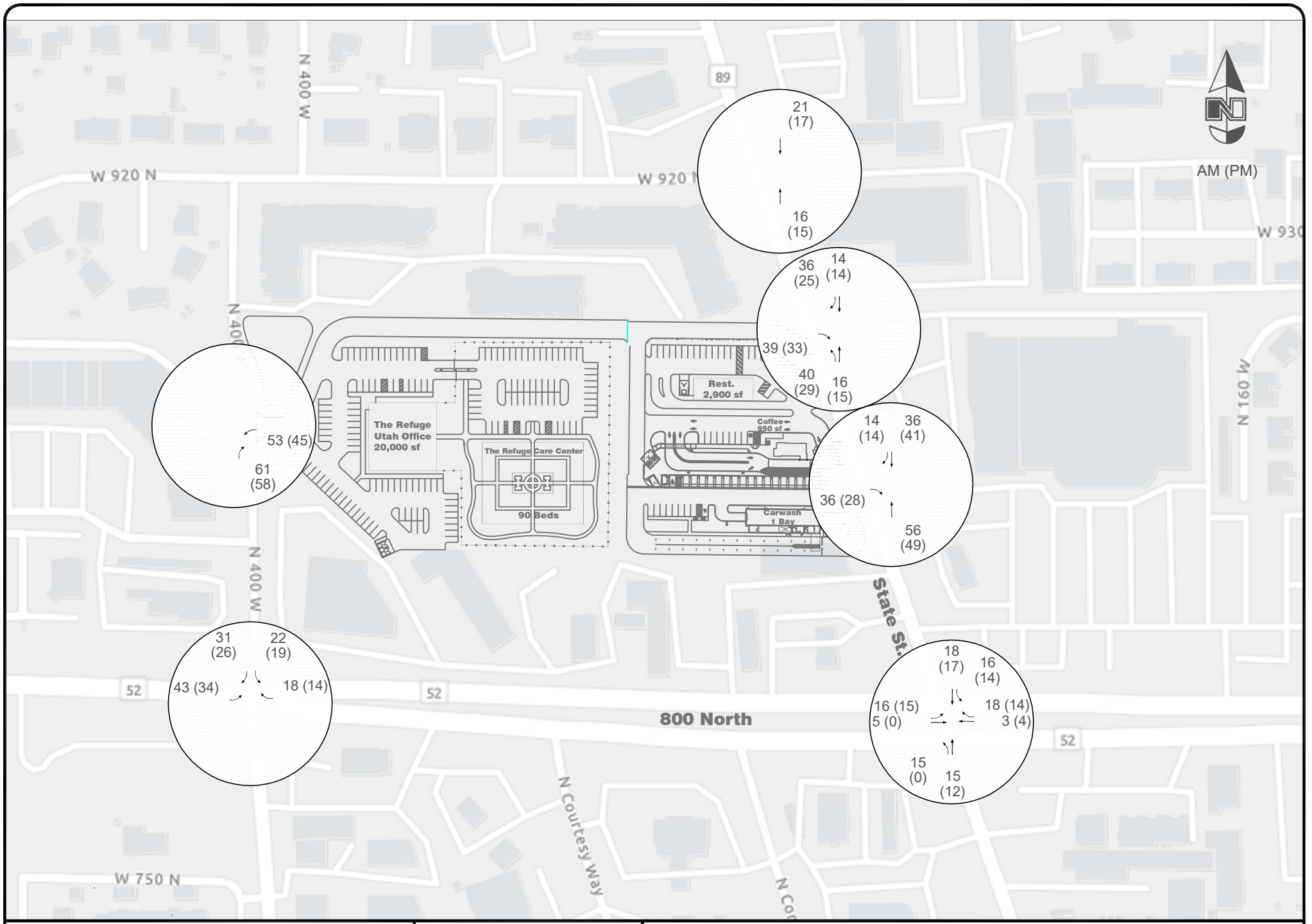


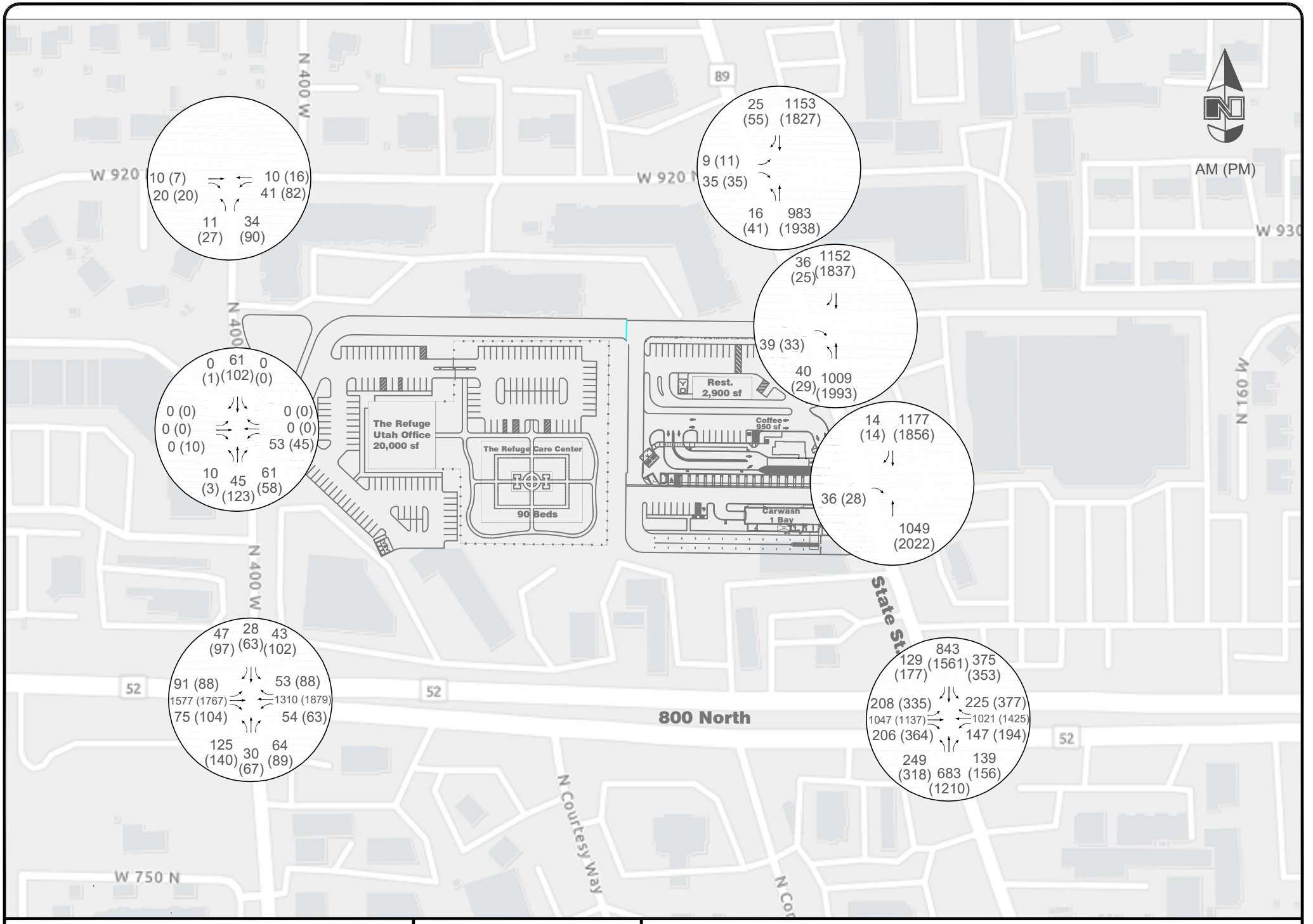
ANDERSON WAHLEN & ASSOCIATES	Figure Six	Evergreen - Orem Commercial Development Primary Site Generated Trips



ANDERSON WAHLEN & ASSOCIATES	Figure Seven	Evergreen - Orem Commercial Development Pass-by Site Generated Trips



ANDERSON WAHLEN & ASSOCIATES	Figure Eight	Evergreen - Orem Commercial Development Total Site Generated Trips



ANDERSON WAHLEN & ASSOCIATES

Figure Nine

Evergreen - Orem Commercial Development
Existing Traffic Counts Plus Total Site Generated Trips

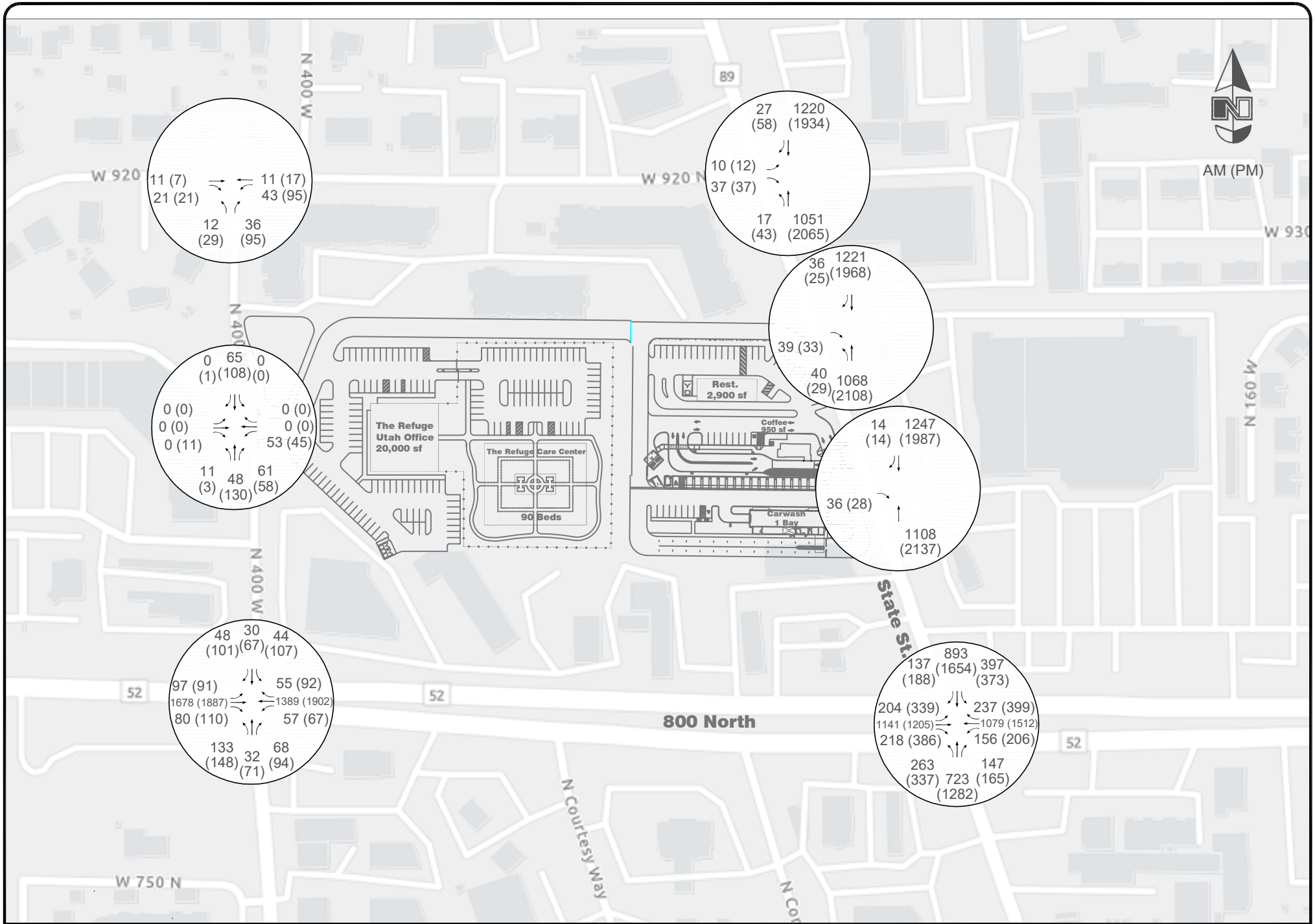


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Figure Ten

Evergreen - Orem Commercial Development
2028 Background Traffic Plus Total Site Generated Trips

V. Traffic Analysis

The accesses and intersections were analyzed using the Synchro Software. As was discussed previously, the alternatives compare future background traffic, with and without the site. For each major intersection or access, the level-of-service and delay calculations will be analyzed, as well as queuing for critical movements. The queuing will be discussed with each of the major intersections or accesses as queuing could affect the need for mitigation.

A. Intersection Analysis

Table Five shows the Level of Service delay ranges for intersections as defined by the Highway Capacity Manual. UDOT Signal Performance metrics were used for cycle lengths and timings. 800 North and State Street had a 150 second cycle length (AM/PM). 800 North and 400 West had a 130 second cycle length for the AM Peak Hour and 150 second cycle length for the PM Peak Hour.

Evergreen - Orem Commercial Development
Traffic Impact Study
Table Five
Intersection LOS-Delay Relationship

Level of Service	**Unsignalized**	**Signalized**
	Total Delay per Vehicle (sec)	**Total Delay per Vehicle (sec)**
A	$\leq$ 10.0	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0	> 10.0 and $\leq$ 20.0
C	> 15.0 and $\leq$ 25.0	> 20.0 and $\leq$ 35.0
D	> 25.0 and $\leq$ 35.0	> 35.0 and $\leq$ 55.0
E	> 35.0 and $\leq$ 50.0	> 55.0 and $\leq$ 80.0
F	> 50.0	> 80.0

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A. Signalized Intersections

Table Six shows the Delay / LOS Evaluation for 800 North and State Street for the peak periods.

Evergreen - Orem Commercial Development
Traffic Impact Study
Table Six
Peak Period Intersection Analysis – 800 North and State Street
Delay/LOS Evaluation

Delay / LOS (in sec)	AM Existing	PM Existing	AM Exiting With Site	PM Existing With Site	AM 2028 Background	PM 2028 Background	AM 2028 Background With Site	PM 2028 Background With Site
EB Left	65.9/E	86.1/F	68.2/E	87.1/F	67.5/E	88.7/E	67.6/E	80.5/F
EB Thru	43.2/D	35.6/D	43.3/D	35.9/D	44.8/D	36.5/D	44.8/D	35.5/D
EB Right	5.6/A	7.8/A	5.6/A	7.9/A	5.6/A	9.0/A	5.6/A	9.1/A
WB Left	61.1/E	71.8/E	61.1/E	71.8/E	61.8/E	73.2/E	61.9/E	73.2/E
WB Thru	42.2/D	61.2/E	42.3/D	61.5/E	43.5/D	71.4/E	43.5/D	72.0/E
WB Right	5.6/A	16.6/B	5.6/A	18.0/B	5.6/A	19.1/B	5.6/A	19.4/B
NB Left	55.9/E	86.2/F	56.8/E	86.2/F	56.7/E	93.0/F	57.6/E	93.0/F
NB Thru	37.1/D	55.1/E	37.3/D	55.6/E	37.6/D	58.6/E	37.8/D	59.3/E
NB Right	8.6/A	16.4/B	8.8/A	16.4/B	9.5/A	17.7/B	9.8A	17.6/B
SB Left	67.1/E	93.8/F	70.0/E	*/F	71.2/E	*/F	75.2/E	*/F
SB Thru	39.1/D	99.3/F	39.6/D	*/F	39.8/D	*/F	40.1/D	*/F
SB Right	14.7/B	19.1/B	12.6/B	19.1/B	15.7/B	20.5/C	13.9/B	18.1/C
Intersection	40.5/D	61.4/E	41.1/D	64.1/E	41.7/D	70.1/E	42.2/D	72.7/E

*Delays greater than 100 seconds are not listed as the calculation becomes unstable.

It can be seen that this intersection is already congested during the PM Peak Hour and the projected background traffic growth will add to this. The proposed development does not significantly increase traffic or delay at this intersection. In reviewing this intersection in the SimTraffic simulation, the overall intersection operated approximately 23 seconds of delay better than the Synchro analysis above.

For critical queues, the southbound approach will potentially affect the operation of Accesses A and B. The southbound left turn was projected at 328 feet in 2028 with the site. Similarly, the southbound thru was projected at 872 feet and the southbound right turn was projected at 143 feet.

Based on the projected queues, there will be times during the PM Peak hour where southbound queues could back up as far as 920 North.

The projected requirement for southbound left turn queues from the State St./800 N signal would leave room for providing a northbound left turn into Access A.

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Table Seven shows the Delay / LOS Evaluation for the 800 North and 400 West.

Evergreen - Orem Commercial Development
Traffic Impact Study
Table Seven
Peak Period Intersection Analysis – 800 North and 400 West
Delay/LOS Evaluation

Delay / LOS (in sec)	AM Existing	PM Existing	AM Exiting With Site	PM Existing With Site	AM 2028 Background	PM 2028 Background	AM 2028 Background With Site	PM 2028 Background With Site
EB Left	6.1/A	44.3/D	10.3/B	*/F	7.0/A	74.8/E	13.3/B	*/F
EB Thru	5.0/A	9.9/A	5.0/A	9.8/A	5.2/A	10.3/B	5.2/A	10.3/B
EB Right	0.7/A	1.2/A	0.7/A	1.2/A	0.7/A	1.1/A	0.7/A	1.1/A
WB Left	10.6/B	33.1/C	10.4/B	32.5/C	13.8/A	52.4/D	13.8/B	50.2/D
WB Thru	4.6/A	3.5/A	4.6/A	3.4/A	4.7/A	4.6/A	4.7/A	4.0/A
WB Right	0.9/A	0.6/A	0.8/A	0.5/A	0.9/A	0.7/A	0.8/A	0.5/A
NB Left	79.9/E	59.8/E	79.8/E	59.8/E	83.5/F	61.6/E	84.0/F	61.6/E
NB Thru	57.5/E	49.4/D	57.5/E	49.4/D	57.6/E	49.5/D	57.6/E	49.5/D
NB Right	18.7/B	36.1/D	18.2/B	35.6/D	25.1/C	40.3/D	25.1/C	40.1/D
SB Left	57.8/E	55.6/E	60.7/E	55.2/E	58.0/E	55.9/E	60.8/E	56.0/E
SB Thru	57.3/E	51.4/D	57.3/E	49.2/D	57.4/E	51.4/D	57.5/E	49.4/D
SB Right	22.5/C	37.0/D	15.5/B	40.1/D	22.1/C	41.5/D	15.5/B	41.8/D
Intersection	9.2/A	12.1/B	9.5/A	15.0/B	9.6/A	13.7/B	10.1/B	15.7/B

*Delays greater than 100 seconds are not listed as the calculation becomes unstable.

It can be seen that this intersection is not significantly impacted by the development. With respect to LOS and delay, the eastbound left turn does show LOS of F during the PM Peak hours. The SimTraffic simulation for this movement as permitted only showed that it was 52.9 seconds of delay and LOS of E. This intersection already has signal heads that would allow for a protected phasing eastbound/westbound, but the protected phasing is not currently necessary. An 11 second protected/permitted phase was tested for the eastbound left turn (PM Peak of 2028 with Site) and it was found that the delay decreased to 29.7 with LOS of C. The overall delay/LOS for the intersection would increase slightly to 12.5/B. Therefore, the issue of high delay on the eastbound left turn can be solved with phasing adjustment if necessary.

Synchro projected that the southbound queues could back past the Development Driveway access (near Sonic Drive-In) during the PM Peak of 2028 with Site.

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B. Project Accesses

Table Eight shows the Delay / LOS Evaluation for the 800 North and Access A. This access was analyzed as a 3/4 access with the development.

Evergreen - Orem Commercial Development
Traffic Impact Study
Table Eight
Peak Period Intersection Analysis – State Street and Access A
Delay/LOS Evaluation

Delay / LOS (in sec)	AM Existing	PM Existing	AM Exiting With Site	PM Existing With Site	AM 2028 Background	PM 2028 Background	AM 2028 Background With Site	PM 2028 Background With Site
EB Right	N/A	N/A	11.8/B	15.1/C	N/A	N/A	12.3/B	15.9/C
NB Left	N/A	N/A	12.3/B	19.7/C	N/A	N/A	13.1/B	22.0/C

This analysis shows that Access A will operate acceptably. There will be times when Access A may be blocked by southbound queues from the 800 North and State Street signal.

The northbound left turn was projected at 60 feet of queuing.

Access B was not analyzed as the right-in/right-out nature of the intersection showed no delay and LOS of A.

Table Nine shows the Delay / LOS Evaluation for the 400 West and Access C. This access was analyzed as a full access.

Evergreen - Orem Commercial Development
Traffic Impact Study
Table Nine
Peak Period Intersection Analysis – 400 West and Access C
Delay/LOS Evaluation

Delay / LOS (in sec)	AM Existing	PM Existing	AM Exiting With Site	PM Existing With Site	AM 2028 Background	PM 2028 Background	AM 2028 Background With Site	PM 2028 Background With Site
EB Left	0.0/A	8.9/A	0.0/A	8.9/A	0.0/A	8.9/A	0.0/A	8.9/A
WB Left	N/A	N/A	9.9/A	11.0/B	N/A	N/A	10.0/B	11.1/B
NB Left	1.4/A	0.2/A	0.7/A	0.1/A	1.4/A	0.2/A	0.7/A	0.1/A

The above intersection operates acceptably and does not have projected queues greater than 25 feet.

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C. Access Management Discussion

UDOT lists State Street (SR-89) as an Access Category 8 with 150 spacing for accesses. Access A is approximately 165 feet from Access B. Therefore, the access spacing meets UDOT requirements.

For a Category 8 roadway, deceleration lanes are required for right-turn ingress volumes greater than 50 vehicles per hour. The traffic study projected a maximum right turn ingress of 39 vehicles, so a right-turn deceleration lane is not required at Access A or B.

The study used the 800 North/State Street Improve Mobility/Safety plans that were provided by the City from the PS&E. The study recognized the future island in State Street that would affect Accesses A and B and suggested a ¾ Access A by providing an additional median opening for northbound left turns. If the island improvements come after the development improvements, it is the developers understanding in meeting with UDOT that temporary restrictions would not be required for Accesses A and B.

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VI. Conclusions/Recommendations

The Synchro analysis shows that the accesses to Evergreen - Orem Commercial Development will operate without significant impact with the proposed development. Several comments include:

- The eastbound left turn at 800 North and 400 West may need a short, protected turn phase during the PM Peak hour. The signal infrastructure should already be able to accommodate this phasing.
- The 920 North and State Street intersection was not projected to receive additional traffic as it is already at capacity. The City suggested that the State Street corridor agreement might allow for another signal at this location. While the development traffic would not warrant a signal, the City should consider this location for a signal as it would benefit the residential neighborhoods in this area and provide gaps in traffic along this busy corridor.

The study showed that the projected queues for these movements were not excessive and did not back into the internal intersections of the site or affect flow of traffic. The southbound approach at 800 North/State Street showed queues that would back up near 920 North. The southbound left turn had a queue of roughly 320 feet, which should provide room for the proposed northbound left turn into Access A. The northbound left turn at Access A showed a 60-foot storage requirement.

The study showed an initial site plan (Figure Two) and a future site plan (Figure Two-A) with the proposed UDOT project that would install a raised median along the frontage of the site in State Street. The study recognized the future island in State Street that would affect Accesses A and B and suggested a ¾ Access A by providing an additional median opening for northbound left turns.

The southbound approach at 800 North and 400 West had projected queues that would back up to the first development access (near Sonic Drive-in) during the PM Peak hour. While this is not ideal, the traffic at this intersection is not significant enough that some queuing is acceptable.

None of the internal queues at access points were projected to be greater than 25 feet or one car length.

Accesses A and B meet the requirements for spacing based on State Street being a Category 8 UDOT roadway.

Right turn deceleration lanes were not required at Access A or B.

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APPENDICES

Appendix A	Traffic Counts
Appendix B	HCM Traffic Analyses

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Appendix A

Traffic Counts

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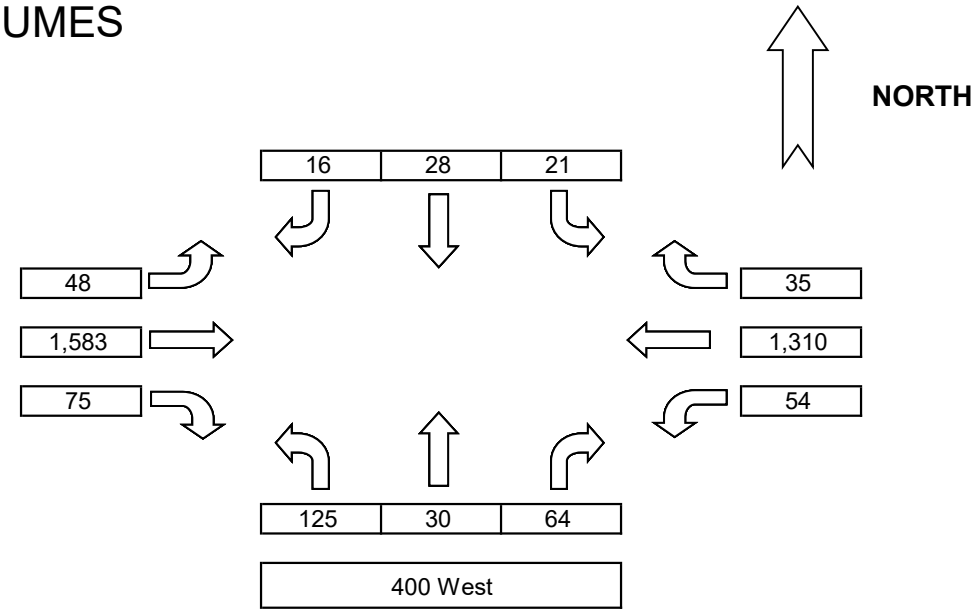
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **400 West**
E-W STRE **800 North**

COUNT D/ **1/11/2023**
NOTES:

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

PK HR VOLUME:	3,389
PHF:	0.93
PEAK HOUR:	
FROM:	TO:
8:00 AM	9:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
8:00 AM	8:15 AM	2	7	7	20	362	6	28	9	15	9	415	24	904
8:15 AM	8:30 AM	3	4	6	17	300	9	31	9	17	4	387	23	810
8:30 AM	8:45 AM	8	8	2	8	304	5	33	3	20	16	346	13	766
8:45 AM	9:00 AM	8	9	1	9	344	15	33	9	12	19	435	15	909

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
8:00 AM	9:00 AM	21	28	16	54	1,310	35	125	30	64	48	1,583	75	3,389

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

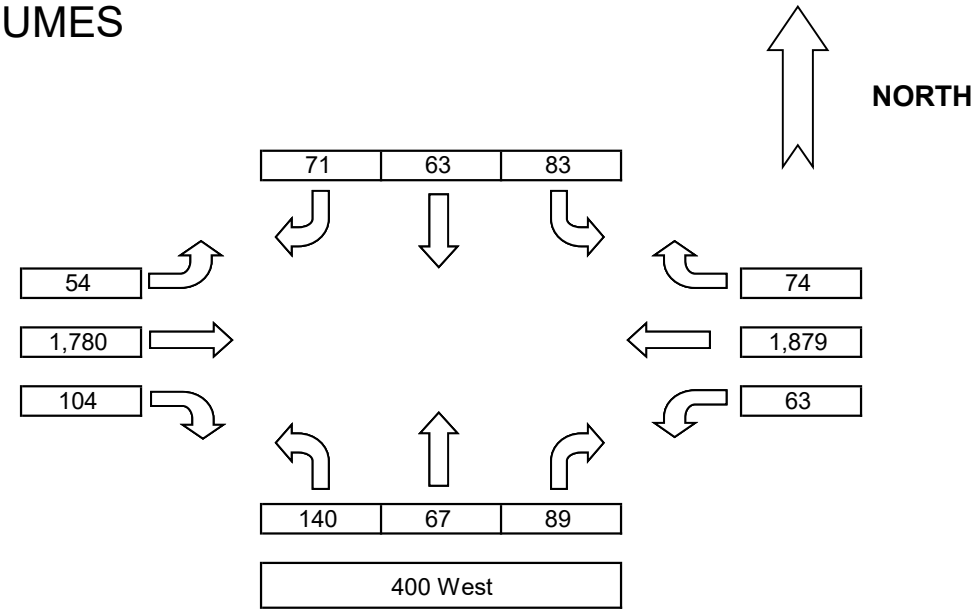
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **400 West**
E-W STRE **800 North**

COUNT D/ **1/11/2023**
NOTES:

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

PK HR VOLUME:	4,467
PHF:	0.95
PEAK HOUR:	
FROM: 5:00 AM	TO: 6:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
5:00 PM	5:15 PM	24	17	21	15	454	17	36	17	22	11	428	26	1,088
5:15 PM	5:30 PM	26	23	17	14	484	21	32	14	23	12	481	30	1,177
5:30 PM	5:45 PM	22	13	16	16	490	11	33	19	24	13	470	28	1,155
5:45 PM	6:00 PM	11	10	17	18	451	25	39	17	20	18	401	20	1,047

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
5:00 PM	6:00 PM	83	63	71	63	1,879	74	140	67	89	54	1,780	104	4,467

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

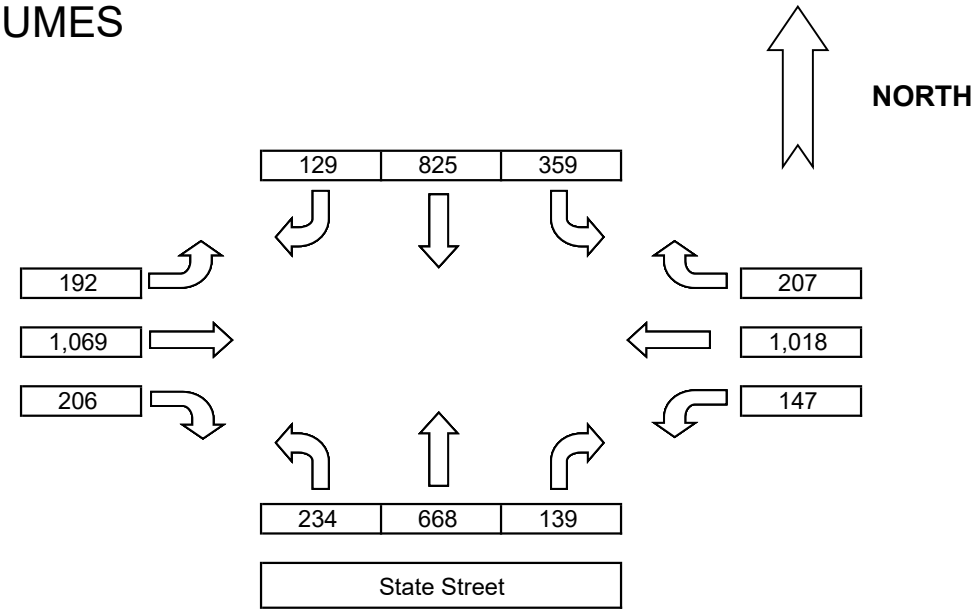
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **State Street**
E-W STRE **800 North**

COUNT D/ **12/21/2022**
NOTES:

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

PK HR VOLUME:	5,193
PHF:	0.93
PEAK HOUR:	
FROM: 8:00 AM	TO: 9:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
8:00 AM	8:15 AM	93	214	50	43	257	45	58	179	37	48	284	44	1,352
8:15 AM	8:30 AM	98	190	22	47	259	59	62	153	37	40	265	42	1,274
8:30 AM	8:45 AM	81	180	25	27	230	60	54	159	30	58	208	55	1,167
8:45 AM	9:00 AM	87	241	32	30	272	43	60	177	35	46	312	65	1,400

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
8:00 AM	9:00 AM	359	825	129	147	1,018	207	234	668	139	192	1,069	206	5,193

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

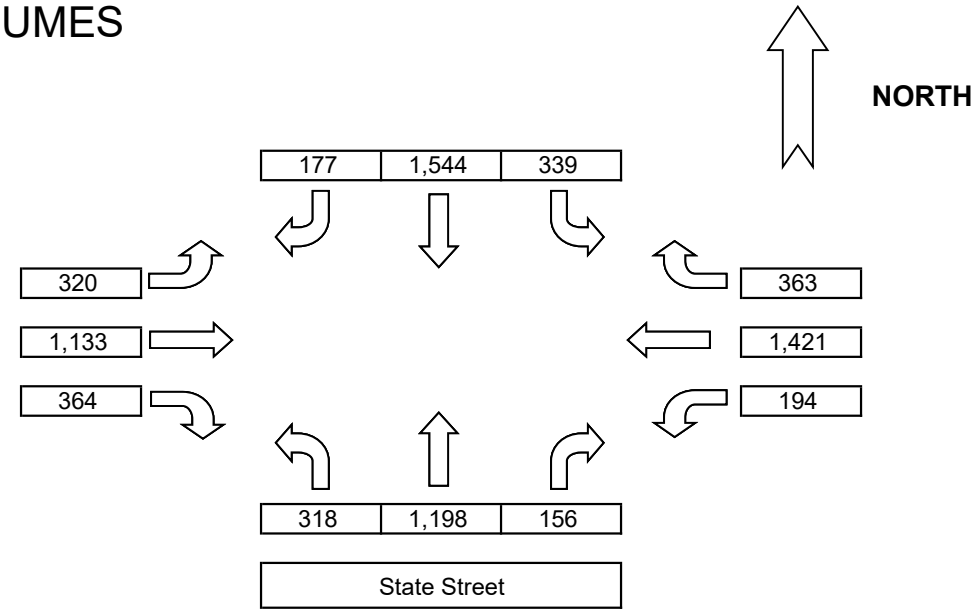
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **State Street**
E-W STRE **800 North**

COUNT D/ **1/11/2023**
NOTES:

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

PK HR VOLUME:	7,527
PHF:	0.96
PEAK HOUR:	
FROM: 5:00 AM	TO: 6:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
5:00 PM	5:15 PM	73	374	48	47	334	76	82	295	36	69	273	89	1,796
5:15 PM	5:30 PM	78	407	44	42	365	110	88	302	48	94	286	104	1,968
5:30 PM	5:45 PM	96	403	41	52	375	95	82	282	43	81	292	91	1,933
5:45 PM	6:00 PM	92	360	44	53	347	82	66	319	29	76	282	80	1,830

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
5:00 PM	6:00 PM	339	1,544	177	194	1,421	363	318	1,198	156	320	1,133	364	7,527

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

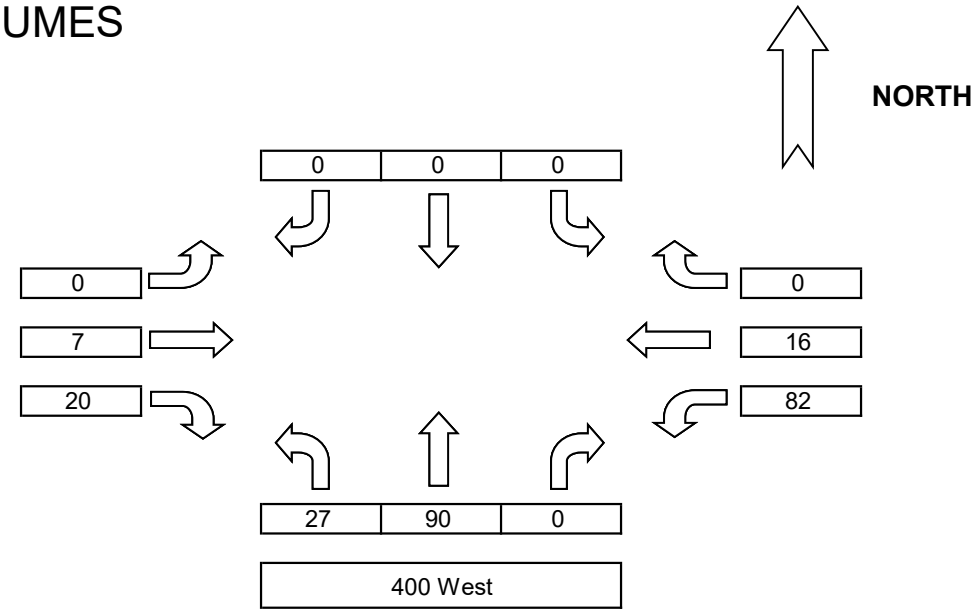
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **400 West**
E-W STRE **920 North**

COUNT D/ **1/11/2023**
NOTES:

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

PK HR VOLUME:	242
PHF:	0.95
PEAK HOUR:	
FROM: 5:00 AM	TO: 6:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD FROM:	TO:	Southbound L	T	R	Westbound L	T	R	Northbound L	T	R	Eastbound L	T	R	TOTAL VOLUMES
5:00 PM	5:15 PM				24	5		7	25			0	3	64
5:15 PM	5:30 PM				20	5		8	24			2	5	64
5:30 PM	5:45 PM				20	4		7	21			2	5	59
5:45 PM	6:00 PM				18	2		5	20			3	7	55

WEEKDAY HOURLY TOTALS:

TIME PERIOD FROM:	TO:	Southbound L	T	R	Westbound L	T	R	Northbound L	T	R	Eastbound L	T	R	TOTAL VOLUMES
5:00 PM	6:00 PM	0	0	0	82	16	0	27	90	0	0	7	20	242

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

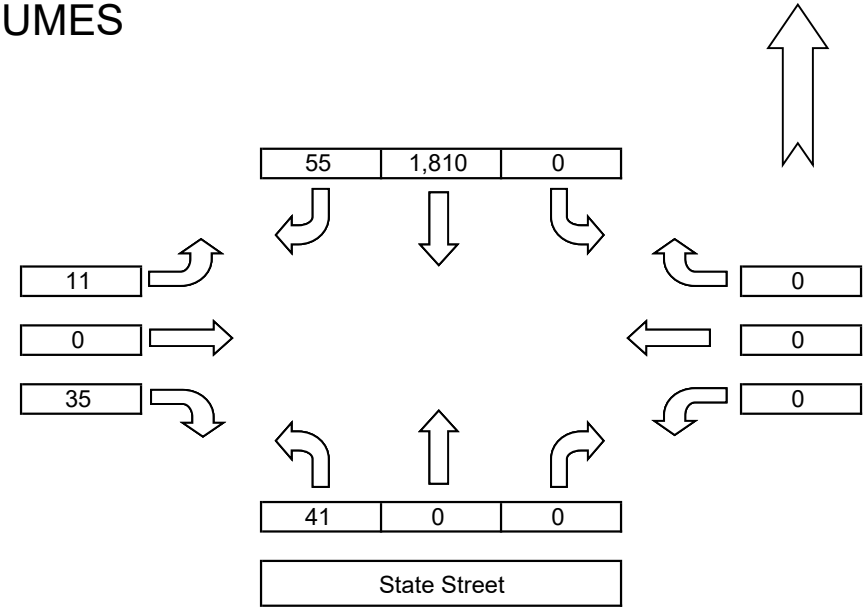
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **State Street**
E-W STRE **920 North**

COUNT D/ **1/11/2023**
NOTES:

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

PK HR VOLUME:	1,952
PHF:	0.95
PEAK HOUR:	
FROM: 5:00 AM	TO: 6:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD FROM:	TO:	Southbound L	T	R	Westbound L	T	R	Northbound L	T	R	Eastbound L	T	R	TOTAL VOLUMES
5:00 PM	5:15 PM		451	21				9			3		8	492
5:15 PM	5:30 PM		485	9				7			2		9	512
5:30 PM	5:45 PM		443	17				10			2		10	482
5:45 PM	6:00 PM		431	8				15			4		8	466

WEEKDAY HOURLY TOTALS:

TIME PERIOD FROM:	TO:	Southbound L	T	R	Westbound L	T	R	Northbound L	T	R	Eastbound L	T	R	TOTAL VOLUMES
5:00 PM	6:00 PM	0	1,810	55	0	0	0	41	0	0	11	0	35	1,952

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

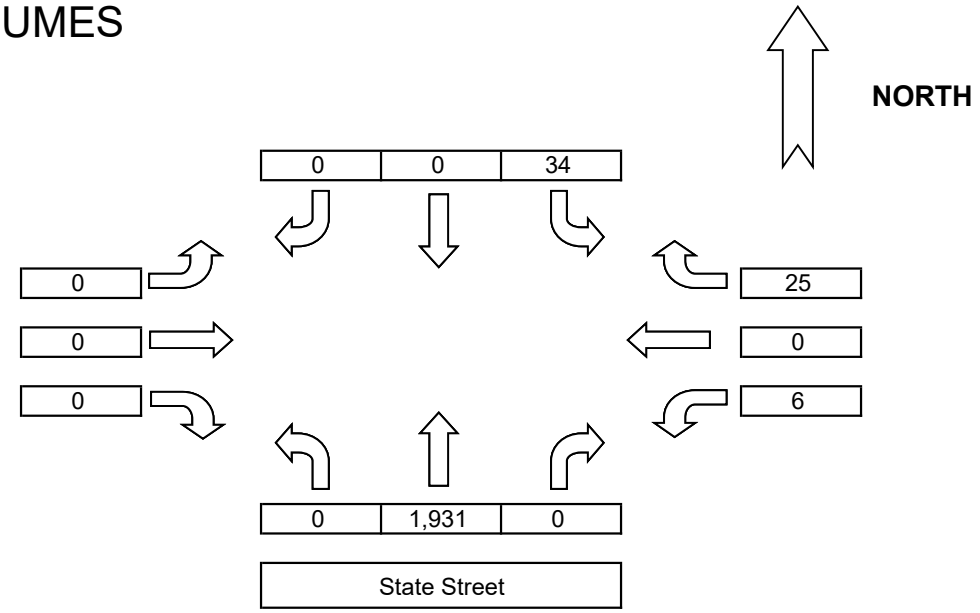
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **State Street**
E-W STRE **Arby's**

COUNT D/ **1/11/2023**
NOTES:

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

PK HR VOLUME:	1,996
PHF:	0.91
PEAK HOUR:	
FROM:	TO:
5:00 AM	6:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
5:00 PM	5:15 PM	10			2		6		436					454
5:15 PM	5:30 PM	11			1		6		531					549
5:30 PM	5:45 PM	6			2		5		482					495
5:45 PM	6:00 PM	7			1		8		482					498

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
5:00 PM	6:00 PM	34	0	0	6	0	25	0	1,931	0	0	0	0	1,996

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

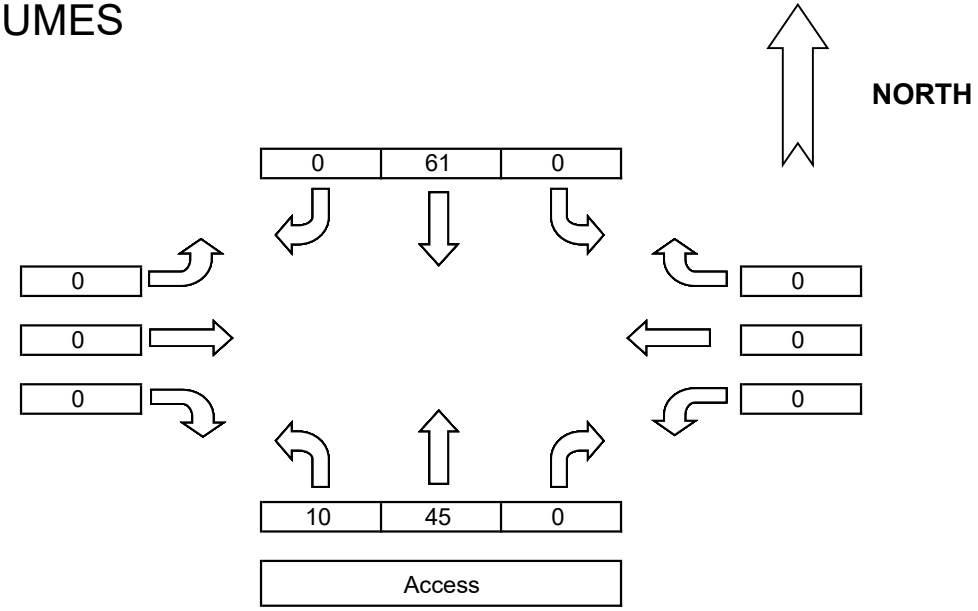
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **Access**
E-W STRE **400 West**

COUNT D/ **1/12/2023**
NOTES:

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

PK HR VOLUME:	116
PHF:	0.83
PEAK HOUR:	
FROM:	TO:
8:00 AM	9:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
8:00 AM	8:15 AM		19	0				3	11				0	33
8:15 AM	8:30 AM		9	0				3	10				0	22
8:30 AM	8:45 AM		14	0				2	10				0	26
8:45 AM	9:00 AM		19	0				2	14				0	35

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
8:00 AM	9:00 AM	0	61	0	0	0	0	10	45	0	0	0	0	116

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

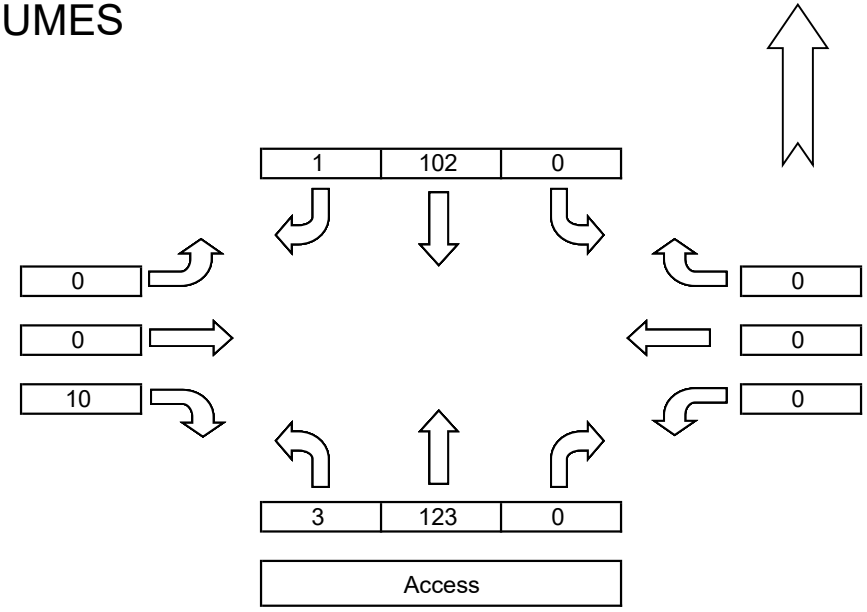
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **Access**
E-W STRE **400 West**

COUNT D/ **1/11/2023**
NOTES:

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

PK HR VOLUME:	239
PHF:	0.85
PEAK HOUR:	
FROM: 5:00 AM	TO: 6:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD FROM:	TO:	Southbound L	T	R	Westbound L	T	R	Northbound L	T	R	Eastbound L	T	R	TOTAL VOLUMES
5:00 PM	5:15 PM		29	0				1	38				2	70
5:15 PM	5:30 PM		25	1				0	32				3	61
5:30 PM	5:45 PM		26	0				0	32				4	62
5:45 PM	6:00 PM		22	0				2	21				1	46

WEEKDAY HOURLY TOTALS:

TIME PERIOD FROM:	TO:	Southbound L	T	R	Westbound L	T	R	Northbound L	T	R	Eastbound L	T	R	TOTAL VOLUMES
5:00 PM	6:00 PM	0	102	1	0	0	0	3	123	0	0	0	10	239

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

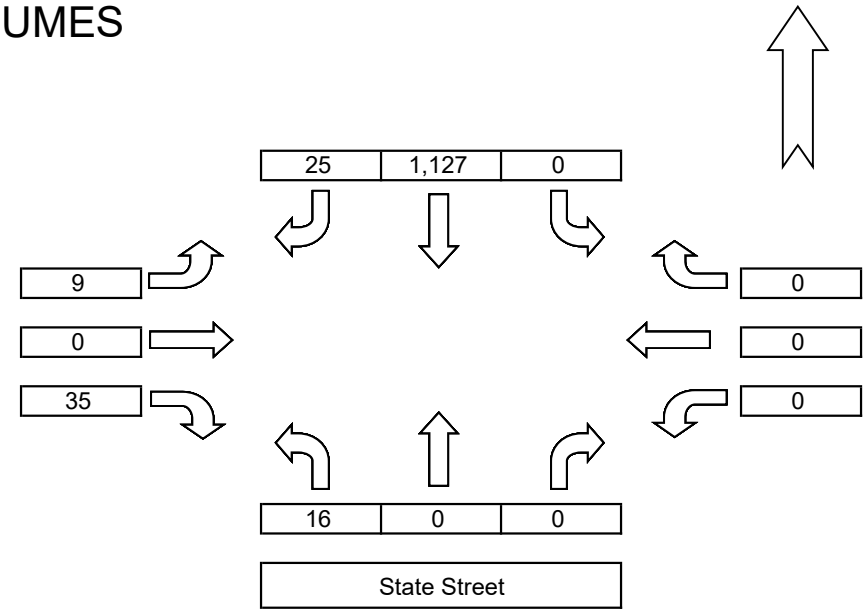
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION:
N-S STREI **State Street**
E-W STRE **920 North**

COUNT D/ **1/12/2023**
NOTES:

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

PK HR VOLUME:	1,212
PHF:	0.80
PEAK HOUR:	
FROM: 8:00 AM	TO: 9:00 AM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD FROM:	TO:	Southbound L	T	R	Westbound L	T	R	Northbound L	T	R	Eastbound L	T	R	TOTAL VOLUMES
8:00 AM	8:15 AM		348	11				3			2		14	378
8:15 AM	8:30 AM		334	4				7			3		6	354
8:30 AM	8:45 AM		254	7				5			1		11	278
8:45 AM	9:00 AM		191	3				1			3		4	202

WEEKDAY HOURLY TOTALS:

TIME PERIOD FROM:	TO:	Southbound L	T	R	Westbound L	T	R	Northbound L	T	R	Eastbound L	T	R	TOTAL VOLUMES
8:00 AM	9:00 AM	0	1,127	25	0	0	0	16	0	0	9	0	35	1,212

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

Appendix B

HCM Traffic Analyses

P (801) 521-8529 F (801) 521-9551 AWAEngineering.net 2010 N Redwood Rd, Salt Lake City, UT 84116
Civil Engineering • Land Surveying • Landscape Architecture • Transportation Engineering • Land Use Planning

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1583	75	54	1310	35	125	30	64	21	28	16
Future Volume (vph)	48	1583	75	54	1310	35	125	30	64	21	28	16
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	124.0	124.0	124.0	124.0	124.0	124.0	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	82.7%	82.7%	82.7%	82.7%	82.7%	82.7%	17.3%	17.3%	17.3%	17.3%	17.3%	17.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	119.5	119.5	119.5	119.5	119.5	119.5	21.5	21.5	21.5	21.5	21.5	21.5
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.80	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.21	0.42	0.06	0.35	0.35	0.03	0.69	0.12	0.25	0.12	0.11	0.07
Control Delay	6.1	5.0	0.7	10.6	4.6	0.9	79.8	57.5	18.7	57.8	57.3	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	5.0	0.7	10.6	4.6	0.9	79.8	57.5	18.7	57.8	57.3	22.5
LOS	A	A	A	B	A	A	E	E	B	E	E	C
Approach Delay		4.9			4.7			58.8			49.0	
Approach LOS		A			A			E			D	

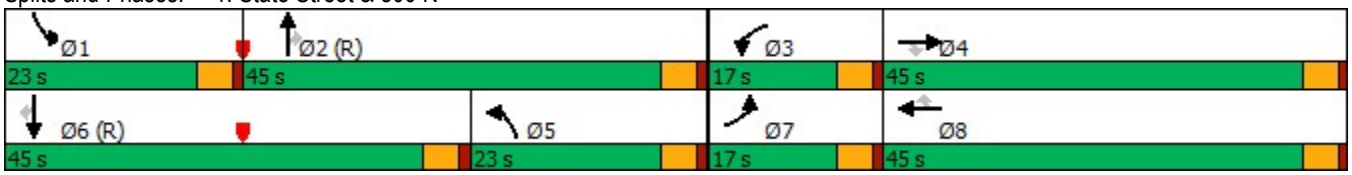
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 9.2	Intersection LOS: A
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

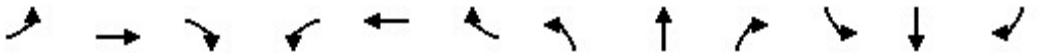
Splits and Phases: 10: 400 W & 800 N

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	1074	206	147	1021	225	249	683	139	375	857	115
Future Volume (vph)	208	1074	206	147	1021	225	249	683	139	375	857	115
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	45.0	45.0	17.0	45.0	45.0	23.0	45.0	45.0	23.0	45.0	45.0
Total Split (%)	13.1%	34.6%	34.6%	13.1%	34.6%	34.6%	17.7%	34.6%	34.6%	17.7%	34.6%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	12.5	40.5	40.5	12.5	40.5	40.5	18.5	40.5	40.5	18.5	40.5	40.5
Actuated g/C Ratio	0.10	0.31	0.31	0.10	0.31	0.31	0.14	0.31	0.31	0.14	0.31	0.31
v/c Ratio	0.68	0.74	0.35	0.48	0.70	0.37	0.56	0.47	0.26	0.84	0.59	0.23
Control Delay	68.2	43.4	5.6	61.1	42.3	5.6	56.8	37.3	8.8	70.0	39.6	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	43.4	5.6	61.1	42.3	5.6	56.8	37.3	8.8	70.0	39.6	12.6
LOS	E	D	A	E	D	A	E	D	A	E	D	B
Approach Delay		41.6			38.3			38.1			45.7	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 41.1	Intersection LOS: D
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: State Street & 800 N





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	10	45	0	0	61	0
Future Volume (Veh/h)	0	0	0	0	0	0	10	45	0	0	61	0
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)	0	0	0	0	0	0	11	49	0	0	66	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								422				
pX, platoon unblocked												
vC, conflicting volume	137	137	66	137	137	49	66			49		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	137	137	66	137	137	49	66			49		
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 %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	829	749	998	829	749	1020	1536			1558		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	0	0	0	60	66
Volume Left	0	0	0	11	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1536	1558
Volume to Capacity	0.00	0.00	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0	1	0
Control Delay (s)	0.0	0.0	0.0	1.4	0.0
Lane LOS	A	A	A	A	
Approach Delay (s)	0.0	0.0		1.4	0.0
Approach LOS	A	A			

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	12.9%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1780	104	63	1879	74	140	67	89	83	63	71
Future Volume (vph)	54	1780	104	63	1879	74	140	67	89	83	63	71
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	113.0	113.0	113.0	113.0	113.0	113.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	75.3%	75.3%	75.3%	75.3%	75.3%	75.3%	24.7%	24.7%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	108.5	108.5	108.5	108.5	108.5	108.5	32.5	32.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.63	0.53	0.10	0.62	0.56	0.07	0.53	0.18	0.27	0.32	0.17	0.21
Control Delay	44.3	9.9	1.2	33.1	3.5	0.6	59.8	49.4	36.1	55.6	51.4	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	9.9	1.2	33.1	3.5	0.6	59.8	49.4	36.1	55.6	51.4	37.0
LOS	D	A	A	C	A	A	E	D	D	E	D	D
Approach Delay		10.4			4.3			50.3			48.3	
Approach LOS		B			A			D			D	

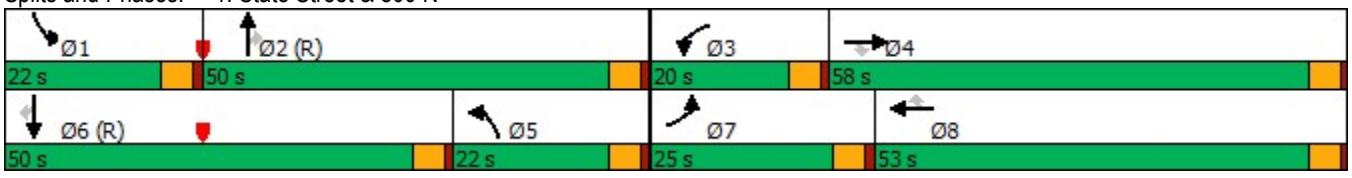
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 12.1	Intersection LOS: B
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

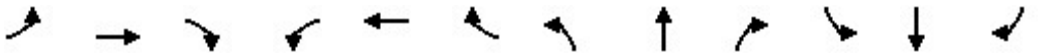
Splits and Phases: 10: 400 W & 800 N

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	1133	364	194	1421	363	318	1198	156	339	1544	177
Future Volume (vph)	320	1133	364	194	1421	363	318	1198	156	339	1544	177
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	58.0	58.0	20.0	53.0	53.0	22.0	50.0	50.0	22.0	50.0	50.0
Total Split (%)	16.7%	38.7%	38.7%	13.3%	35.3%	35.3%	14.7%	33.3%	33.3%	14.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	20.5	53.5	53.5	15.5	48.5	48.5	17.5	45.5	45.5	17.5	45.5	45.5
Actuated g/C Ratio	0.14	0.36	0.36	0.10	0.32	0.32	0.12	0.30	0.30	0.12	0.30	0.30
v/c Ratio	0.74	0.68	0.54	0.60	0.94	0.57	0.86	0.84	0.31	0.92	1.09	0.35
Control Delay	86.1	35.6	7.8	71.8	61.2	16.6	86.2	55.1	16.4	93.8	99.3	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	35.6	7.8	71.8	61.2	16.6	86.2	55.1	16.4	93.8	99.3	19.1
LOS	F	D	A	E	E	B	F	E	B	F	F	B
Approach Delay		38.9			54.1			57.4			91.5	
Approach LOS		D			D			E			F	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Pretimed	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 61.4	Intersection LOS: E
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: State Street & 800 N

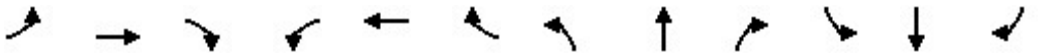




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	10	0	0	0	3	123	0	1	102	0
Future Volume (Veh/h)	0	0	10	0	0	0	3	123	0	1	102	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	11	0	0	0	3	134	0	1	111	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								422				
pX, platoon unblocked												
vC, conflicting volume	253	253	111	264	253	134	111			134		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	253	253	111	264	253	134	111			134		
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 %	100	100	99	100	100	100	100			100		
cM capacity (veh/h)	699	649	942	679	649	915	1479			1451		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	11	0	0	137	112
Volume Left	0	0	0	3	1
Volume Right	11	0	0	0	0
cSH	942	1700	1700	1479	1451
Volume to Capacity	0.01	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	8.9	0.0	0.0	0.2	0.1
Lane LOS	A	A	A	A	A
Approach Delay (s)	8.9	0.0		0.2	0.1
Approach LOS	A	A			

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	18.4%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	10	45	0	0	61	0
Future Volume (Veh/h)	0	0	0	0	0	0	10	45	0	0	61	0
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)	0	0	0	0	0	0	12	52	0	0	70	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								422				
pX, platoon unblocked												
vC, conflicting volume	146	146	70	146	146	52	70			52		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	146	146	70	146	146	52	70			52		
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 %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	818	740	993	818	740	1016	1531			1554		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	0	0	0	64	70
Volume Left	0	0	0	12	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1531	1554
Volume to Capacity	0.00	0.00	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0	1	0
Control Delay (s)	0.0	0.0	0.0	1.4	0.0
Lane LOS	A	A	A	A	
Approach Delay (s)	0.0	0.0		1.4	0.0
Approach LOS	A	A			

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	13.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1583	75	54	1310	35	125	30	64	21	28	16
Future Volume (vph)	48	1583	75	54	1310	35	125	30	64	21	28	16
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	124.0	124.0	124.0	124.0	124.0	124.0	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	82.7%	82.7%	82.7%	82.7%	82.7%	82.7%	17.3%	17.3%	17.3%	17.3%	17.3%	17.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	119.5	119.5	119.5	119.5	119.5	119.5	21.5	21.5	21.5	21.5	21.5	21.5
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.80	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.25	0.45	0.07	0.41	0.37	0.03	0.73	0.13	0.27	0.12	0.12	0.07
Control Delay	7.0	5.2	0.7	13.8	4.7	0.9	83.5	57.6	25.1	58.0	57.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	5.2	0.7	13.8	4.7	0.9	83.5	57.6	25.1	58.0	57.4	22.1
LOS	A	A	A	B	A	A	F	E	C	E	E	C
Approach Delay		5.1			5.0			62.8			49.0	
Approach LOS		A			A			E			D	

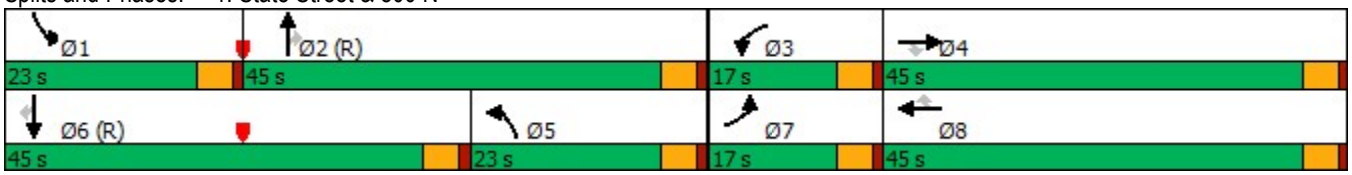
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

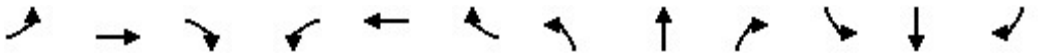
Splits and Phases: 10: 400 W & 800 N

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1069	206	147	1018	207	234	668	139	359	825	129
Future Volume (vph)	192	1069	206	147	1018	207	234	668	139	359	825	129
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	45.0	45.0	17.0	45.0	45.0	23.0	45.0	45.0	23.0	45.0	45.0
Total Split (%)	13.1%	34.6%	34.6%	13.1%	34.6%	34.6%	17.7%	34.6%	34.6%	17.7%	34.6%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	12.5	40.5	40.5	12.5	40.5	40.5	18.5	40.5	40.5	18.5	40.5	40.5
Actuated g/C Ratio	0.10	0.31	0.31	0.10	0.31	0.31	0.14	0.31	0.31	0.14	0.31	0.31
v/c Ratio	0.67	0.78	0.36	0.51	0.74	0.36	0.55	0.49	0.27	0.85	0.60	0.27
Control Delay	67.5	44.8	5.6	61.8	43.5	5.6	56.7	37.6	9.5	71.2	39.8	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	44.8	5.6	61.8	43.5	5.6	56.7	37.6	9.5	71.2	39.8	15.7
LOS	E	D	A	E	D	A	E	D	A	E	D	B
Approach Delay		42.3			39.7			38.1			46.0	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Pretimed	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: State Street & 800 N





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	10	0	0	0	3	123	0	0	102	1
Future Volume (Veh/h)	0	0	10	0	0	0	3	123	0	0	102	1
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)	0	0	12	0	0	0	3	142	0	0	118	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								422				
pX, platoon unblocked												
vC, conflicting volume	266	266	118	278	267	142	119			142		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	266	266	118	278	267	142	119			142		
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 %	100	100	99	100	100	100	100			100		
cM capacity (veh/h)	685	638	933	664	638	906	1469			1441		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	12	0	0	145	119
Volume Left	0	0	0	3	0
Volume Right	12	0	0	0	1
cSH	933	1700	1700	1469	1441
Volume to Capacity	0.01	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	8.9	0.0	0.0	0.2	0.0
Lane LOS	A	A	A	A	
Approach Delay (s)	8.9	0.0		0.2	0.0
Approach LOS	A	A			

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	19.4%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1780	104	63	1879	74	140	67	89	83	63	71
Future Volume (vph)	54	1780	104	63	1879	74	140	67	89	83	63	71
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	113.0	113.0	113.0	113.0	113.0	113.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	75.3%	75.3%	75.3%	75.3%	75.3%	75.3%	24.7%	24.7%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	108.5	108.5	108.5	108.5	108.5	108.5	32.5	32.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.78	0.56	0.10	0.78	0.59	0.07	0.57	0.19	0.29	0.35	0.18	0.23
Control Delay	74.8	10.3	1.1	52.4	4.6	0.7	61.6	49.5	40.3	55.9	51.4	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.8	10.3	1.1	52.4	4.6	0.7	61.6	49.5	40.3	55.9	51.4	41.5
LOS	E	B	A	D	A	A	E	D	D	E	D	D
Approach Delay		11.6			6.0			52.4			49.9	
Approach LOS		B			A			D			D	

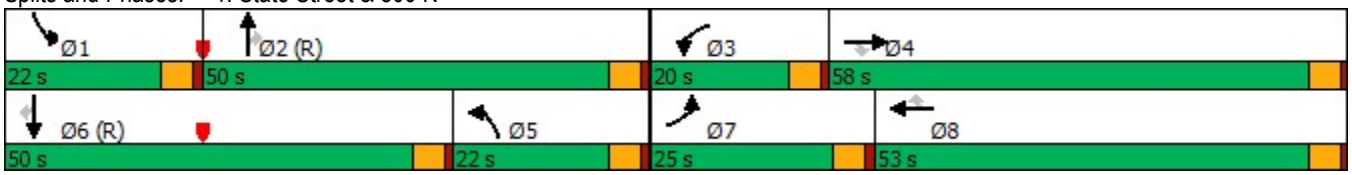
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: 400 W & 800 N

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	1205	386	206	1512	399	337	1282	165	376	1673	188
Future Volume (vph)	339	1205	386	206	1512	399	337	1282	165	376	1673	188
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	58.0	58.0	20.0	53.0	53.0	22.0	50.0	50.0	22.0	50.0	50.0
Total Split (%)	16.7%	38.7%	38.7%	13.3%	35.3%	35.3%	14.7%	33.3%	33.3%	14.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	20.5	53.5	53.5	15.5	48.5	48.5	17.5	45.5	45.5	17.5	45.5	45.5
Actuated g/C Ratio	0.14	0.36	0.36	0.10	0.32	0.32	0.12	0.30	0.30	0.12	0.30	0.30
v/c Ratio	0.78	0.72	0.57	0.63	1.00	0.63	0.92	0.90	0.32	1.02	1.18	0.37
Control Delay	88.1	36.7	9.1	73.2	72.3	20.6	93.0	59.3	17.6	114.5	132.9	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	36.7	9.1	73.2	72.3	20.6	93.0	59.3	17.6	114.5	132.9	20.5
LOS	F	D	A	E	E	C	F	E	B	F	F	C
Approach Delay		40.2			62.6			61.8			120.4	
Approach LOS		D			E			E			F	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Pretimed	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 73.1	Intersection LOS: E
Intersection Capacity Utilization 95.8%	ICU Level of Service F
Analysis Period (min) 15	

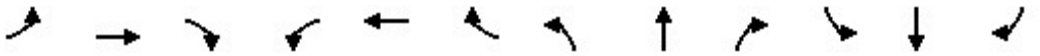
Splits and Phases: 1: State Street & 800 N



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	1577	75	54	1310	53	125	30	64	43	28	47
Future Volume (vph)	91	1577	75	54	1310	53	125	30	64	43	28	47
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	124.0	124.0	124.0	124.0	124.0	124.0	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	82.7%	82.7%	82.7%	82.7%	82.7%	82.7%	17.3%	17.3%	17.3%	17.3%	17.3%	17.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	119.5	119.5	119.5	119.5	119.5	119.5	21.5	21.5	21.5	21.5	21.5	21.5
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.80	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.41	0.42	0.06	0.34	0.35	0.05	0.69	0.12	0.25	0.24	0.11	0.19
Control Delay	10.3	5.0	0.7	10.4	4.6	0.8	79.8	57.5	18.2	60.7	57.3	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	5.0	0.7	10.4	4.6	0.8	79.8	57.5	18.2	60.7	57.3	15.5
LOS	B	A	A	B	A	A	E	E	B	E	E	B
Approach Delay		5.1			4.7			58.7			41.9	
Approach LOS		A			A			E			D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 59.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: 400 W & 800 N



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	53	0	0	10	45	61	0	61	0
Future Volume (Veh/h)	0	0	0	53	0	0	10	45	61	0	61	0
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)	0	0	0	58	0	0	11	49	66	0	66	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								422				
pX, platoon unblocked												
vC, conflicting volume	170	203	66	170	170	82	66			115		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	170	203	66	170	170	82	66			115		
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 %	100	100	100	93	100	100	99			100		
cM capacity (veh/h)	789	688	998	789	718	978	1536			1474		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	0	58	0	126	66
Volume Left	0	58	0	11	0
Volume Right	0	0	0	66	0
cSH	1700	789	1700	1536	1474
Volume to Capacity	0.00	0.07	0.00	0.01	0.00
Queue Length 95th (ft)	0	6	0	1	0
Control Delay (s)	0.0	9.9	0.0	0.7	0.0
Lane LOS	A	A	A	A	
Approach Delay (s)	0.0	9.9		0.7	0.0
Approach LOS	A	A			

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	23.3%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	39	40	1009	1152	36
Future Volume (Veh/h)	0	39	40	1009	1152	36
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	42	43	1097	1252	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				550		
pX, platoon unblocked	0.90					
vC, conflicting volume	1723	437	1291			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1403	437	1291			
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	93	92			
cM capacity (veh/h)	108	568	533			

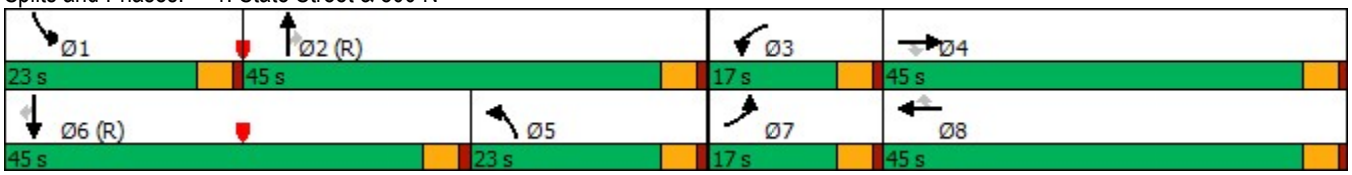
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	42	43	366	366	366	501	501	289
Volume Left	0	43	0	0	0	0	0	0
Volume Right	42	0	0	0	0	0	0	39
cSH	568	533	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.07	0.08	0.22	0.22	0.22	0.29	0.29	0.17
Queue Length 95th (ft)	6	7	0	0	0	0	0	0
Control Delay (s)	11.8	12.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B						
Approach Delay (s)	11.8	0.5				0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	1072	206	147	1021	205	247	683	139	375	857	115
Future Volume (vph)	208	1072	206	147	1021	205	247	683	139	375	857	115
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	45.0	45.0	17.0	45.0	45.0	23.0	45.0	45.0	23.0	45.0	45.0
Total Split (%)	13.1%	34.6%	34.6%	13.1%	34.6%	34.6%	17.7%	34.6%	34.6%	17.7%	34.6%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	12.5	40.5	40.5	12.5	40.5	40.5	18.5	40.5	40.5	18.5	40.5	40.5
Actuated g/C Ratio	0.10	0.31	0.31	0.10	0.31	0.31	0.14	0.31	0.31	0.14	0.31	0.31
v/c Ratio	0.68	0.74	0.35	0.48	0.70	0.35	0.55	0.47	0.26	0.84	0.59	0.23
Control Delay	68.2	43.3	5.6	61.1	42.3	5.6	56.6	37.3	8.8	70.0	39.6	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	43.3	5.6	61.1	42.3	5.6	56.6	37.3	8.8	70.0	39.6	12.6
LOS	E	D	A	E	D	A	E	D	A	E	D	B
Approach Delay		41.6			38.8			38.0			45.7	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 41.2	Intersection LOS: D
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

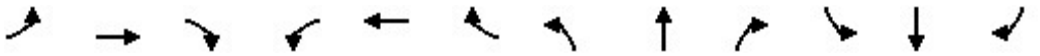
Splits and Phases: 1: State Street & 800 N



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	1767	104	63	1879	88	140	67	89	102	63	97
Future Volume (vph)	88	1767	104	63	1879	88	140	67	89	102	63	97
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	113.0	113.0	113.0	113.0	113.0	113.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	75.3%	75.3%	75.3%	75.3%	75.3%	75.3%	24.7%	24.7%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	108.5	108.5	108.5	108.5	108.5	108.5	32.5	32.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	1.02	0.52	0.10	0.62	0.56	0.08	0.53	0.18	0.27	0.39	0.17	0.29
Control Delay	124.4	9.8	1.2	32.3	3.5	0.5	59.8	49.4	35.6	55.2	49.2	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.4	9.8	1.2	32.3	3.5	0.5	59.8	49.4	35.6	55.2	49.2	40.1
LOS	F	A	A	C	A	A	E	D	D	E	D	D
Approach Delay		14.5			4.3			50.1			48.2	
Approach LOS		B			A			D			D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 100	
Control Type: Pretimed	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: 400 W & 800 N



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	10	45	0	0	3	123	58	0	102	1
Future Volume (Veh/h)	0	0	10	45	0	0	3	123	58	0	102	1
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)	0	0	11	49	0	0	3	134	63	0	111	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								422				
pX, platoon unblocked	1.00	1.00		1.00	1.00	1.00				1.00		
vC, conflicting volume	283	314	112	294	284	166	112			197		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	277	309	112	288	278	159	112			191		
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 %	100	100	99	92	100	100	100			100		
cM capacity (veh/h)	671	601	942	652	626	882	1478			1376		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	11	49	0	200	112
Volume Left	0	49	0	3	0
Volume Right	11	0	0	63	1
cSH	942	652	1700	1478	1376
Volume to Capacity	0.01	0.08	0.00	0.00	0.00
Queue Length 95th (ft)	1	6	0	0	0
Control Delay (s)	8.9	11.0	0.0	0.1	0.0
Lane LOS	A	B	A	A	
Approach Delay (s)	8.9	11.0		0.1	0.0
Approach LOS	A	B			

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	28.3%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	33	29	1993	1837	25
Future Volume (Veh/h)	0	33	29	1993	1837	25
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	36	32	2166	1997	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				550		
pX, platoon unblocked	0.76					
vC, conflicting volume	2796	679	2024			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2259	679	2024			
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	88			
cM capacity (veh/h)	23	394	277			

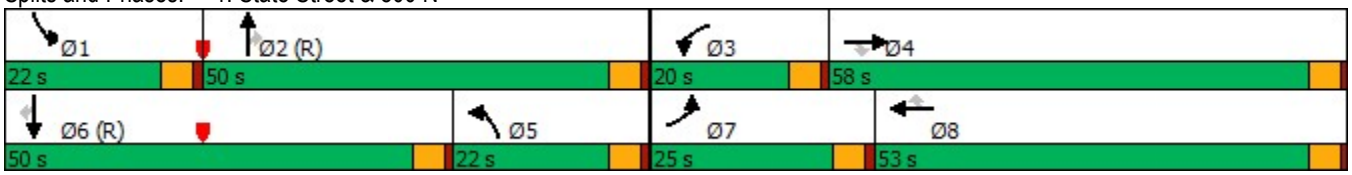
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	36	32	722	722	722	799	799	426
Volume Left	0	32	0	0	0	0	0	0
Volume Right	36	0	0	0	0	0	0	27
cSH	394	277	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.12	0.42	0.42	0.42	0.47	0.47	0.25
Queue Length 95th (ft)	7	10	0	0	0	0	0	0
Control Delay (s)	15.1	19.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	C						
Approach Delay (s)	15.1	0.3				0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	1137	364	194	1425	375	318	1210	156	353	1580	177
Future Volume (vph)	335	1137	364	194	1425	375	318	1210	156	353	1580	177
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	58.0	58.0	20.0	53.0	53.0	22.0	50.0	50.0	22.0	50.0	50.0
Total Split (%)	16.7%	38.7%	38.7%	13.3%	35.3%	35.3%	14.7%	33.3%	33.3%	14.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	20.5	53.5	53.5	15.5	48.5	48.5	17.5	45.5	45.5	17.5	45.5	45.5
Actuated g/C Ratio	0.14	0.36	0.36	0.10	0.32	0.32	0.12	0.30	0.30	0.12	0.30	0.30
v/c Ratio	0.78	0.68	0.54	0.60	0.94	0.59	0.86	0.85	0.31	0.96	1.11	0.35
Control Delay	87.1	35.9	7.9	71.8	61.5	18.0	86.2	55.6	16.4	101.0	108.2	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.1	35.9	7.9	71.8	61.5	18.0	86.2	55.6	16.4	101.0	108.2	19.1
LOS	F	D	A	E	E	B	F	E	B	F	F	B
Approach Delay		39.7			54.3			57.7			99.5	
Approach LOS		D			D			E			F	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Pretimed	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 64.1	Intersection LOS: E
Intersection Capacity Utilization 91.7%	ICU Level of Service F
Analysis Period (min) 15	

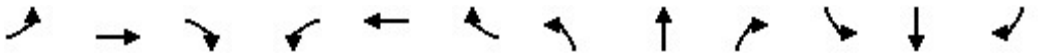
Splits and Phases: 1: State Street & 800 N



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	1678	80	57	1389	55	133	32	68	44	30	48
Future Volume (vph)	97	1678	80	57	1389	55	133	32	68	44	30	48
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	124.0	124.0	124.0	124.0	124.0	124.0	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	82.7%	82.7%	82.7%	82.7%	82.7%	82.7%	17.3%	17.3%	17.3%	17.3%	17.3%	17.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	119.5	119.5	119.5	119.5	119.5	119.5	21.5	21.5	21.5	21.5	21.5	21.5
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.80	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.48	0.45	0.07	0.41	0.37	0.05	0.74	0.13	0.27	0.25	0.12	0.19
Control Delay	13.3	5.2	0.7	13.8	4.7	0.8	84.0	57.6	25.1	60.8	57.5	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	5.2	0.7	13.8	4.7	0.8	84.0	57.6	25.1	60.8	57.5	15.5
LOS	B	A	A	B	A	A	F	E	C	E	E	B
Approach Delay		5.5			4.9			63.2			42.3	
Approach LOS		A			A			E			D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: 400 W & 800 N



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	53	0	0	11	48	61	0	65	0
Future Volume (Veh/h)	0	0	0	53	0	0	11	48	61	0	65	0
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)	0	0	0	58	0	0	12	52	66	0	71	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								422				
pX, platoon unblocked												
vC, conflicting volume	180	213	71	180	180	85	71			118		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	180	213	71	180	180	85	71			118		
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 %	100	100	100	93	100	100	99			100		
cM capacity (veh/h)	777	679	991	777	708	974	1529			1470		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	0	58	0	130	71
Volume Left	0	58	0	12	0
Volume Right	0	0	0	66	0
cSH	1700	777	1700	1529	1470
Volume to Capacity	0.00	0.07	0.00	0.01	0.00
Queue Length 95th (ft)	0	6	0	1	0
Control Delay (s)	0.0	10.0	0.0	0.7	0.0
Lane LOS	A	B	A	A	
Approach Delay (s)	0.0	10.0		0.7	0.0
Approach LOS	A	B			

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	23.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	40	40	1068	1221	36
Future Volume (Veh/h)	0	40	40	1068	1221	36
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	43	1161	1327	39
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				550		
pX, platoon unblocked	0.89					
vC, conflicting volume	1830	472	1376			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1503	472	1376			
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	92	91			
cM capacity (veh/h)	90	533	490			

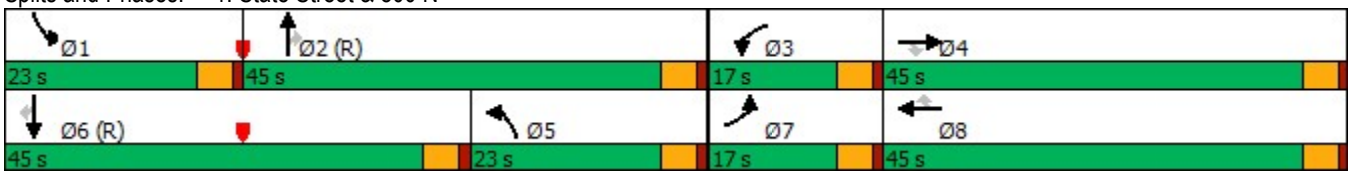
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	43	43	387	387	387	531	531	304
Volume Left	0	43	0	0	0	0	0	0
Volume Right	43	0	0	0	0	0	0	39
cSH	533	490	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.08	0.09	0.23	0.23	0.23	0.31	0.31	0.18
Queue Length 95th (ft)	7	7	0	0	0	0	0	0
Control Delay (s)	12.3	13.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B						
Approach Delay (s)	12.3	0.5				0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	1136	218	156	1082	237	263	723	147	397	893	123
Future Volume (vph)	204	1136	218	156	1082	237	263	723	147	397	893	123
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	45.0	45.0	17.0	45.0	45.0	23.0	45.0	45.0	23.0	45.0	45.0
Total Split (%)	13.1%	34.6%	34.6%	13.1%	34.6%	34.6%	17.7%	34.6%	34.6%	17.7%	34.6%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	12.5	40.5	40.5	12.5	40.5	40.5	18.5	40.5	40.5	18.5	40.5	40.5
Actuated g/C Ratio	0.10	0.31	0.31	0.10	0.31	0.31	0.14	0.31	0.31	0.14	0.31	0.31
v/c Ratio	0.67	0.78	0.36	0.52	0.74	0.39	0.59	0.50	0.27	0.89	0.61	0.24
Control Delay	67.6	44.8	5.6	61.9	43.5	5.6	57.6	37.8	9.8	75.2	40.1	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	44.8	5.6	61.9	43.5	5.6	57.6	37.8	9.8	75.2	40.1	13.9
LOS	E	D	A	E	D	A	E	D	A	E	D	B
Approach Delay		42.3			39.4			38.7			47.7	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Pretimed	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 42.2	Intersection LOS: D
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

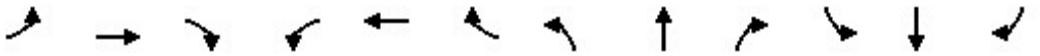
Splits and Phases: 1: State Street & 800 N



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	1887	110	67	1902	92	148	71	94	107	67	101
Future Volume (vph)	91	1887	110	67	1902	92	148	71	94	107	67	101
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	113.0	113.0	113.0	113.0	113.0	113.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	75.3%	75.3%	75.3%	75.3%	75.3%	75.3%	24.7%	24.7%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	108.5	108.5	108.5	108.5	108.5	108.5	32.5	32.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	1.10	0.56	0.10	0.78	0.56	0.09	0.57	0.19	0.28	0.42	0.18	0.31
Control Delay	149.7	10.3	1.1	50.2	4.0	0.5	61.6	49.5	40.1	56.0	49.4	41.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	149.7	10.3	1.1	50.2	4.0	0.5	61.6	49.5	40.1	56.0	49.4	41.8
LOS	F	B	A	D	A	A	E	D	D	E	D	D
Approach Delay		15.9			5.3			52.4			49.2	
Approach LOS		B			A			D			D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Pretimed	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: 400 W & 800 N



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	11	45	0	0	3	130	58	0	108	1
Future Volume (Veh/h)	0	0	11	45	0	0	3	130	58	0	108	1
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)	0	0	12	49	0	0	3	141	63	0	117	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								422				
pX, platoon unblocked	0.99	0.99		0.99	0.99	0.99				0.99		
vC, conflicting volume	296	328	118	308	296	172	118			204		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	285	317	118	297	285	160	118			192		
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 %	100	100	99	92	100	100	100			100		
cM capacity (veh/h)	660	593	934	640	617	877	1470			1369		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	12	49	0	207	118
Volume Left	0	49	0	3	0
Volume Right	12	0	0	63	1
cSH	934	640	1700	1470	1369
Volume to Capacity	0.01	0.08	0.00	0.00	0.00
Queue Length 95th (ft)	1	6	0	0	0
Control Delay (s)	8.9	11.1	0.0	0.1	0.0
Lane LOS	A	B	A	A	
Approach Delay (s)	8.9	11.1		0.1	0.0
Approach LOS	A	B			

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	28.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	33	29	2108	1968	25
Future Volume (Veh/h)	0	33	29	2108	1968	25
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	36	32	2291	2139	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				550		
pX, platoon unblocked	0.74					
vC, conflicting volume	2980	726	2166			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2446	726	2166			
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	90	87			
cM capacity (veh/h)	17	367	243			

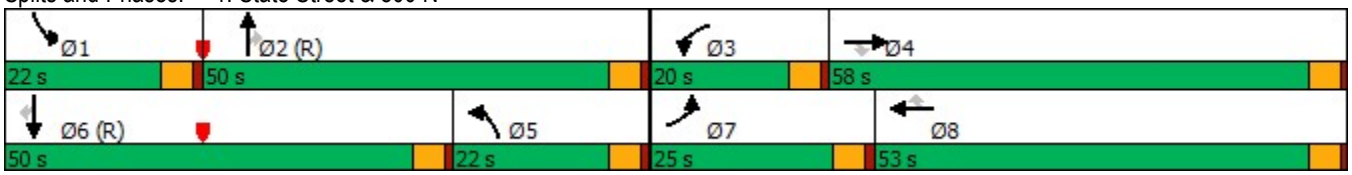
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	36	32	764	764	764	856	856	455
Volume Left	0	32	0	0	0	0	0	0
Volume Right	36	0	0	0	0	0	0	27
cSH	367	243	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.10	0.13	0.45	0.45	0.45	0.50	0.50	0.27
Queue Length 95th (ft)	8	11	0	0	0	0	0	0
Control Delay (s)	15.9	22.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	C						
Approach Delay (s)	15.9	0.3				0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	1205	386	206	1512	399	337	1282	165	376	1673	188
Future Volume (vph)	339	1205	386	206	1512	399	337	1282	165	376	1673	188
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	58.0	58.0	20.0	53.0	53.0	22.0	50.0	50.0	22.0	50.0	50.0
Total Split (%)	16.7%	38.7%	38.7%	13.3%	35.3%	35.3%	14.7%	33.3%	33.3%	14.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	20.5	53.5	53.5	15.5	48.5	48.5	17.5	45.5	45.5	17.5	45.5	45.5
Actuated g/C Ratio	0.14	0.36	0.36	0.10	0.32	0.32	0.12	0.30	0.30	0.12	0.30	0.30
v/c Ratio	0.78	0.72	0.57	0.63	1.00	0.63	0.92	0.90	0.32	1.02	1.18	0.37
Control Delay	88.1	36.7	9.1	73.2	72.3	20.6	93.0	59.3	17.6	114.5	132.9	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	36.7	9.1	73.2	72.3	20.6	93.0	59.3	17.6	114.5	132.9	20.5
LOS	F	D	A	E	E	C	F	E	B	F	F	C
Approach Delay		40.2			62.6			61.8			120.4	
Approach LOS		D			E			E			F	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Pretimed	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 73.1	Intersection LOS: E
Intersection Capacity Utilization 95.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: State Street & 800 N



For more information, contact Cheryl Vargas at
(801) 229-7183 or chvargas@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Dec 6, 2023
4:30 pm

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

SITE PLAN – Approving the site plan of 800 N & State located generally at 883 North State Street in the C2 zone.

The applicant will be putting in new curb, gutter, sidewalk and general improvements along State Street on the east side of the property. Then, as each of the individual lots are sold and those property owners submit their applications for site plan approval, they will make additional improvements such as landscaping.

Additional information can be viewed on orem.org/planning under "Current Planning (Public Hearing Notices)" tab.

ZIONS FIRST NATIONAL BANK
%LOCATION: 7473
PO BOX 54288
LEXINGTON, KY 40555

For more information, contact Cheryl Vargas at
(801) 229-7183 or chvargas@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
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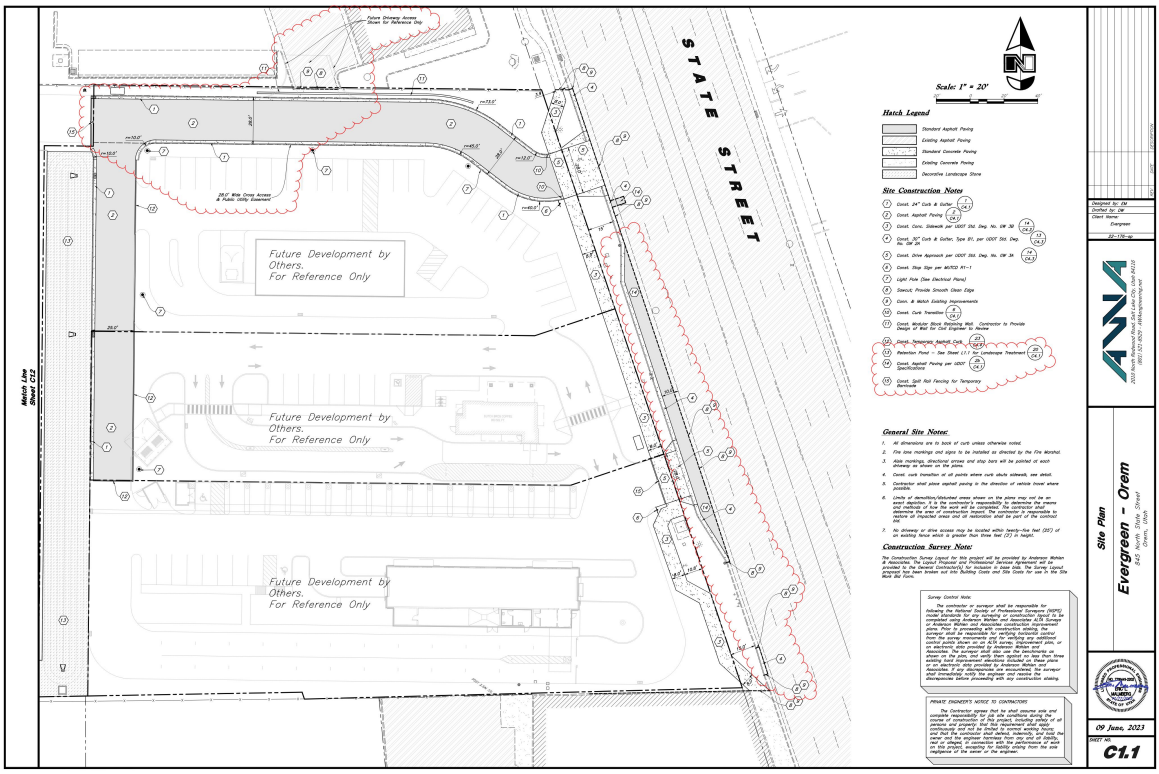
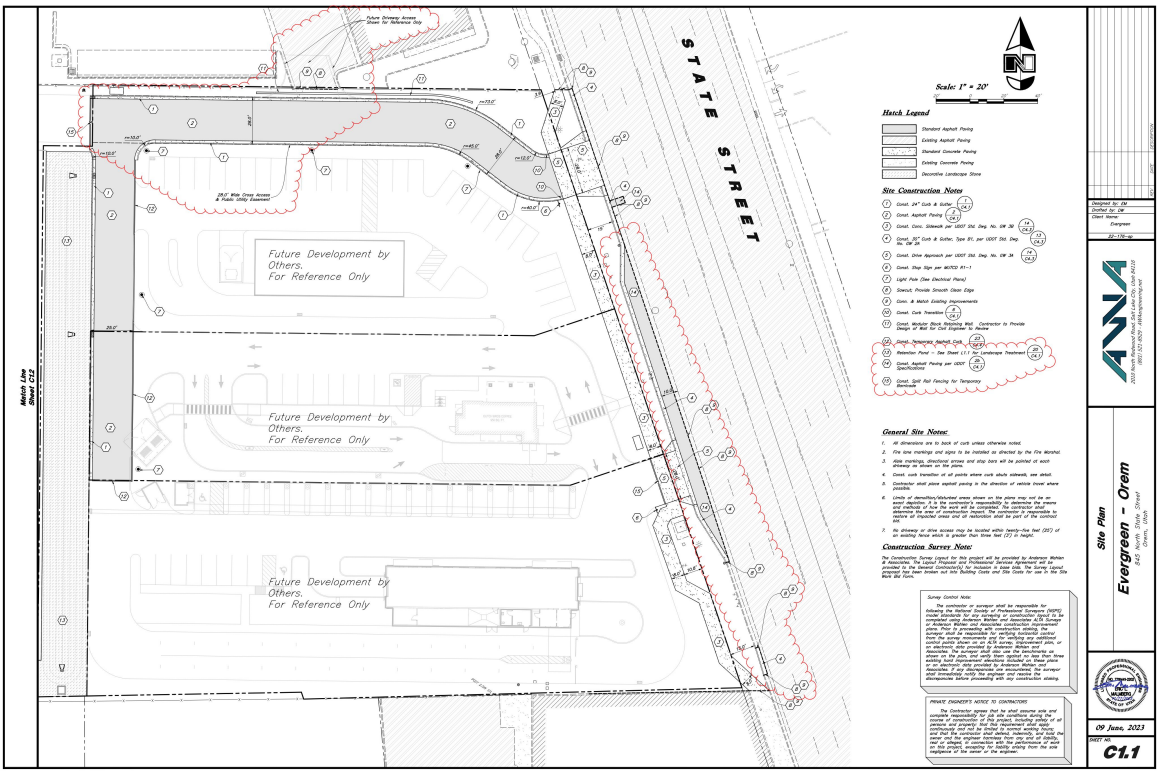
TROLLA, SUSAN M
3549 LANDINGS DR UNIT H-6
FORT COLLINS, CO 80525



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



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

ADAMS, KRISTA E
172A HOBBLE CREEK CANYON
SPRINGVILLE, UT 84663

UTAH DEPARTMENT OF TRANSPORTATION
%RIGHT OF WAY FOURTH FLOOR
PO BOX 148420
SALT LAKE CITY, UT 84114

FIRST SECURITY BANK OF UTAH
%RYAN LLC
PO BOX 2609
CARLSBAD, CA 92018

IHC HEALTH SERVICES INC
PO BOX 3390
SALT LAKE CITY, UT 84110

BENNETT REAL ESTATE HOLDINGS LLC
PO BOX 50142
PROVO, UT 84605

ZIONS FIRST NATIONAL BANK
%LOCATION: 7473
PO BOX 54288
LEXINGTON, KY 40555

EARL HARRIS TRUST B 05-01-1974 THE (ET AL)
%KRICK, ROBERT T
5 FIRST AMERICAN WAY
SANTA ANA, CA 92707

PINEHURST AT 800 NORTH LLC
10 E SOUTH TEMPLE # 900
SALT LAKE CITY, UT 84133

JAMES HAWKES
55 WEST 500 SOUTH
OREM, UT 84058

CENTRAL BANK
%SELF DIRECTED RETIREMENT SERVICES
75 N UNIVERSITY AVE
PROVO, UT 84601

COMMON AREA
100 E CENTER
PROVO, UT 84604

COMMON AREA
100 E CENTER
PROVO, UT 84606

HELENA KLEINLEIN
103 WEST 2170 SOUTH
OREM, UT 84058

WX4 LLC
112 E 1350 N
BOUNTIFUL, UT 84010

JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

PENNOCK INVESTMENTS LLC
160 S 1140 E
LINDON, UT 84042

DAVE YOUNG
173 S COUNTRYSIDE LANE
OREM, UT 84058

PLAZA 880 LIMITED
--OR CURRENT RESIDENT--
188 W 800 NORTH
OREM, UT 84057

PENNOCK INVESTMENTS LLC
--OR CURRENT RESIDENT--
245 W 990 NORTH
OREM, UT 84057

NEW STARR LLC
253 S OREM BLVD
OREM, UT 84058

LANAE MILLETT
288 W 1500 N
OREM, UT 84057

DF ADAMS 300 LLC
--OR CURRENT RESIDENT--
300 W 800 NORTH
OREM, UT 84057

UTAH COMMUNITY FEDERAL CREDIT UNION
--OR CURRENT RESIDENT--
305 W 800 NORTH
OREM, UT 84057

NOBLE AMERICAN PROPERTY LLC
%NAZIR, ZAHID
313 E FAIRMONT HILL CT
DRAPER, UT 84020

DODGE, DONALD A & LINDA N (ET AL)
--OR CURRENT RESIDENT--
336 W 920 NORTH
OREM, UT 84057

DODGE, DONALD A & LINDA N (ET AL)
--OR CURRENT RESIDENT--
344 W 920 NORTH
OREM, UT 84057

MARTIN PROPERTIES LC
%PETERSON, SCOTT
360 W 920 N
OREM, UT 84057

UTAH COMMUNITY FEDERAL CREDIT UNION
%ACCOUNTING/FACILITIES
360 W 4800 N
PROVO, UT 84604

ADAMS, KRISTA E
--OR CURRENT RESIDENT--
365 W 800 NORTH
OREM, UT 84057

LOLLIPOPSOREM LLC
--OR CURRENT RESIDENT--
380 W 920 NORTH
OREM, UT 84057

ROGER L FARLEY PROPERTIES LLC
390 W 920 N
OREM, UT 84057

KMR PROPERTIES LC
--OR CURRENT RESIDENT--
398 W 800 NORTH
OREM, UT 84057

EARL HARRIS TRUST B 05-01-1974 THE (ET AL)
--OR CURRENT RESIDENT--
406 W 800 NORTH
OREM, UT 84057

BENNETT REAL ESTATE HOLDINGS LLC
--OR CURRENT RESIDENT--
408 W 800 NORTH UNIT#201
OREM, UT 84057

BENNETT REAL ESTATE HOLDINGS LLC
--OR CURRENT RESIDENT--
408 W 800 NORTH UNIT#202
OREM, UT 84057

IHC HEALTH SERVICES INC
--OR CURRENT RESIDENT--
410 W 800 NORTH
OREM, UT 84057

IHC HEALTH SERVICES INC
--OR CURRENT RESIDENT--
412 W 800 NORTH
OREM, UT 84057

NOBLE AMERICAN PROPERTY LLC
--OR CURRENT RESIDENT--
414 W 800 NORTH
OREM, UT 84057

MILLER, CORY N & JANICE Y
414 W 920 N
OREM, UT 84057

TD DEVELOPMENT LLC
415 E 1550 N
OREM, UT 84097

SM WASHBURN LLC
415 W 800 N
OREM, UT 84057

WX4 LLC
--OR CURRENT RESIDENT--
416 W 800 NORTH
OREM, UT 84057

REDMOND INVESTMENT PROPERTIES LC
--OR CURRENT RESIDENT--
418 W 800 NORTH
OREM, UT 84057

KLEMETSON, GLENN & JENNIFER
419 W 1000 N
OREM, UT 84057

REDMOND INVESTMENT PROPERTIES LC
--OR CURRENT RESIDENT--
420 W 800 NORTH
OREM, UT 84057

NOBLE AMERICAN PROPERTY LLC
--OR CURRENT RESIDENT--
422 W 800 NORTH
OREM, UT 84057

TOP PROPERTY INVESTMENTS LLC
--OR CURRENT RESIDENT--
426 W 800 NORTH
OREM, UT 84057

BARBAKOS, CHRIS C & LORI
426 W 920 N
OREM, UT 84057

PET URGENT CARE LLC
428 W 800 N
OREM, UT 84057

PETERSEN, MARLO & SUSAN D
429 W 1000 N
OREM, UT 84057

JOHNSON, PATRICIA B
--OR CURRENT RESIDENT--
436 W 800 NORTH
OREM, UT 84057

WARNER, GLEN R & REBECCA S (ET AL)
438 W 920 N
OREM, UT 84057

DIETER, REBEKAH PAULIENE & ANDREW ALAN
439 W 1000 N
OREM, UT 84057

PAYNE FAMILY LLC
--OR CURRENT RESIDENT--
440 W 800 NORTH
OREM, UT 84057

PLEASANT VIEW LLC
442 W 800 N
OREM, UT 84057

BEESTON, WILLIAM H & RUBY
444 W 800 N
OREM, UT 84057

CENTRAL BANK
--OR CURRENT RESIDENT--
449 W 1000 NORTH
OREM, UT 84057

HALL, MICHAEL D & MARTHA E
450 W 920 N
OREM, UT 84057

THURMAN, TIMOTHY ROBERT & JULIE SHEFFIELD
453 W 920 N
OREM, UT 84057

IHC HEALTH SERVICES INC
--OR CURRENT RESIDENT--
458 W 800 NORTH
OREM, UT 84057

ZIONS FIRST NATIONAL BANK
--OR CURRENT RESIDENT--
462 W 800 NORTH
OREM, UT 84057

HEATON, MATTHEW & CAMERON JO
462 W 920 N
OREM, UT 84057

LEONARD, SCOTT & EMILY DANIELS
474 W 920 N
OREM, UT 84057

TROWBRIDGE, JAMES S & KRISTIN D
475 W 920 N
OREM, UT 84057

SHUPE, RYAN & ASHLEY
485 W 920 N
OREM, UT 84057

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

PLAZA 880 LIMITED
575 E UNIVERSITY PKY STE N2 60
OREM, UT 84097

PLAZA 880 LIMITED
%WOODBURY CORPORATION
575 E UNIVERSITY PKWY STE N260
OREM, UT 84097

DODGE, DONALD A & LINDA N (ET AL)
577 S 1660 E
PLEASANT GROVE, UT 84062

DEBBY LAURET
641 S 1920 W
OREM, UT 84059

REDMOND INVESTMENT PROPERTIES LC
%CLARK, BRIAN
651 W 1250 S
HEBER CITY, UT 84032

MADELINE KOMEN
653 W. 1360 NORTH
OREM, UT 84057

TORRES AUTOMOTIVE GROUP LLC
682 N 2770 W
PROVO, UT 84601

OREM PORTFOLIO LLC
--OR CURRENT RESIDENT--
754 N 400 WEST
OREM, UT 84057

OREM PORTFOLIO LLC
--OR CURRENT RESIDENT--
764 N 400 WEST
OREM, UT 84057

JACKSONS FOOD STORES INC
--OR CURRENT RESIDENT--
777 N STATE ST
OREM, UT 84057

MITCHELL, ALEX & NICOLE (ET AL)
780 N 400 W
OREM, UT 84057

TORRES AUTOMOTIVE GROUP LLC
--OR CURRENT RESIDENT--
785 N OREM BLVD
OREM, UT 84057

NITA B PARK FAMILY LC
797 BOWL DR
OREM, UT 84097

KMR PROPERTIES LC
815 W 1560 S
PROVO, UT 84601

MOUNTAIN VIEW INVESTMENT CO
--OR CURRENT RESIDENT--
820 N STATE
OREM, UT 84057

PERUCCA, GERALD N & JOANNE K
%PERUCCA, MIKE
821 W 2225 S
SYRACUSE, UT 84075

LOLLIPOPSOREM LLC
821 W ACADEMY DR
SPANISH FORK, UT 84660

PLAZA 880 LIMITED
--OR CURRENT RESIDENT--
822 N STATE ST
OREM, UT 84057

PLAZA 880 LIMITED
--OR CURRENT RESIDENT--
830 N STATE ST
OREM, UT 84057

STORMRIDER LLC
840 PINNACLE CT # 202
MESQUITE, NV 89027

PLAZA 880 LIMITED
--OR CURRENT RESIDENT--
880 N STATE ST
OREM, UT 84057

PLAZA 880 LIMITED
--OR CURRENT RESIDENT--
884 N STATE ST
OREM, UT 84057

MANWELL, ANNA L (ET AL)
898 N 425 W
OREM, UT 84057

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

HUFFAKER, JAMES & SARAH
903 N 425 W
OREM, UT 84057

CHAVEZ, FEDERICO LOPEZ
904 N 425 W
OREM, UT 84057

MURRAY LOW
904 S. 725 WEST
OREM, UT 84058

PLAZA 880 LIMITED
--OR CURRENT RESIDENT--
910 N STATE ST
OREM, UT 84057

ROMERO, RENE & BEATRIZ M
--OR CURRENT RESIDENT--
915 N 425 WEST
OREM, UT 84057

TROLLA, SUSAN M
--OR CURRENT RESIDENT--
916 N 425 WEST
OREM, UT 84057

SJK OREM LLC
925 N STATE ST
OREM, UT 84057

SIERRA VISTA PLAZA LLC
--OR CURRENT RESIDENT--
932 N STATE ST UNIT# 2
OREM, UT 84057

SIERRA VISTA PLAZA LLC
--OR CURRENT RESIDENT--
932 N STATE ST UNIT# 3
OREM, UT 84057

PERUCCA, GERALD N & JOANNE K
--OR CURRENT RESIDENT--
932 N STATE ST UNIT# 4
OREM, UT 84057

SIERRA VISTA PLAZA LLC
--OR CURRENT RESIDENT--
934 N STATE ST
OREM, UT 84057

T SWIFT LLC
--OR CURRENT RESIDENT--
948 N STATE
OREM, UT 84057

YEN, CHEN HUAN & MEI MIN LIU (ET AL)
963 N STATE ST
OREM, UT 84057

READ, RICHARD M
965 N 400 W
OREM, UT 84057

MAINWOOD, DANIEL ROBERT & SYDNEY R
966 N 400 W
OREM, UT 84057

RESIDENCES AT MONTE VISTA LLC
978 E WOODOAK LN
SALT LAKE CITY, UT 84117

DICKSON, DARNELL & BARBARA
982 N 400 W
OREM, UT 84057

TD DEVELOPMENT LLC
--OR CURRENT RESIDENT--
983 N STATE ST
OREM, UT 84057

BSAMPSON HOLDINGS LLC
986 N STATE
OREM, UT 84057

GERALD CRISMON
1069 S. 545 EAST
OREM, UT 84097

TERRY PETERSON
1125 LYNNWOOD DRIVE
OREM, UT 84097

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

PAYNE FAMILY LLC
1199 E 1130 N
OREM, UT 84097

COOL HEAD PROPERTIES LLC
1255 E 10 S
LINDON, UT 84042

OREM PORTFOLIO LLC
1300 K ST FL 2
MODESTO, CA 95354

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

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

JOHNSON, PATRICIA B
1842 S LAGUNA VISTA DR
OREM, UT 84058

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

QQUV INVESTMENTS 5 LLC
%EARNEST, JOESPH
2208 W 700 S
SPRINGVILLE, UT 84663

SIERRA VISTA PLAZA LLC
2360 MENDOCINO AVE A2-352
SANTA ROSA, CA 95403

EVERGREEN-800 N & STATE LLC
2390 E CAMELBACK RD STE 410
PHOENIX, AZ 85016

JACKSONS FOOD STORES INC
3450 E COMMERCIAL CT
MERIDIAN, ID 83642

TROLLA, SUSAN M
3549 LANDINGS DR UNIT H-6
FORT COLLINS, CO 80525

DF ADAMS 300 LLC
3889 GRINDSTONE DR
SPRINGVILLE, UT 84663

UTAH DEPARTMENT OF TRANSPORTATION
4501 S 2700 W
SALT LAKE CITY, UT 84114

UTAH DEPARTMENT OF TRANSPORTATION
4501 S 2700 W
SALT LAKE CITY, UT 84119

UDOT
4501 S 2700 W
WEST VALLEY CITY, UT 84119

DEE REAL ESTATE GROUP LLC
7444 S PAISLEY WAY
WEST JORDAN, UT 84084

TOP PROPERTY INVESTMENTS LLC
10136 N MYSTIC DR
HIGHLAND, UT 84003

FAMILY CITY USA Administrative	Planning Commission December 6, 2023	**Item 3.5**
	SITE PLAN - Approval of the site plan for Quick Quack located generally at 855 North State Street in the C2 zone.	Prepared By: Makayla Wagstaff Applicant: Russ Nelson

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

SITE INFORMATION:

- General Plan Designation: **Regional Commercial**
- Current Zone: **C2**
- Acreage: **2.14**
- Neighborhood: **Tiimpview**

ACTION:

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

REQUEST: The applicant requests the Planning Commission approve the site plan for Quick Quack located generally at 855 North State Street in the C2 zone.

BACKGROUND: The applicant is proposing to build a new Quick Quack carwash at this location.

Parking: Two (2) regular stalls and one ADA stall will be provided which do not have vacuums. There will also be fifteen (15) vacuum stalls provided.

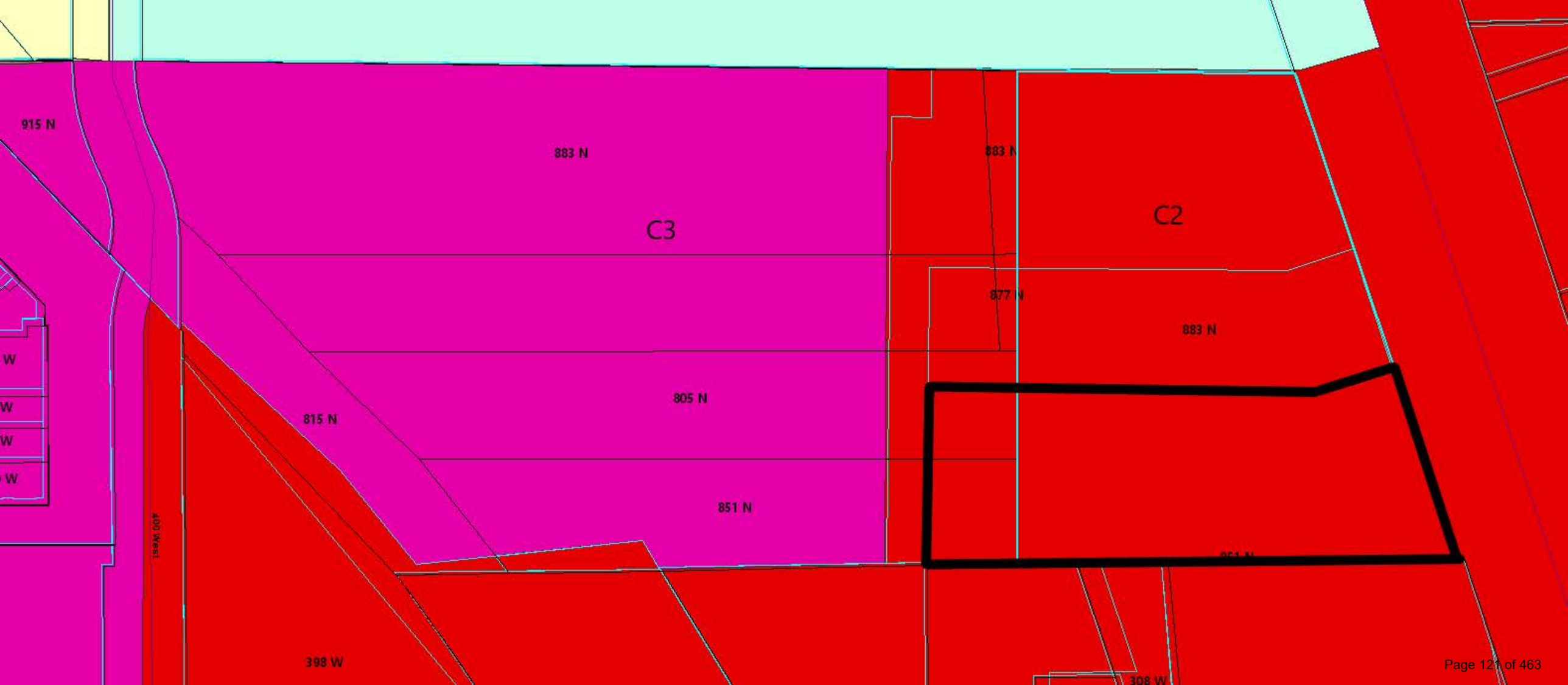
Stacking: There is room for fifteen (15) cars to stack prior to entering the tunnel.

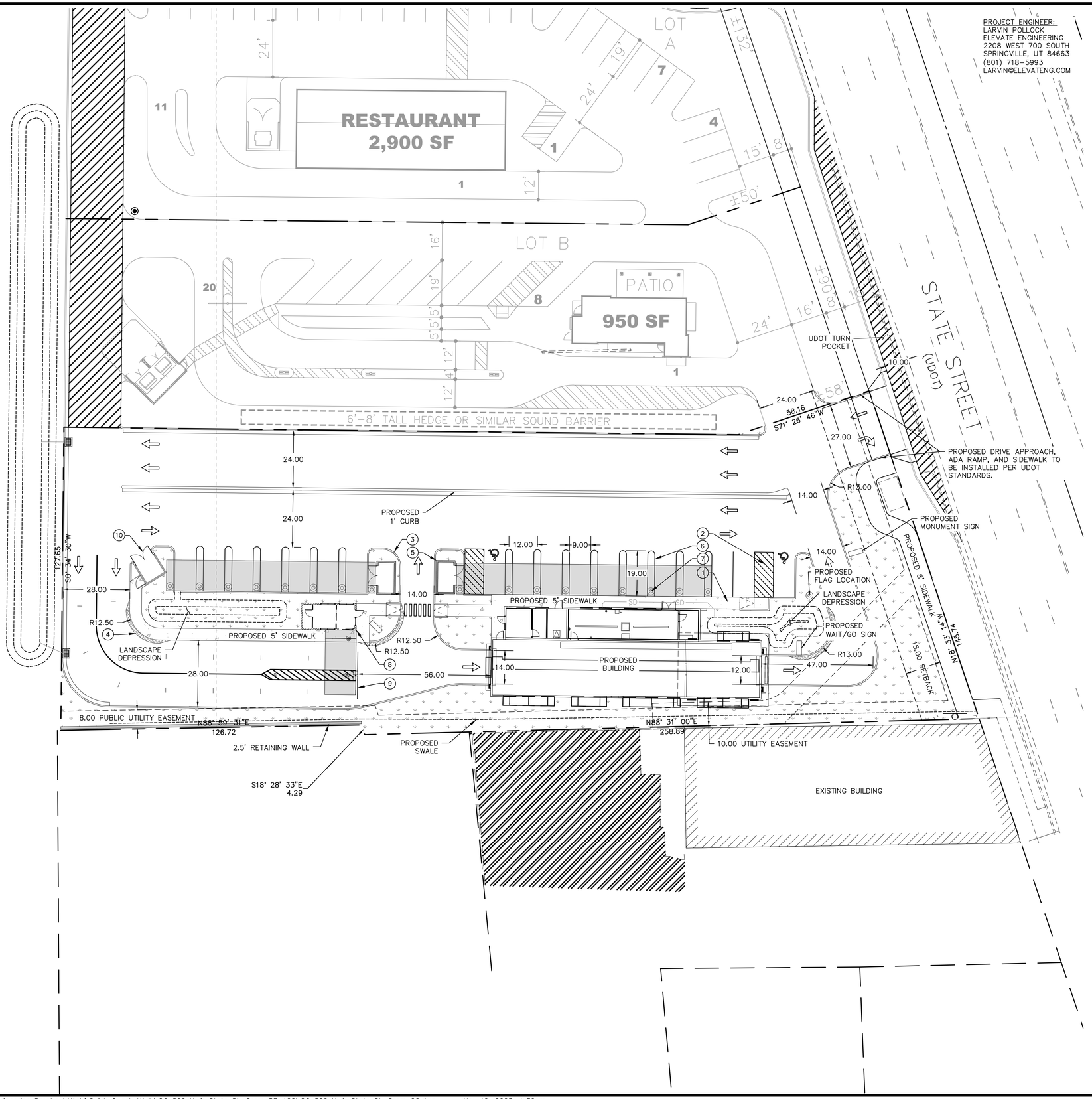
Landscaping: Landscaping will be installed on the site and between the sidewalk and State Street. The sidewalk itself will be installed by others.

Height: The building will be 29’4” at the highest point. The maximum height permitted in the C2 zone is 48’.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the site plan for Quick Quack located generally at 855 North State Street in the C2 zone.

915 N
883 N
883 N
877 N
883 N
805 N
815 N
851 N
910 N
400 West
398 W


915 N
883 N
C3
C2
877 N
883 N
805 N
815 N
851 N
400 West
398 W



PROJECT ENGINEER:
LARVIN POLLOCK
ELEVATE ENGINEERING
2208 WEST 700 SOUTH
SPRINGVILLE, UT 84663
(801) 718-5993
LARVIN@ELEVATENG.COM

LEGEND

- LOT LINES (PROPERTY)
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- STRIPING
- BUILDING SETBACK
- LANDSCAPE SETBACK
- EXISTING BUILDING
- EXISTING FENCE
- TOP BACK OF CURB — TBC
- FINISHED FLOOR ELEVATION — FFE
- LANDSCAPE AREA
- CONCRETE AREA
- CANOPY

SITE DATA

	SQ FT	ACRE	% OF TOTAL
TOTAL AREA:	46,171	1.06	100
TOTAL BUILDING AREA:	3,834	0.09	8.3
TOTAL IMPERVIOUS AREA:	32,244	0.74	69.8
TOTAL LANDSCAPE AREA:	10,093	0.23	21.9
TOTAL PARKING SPACES:	1		

ZONING: C2-COMMERCIAL
LAND USE: PERMITTED
PARCEL ID#: 344850001

BUILDING DATA

CONSTRUCTION TYPE: V-B
SPRINKLERS: NO
SETBACKS:
FRONT= 15 FEET
REAR= 0 FEET
SIDE= 0 FEET

PARKING TABULATION

REQUIRED: 1 PER 250 SQ FT OF GROSS FLOOR AREA (16)
1 ADA PER 25 STALLS PER IBC (1)
PROVIDED: 2 STALLS
1 ADA STALL

VACUUM STALLS: 15 STALLS
TUNNEL LENGTH: 114 FEET
STACKING: 15 STALLS

NOTES:

1. PROPOSED 5' SIDEWALK PER CITY OF OREM RW-4. SEE SHEET C-4 FOR DETAILS.
2. ALL HANDICAP STALLS AND RAMPS TO BE INSTALLED PER CITY OF OREM RW-11. SEE SHEET C-4 FOR DETAILS.
3. PROPOSED CURB & GUTTER TYPE PER CITY OF OREM RW-4. SEE SHEET C-4 FOR DETAILS.
4. PROPOSED ROLLED CURB DRIVE APP PER CITY OF OREM RW-1. SEE SHEET C-4 FOR DETAILS.
5. CONSTRUCT VACUUM ENCLOSURE WITH CONCRETE PAD AND APRON. INSTALL OWNER PROVIDED VACUUM EQUIPMENT, UNDERGROUND TRUNK LINES, PIPING, ETC. COORDINATE WITH ARCHITECTURAL PLANS.
6. PAINT 4" SOLID YELLOW PAINT STRIPE AS SHOWN (TYPICAL).
7. INSTALL OWNER PROVIDED "TOMMY BALL" PLANTERS/GARBAGE RECEPTACLE (TYPICAL). COORDINATE WITH ARCHITECTURAL PLANS FOR DETAILS.
8. INSTALL OWNER PROVIDED PAY STATIONS WITH CANOPY. COORDINATE WITH ARCHITECTURAL PLANS FOR DETAILS.
9. INSTALL OWNER PROVIDED GATES AND LOOP DETECTION SYSTEM. COORDINATE TIMING OF INSTALLATION PRIOR TO CONSTRUCTION OF PAVEMENT. SEE ARCHITECTURAL PLANS FOR DETAILS.
10. PROPOSED DUMPSTER LOCATION. SEE BUILDING PLANS FOR DETAILS.

CALL BEFORE YOU DIG! IT'S THE LAW! BLUE STAKES 1-800-662-4111

NORTH

SCALE: 1" = 20'
0 10 20 30 40 60

NO.	REVISIONS	BY	DATE

PROJECT ENGINEER: LP DESIGNER: TB

ELEVATE ENGINEERING
2208 WEST 700 SOUTH
SPRINGVILLE, UT 84663
PHONE: (801) 718-5993
larvin@elevateng.com

ELEVATE ENGINEERING

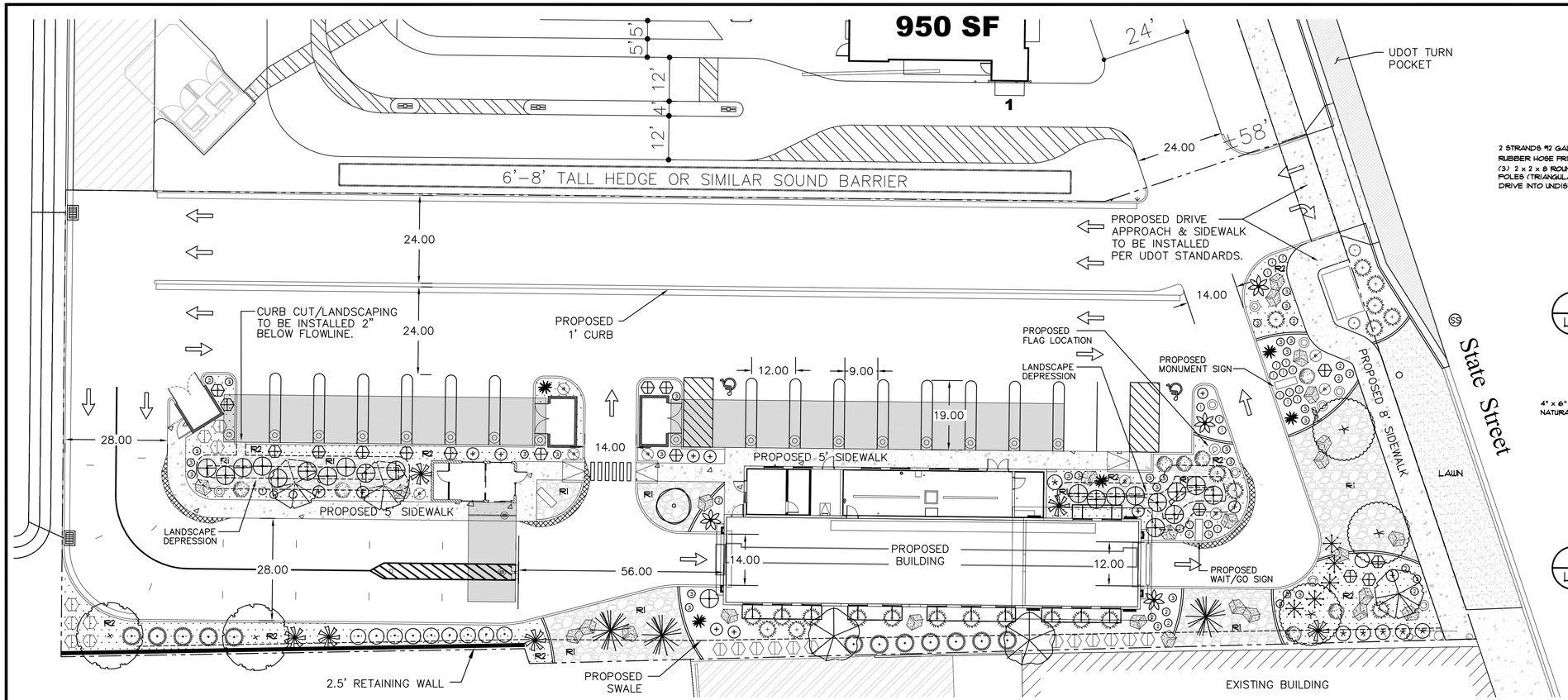
QUICK QUACK 800 N & STATE ST
SITE PLAN
855 N STATE ST, OREM, UT, 84057

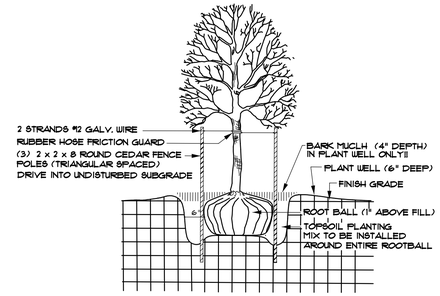
PROFESSIONAL ENGINEER
1/16/2020
10864737
LARVIN POLLOCK
STATE OF UTAH

SHEET: C-1

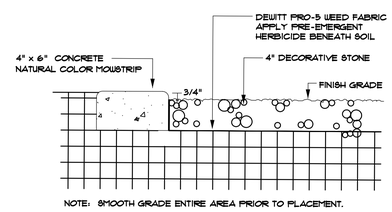
DATE: Nov 16, 2023

C:\Users\AndrewMecham\Elevate Engineering Dropbox\Utah\Quick Quack Utah\QQ 800 N & State St, Orem 53-122\QQ 800 N & State St, Orem 2C.dwg – – Nov 16, 2023-4:36pm





1 / L-1 Tree Planting
N. T. S.



2 / L-1 Mowstrip - Stone Mulch
N. T. S.

Plant List (TREES)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
3		Crataegus crus-galli	Cockspur Hawthorn	2" Caliper 8'-10" Height	Full Head Crown Straight Trunk
1		Koelreuteria p. 'Golden Candle'	Golden Rain Tree	2" Caliper 8'-10" Height	Full Head Crown Straight Trunk
3		Pinus leucodermis heldreichii	Dwarf Bosnian Pine	6'-8' Height B & B	Full Throughout Specimen
2		Syringa reticulata 'Ivory Silk'	Japanese Tree Lilac	2" Caliper 8'-10" Height	Full Head Crown Straight Trunk
2		Tilia tomentosa 'Sterling Silver'	Sterling Silver Linden	2" Caliper 10'-12' Height	Full Head Crown Straight Trunk
3		Zelcova serrata 'Musashino'	Musashino Zelcova	2" Caliper 10'-12' Height	Full Head Crown Straight Trunk

Plant List (SHRUBS)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
9		Berberis thund. 'Crimson Pygmy'	Crimson Pygmy Barberry	5 Gallon	15"-18" Height
6		Ligustrum x. vicary!	Golden Privet	5 Gallon	18"-24" Height
4		Physocarpus o. 'Summer Wine'	Summer Wine Ninebark	5 Gallon	24"-30" Height
22		Prunus besseyi 'Pawnee Buttes'	Pawnee Buttes Sandcherry	5 Gallon	18"-24" Spread
6		Rhus typhina 'Bailtiger'	Tiger Eye's Sumac	5 Gallon	24"-30" Height
8		Rosa 'Knock Out Red'	Knock Out Red Rose	5 Gallon	18"-24" Height
2		Spiraea bumalda 'Goldmound'	Goldmound Spiraea	5 Gallon	15"-18" Height
12		Spiraea japonica 'Neon Flash'	Neon Flash Spiraea	5 Gallon	15"-18" Height
12		Syringa vulgaris	Common Lilac	5 Gallon	24"-30" Height
5		Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	15 Gallon	6' Min. Height
5		Yucca filam. 'Golden Sword'	Golden Sword Yucca	5 Gallon	15"-18" Height

Plant List (ORNAMENTAL GRASSES)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
16		Calamagrostis a. 'Avalanche'	Avalanche Feather Grass	5 Gallon	18"-24" Height
20		Calamagrostis a. 'Foerster'	Foerster Feather Grass	5 Gallon	18"-24" Height
21		Miscanthus sinensis 'Gracillimus'	Maiden Grass	5 Gallon	24"-30" Height
9		Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	5 Gallon	18"-24" Height
8		Pennisetum alop. 'Hameln'	Hameln Fountain Grass	5 Gallon	15"-18" Height

Plant List (PERENNIALS)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
25	①	Hemerocallis 'Stella d'Oro'	Stella d'Oro Day Lily	1 Gallon	Full Can
12	②	Lavandula 'Hidcote Blue'	Blue Lavender	1 Gallon	Full Can
30	③	Salvia 'East Friesland'	East Friesland Sage	1 Gallon	Full Can

Planting Notes

1. All lawn and shrub areas shall receive a 4 inch depth of topsoil. If topsoil is not available at the site, it must be imported from an approved local source. All topsoil shall be of a sandy loam consistency. Provide a chemical analysis of all topsoil for approval.
2. Prior to placement of topsoil, all subgrade areas shall be loosened by scarifying the soil to a depth of 6 inches, by the use of mechanical means, in order to create a transition layer between existing and new soils.
3. All plant material holes shall be dug twice the diameter of the rootball and 6 inches deeper. Excavated material shall be removed from the site.
4. Plant backfill mixture shall be composed of 3 parts topsoil to 1 part humus additive (Soil Pep/or equal), and shall be rotary mixed on-site prior to installation.
5. Plant fertilizer shall be "Agriform" brand 21 gram tablets used as per manufacturers recommendations.
6. Upon completion of planting operations, all shrub pits and tree wells shall receive a 4 inch depth of shredded bark mulch mixture as a cover. The overall shrub beds themselves (beyond plant wells) shall receive a 4" depth of decorative stone surfacing over Pro-5 weed barrier fabric.
7. In decorative stone beds, cut the fabric from around the water well of each plant, then apply fine ground bark inside water well. The remainder of the planter bed shall receive the depth of decorative stone.
8. Landscape maintenance shall be required for a period through the second mowing of the lawn (if used) and shall include weeding, pruning and one fertilization.
9. The contractor shall comply with all warranties and guarantees set forth by the Owner, and in no case shall that period be less than two years following the date of completion and final acceptance.

General Notes

1. All bidding landscape contractors shall have a minimum of 5 years experience in the installation of commercial landscape and irrigation projects, and be able to supply the necessary staff to perform all tasks associated with these drawings, and in a professional and timely manner.
2. The landscape contractor, at all times, shall have personnel on-site experienced in being able to interpret the drawings correctly, and accurately measure the design layout using the specified scale.
3. The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning work. The contractor shall coordinate his work with the project manager and all other contractors working on the site.
4. The finish grade of all planting areas shall be smooth, even and consistent, free of any humps, depressions or other grading irregularities. The finish grade of all landscape areas shall be graded consistently 1/2" below all walks, curbs, etc.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
6. All plant materials shall be approved prior to planting. The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the specifications.
7. The contractor shall plant all plants per the planting details, stake/guy as shown. The top of the rootballs shall be planted flush with the finish grade.

Sub-Grade Requirements

1. LAWN AREAS : Six (6) inches below finish grade. This will allow for the installation of a four inch depth of topsoil, along with the sodding material, leaving it slightly below finish grade.
2. SHRUB AREAS : Eight (8) inches below finish grade. This will allow for the installation of a four inch depth of topsoil, along with a four inch depth of bark mulch or decorative stone, leaving it slightly below finish grade and concrete areas.
3. ROCK ONLY AREAS : Seven (7) inches below finish grade. This will allow for the installation of a six inch depth of decorative stone over the weed barrier fabric, leaving it slightly below finish grade and concrete areas.
4. SUB-GRADE COORDINATION : The Landscape contractor shall meet early on in the construction process with the site grading contractor, in order to ensure that all sub-grades, prior to final topsoil placement, are provided. Any discrepancies or questions shall be discussed and resolved at that time. Landscape operations shall not begin until the specified sub-grade elevations have been provided.

0 16 32 48
Scale in Feet : 1/16"=1'-0"

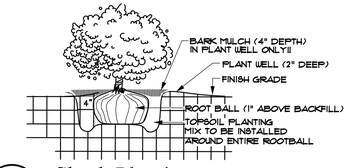
Landscape Architect

RDL Design Company, Inc.
1020 East Yale Avenue
Salt Lake City, Utah 84105

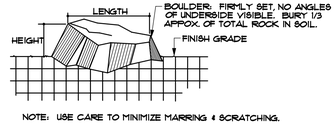
Phone : 801-647-3114
Email : rdldesign@comcast.net

Legend

Symbol	Description	Remarks
	Landscape Boulder / 3'-4' Min. Size / Individually Placed	Boulder Type And Color Shall Be From Nearest Local Source, Blonde-Tan Colored Quartzite, Block Edges (Not Rounded).
	4" x 6" Extruded Concrete Mowstrip / Natural Color	Install In Straight True Lines And Uniform Curves, 4 Between All Lawn And Shrub Areas. Compact Sub-grade To 90% Prior To Installation.
LAWN	New Lawn Area / Water Conservative Mixture	Install In Areas Shown Over A 4 Inch Depth Of Import Topsoil. Top Of Lawn To Be 1 Inch Below Finish Grade Of Concrete Surfaces.
R1	Rock ONLY Area / Cobble / 4" Minus Size / "Naphi Gray"	Install In Areas Shown To A Depth Of 6 Inches Over "DeWitt" Brand Weed Barrier Fabric. Provide Pre-emergent Herbicide Application.
R2	New Shrub - Rock Area / 2" Min. Size / Grayish Color	Install In Areas Shown To A Depth Of 4 Inches Over "DeWitt" Brand Weed Barrier Fabric. Provide Pre-emergent Herbicide Application.
No Hatch	New Shrub - Rock Area / 1" Min. Size / Earthtone Color	Install In Areas Shown Over A 4 Inch Depth Of Import Topsoil. Top Of Lawn To Be 1 Inch Below Finish Grade Of Concrete Surfaces. Install In Areas Shown To A Depth Of 4 Inches Over "DeWitt" Brand Weed Barrier Fabric. Provide Pre-emergent Herbicide Application.



3 / L-1 Shrub Planting
N. T. S.



NOTE: USE CARE TO MINIMIZE MARRING & SCRATCHING.

4 / L-1 Decorative Boulder
N. T. S.

NO.	REVISIONS	BY	DATE

PROJECT ENGINEER: LP DESIGNER: CB

ELEVATE ENGINEERING
492 WEST 1200 NORTH
SPRINGVILLE, UT 84663
PHONE: (801) 718-5993
lorvin@elevateeng.com

ELEVATE ENGINEERING

QUICK QUACK 800 NORTH & STATE ST.
LANDSCAPE PLAN
877 N. STATE ST. OREM, UT 84057

STATE OF UTAH — REGISTERED LANDSCAPE ARCHITECT — 11-1-23

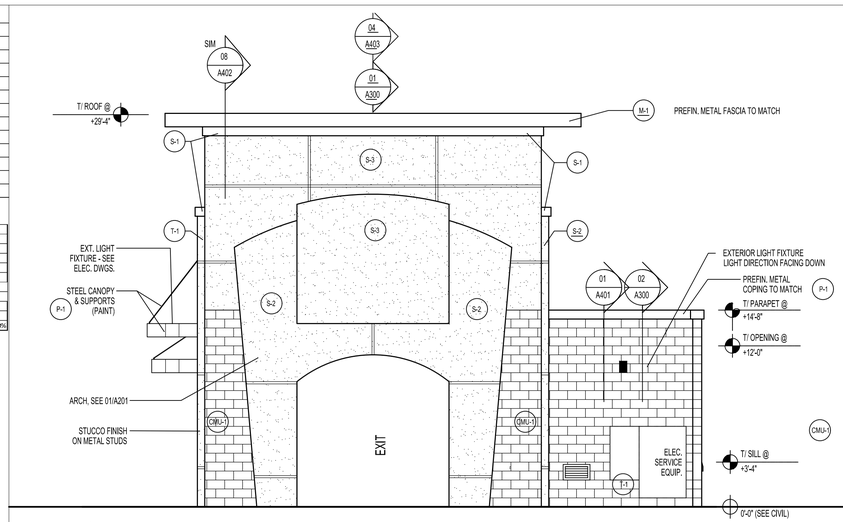
SHEET: L-1

DATE: 11-17-2023

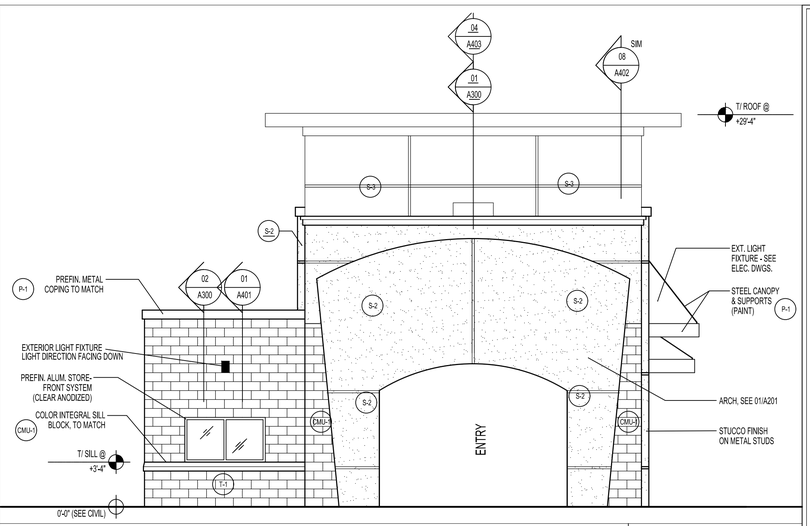
EXTERIOR FINISH SCHEDULE

LABEL	MATERIAL	COLOR / MANUFACTURER
CMU-1	SPLIT-FACE CMU	INTEGRAL COLOR (DARK GREY) TO MATCH SW 7069 "IRON ORE"
CMU-2	SMOOTH FACE CMU	INTEGRAL COLOR (LIGHT GREY) TO MATCH SW 7655 "STAMPED CONCRETE"
S-1	STUCCO	MATCH SW 6755 "STARBOARD" (GREEN)
S-2	STUCCO	MATCH SW 6902 Decisive Yellow
S-3	STUCCO	MATCH SW 7004 "SNOWBOUND" (WHITE)
P-1	PAINT	SW 6755 "STARBOARD" (GREEN)
P-2	PAINT	SW 6902 Decisive Yellow
P-3	PAINT	SW 7025 "BACKDROP" (DARK GREY)
P-7	PAINT	SW 6258 "TRICORN BLACK"
M-1	STANDING SEAM ROOFING	MATCH SW 6755 "STARBOARD" (GREEN)

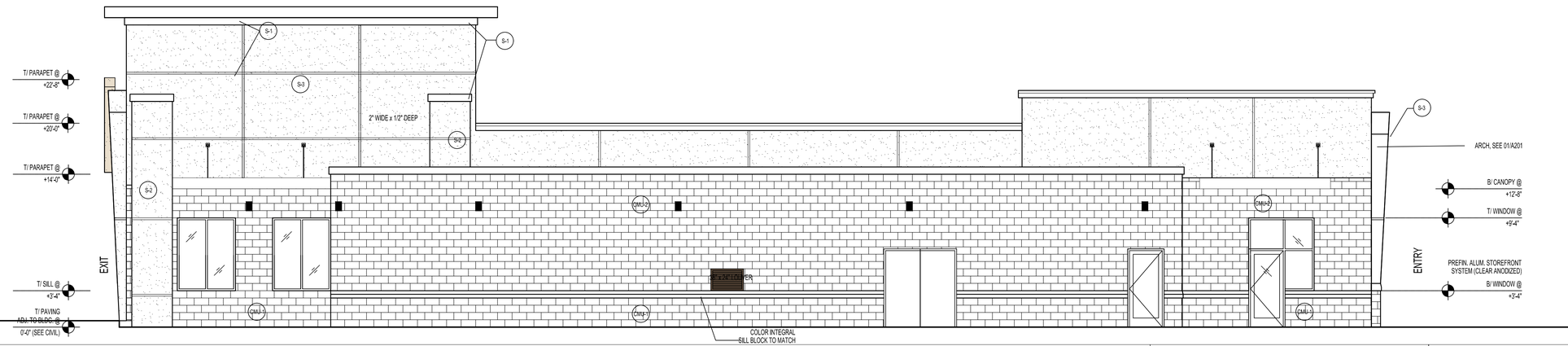
	EQUIPMENT SIDE ELEVATION		ENTRY ELEVATION		EXIT ELEVATION		WINDOW SIDE ELEVATION		TOTAL	
VISIBLE VERTICAL WALL	2524		836		719		2524		6603	
STUCCO	866	34.31%	392	46.89%	286	39.78%	1020	40.41%	2564	38.83%
HONED BLOCK	929	36.81%	155	18.54%	196	27.26%	530	21.00%	1810	27.41%
SPLIT FACE PATTERN	320	12.68%	63	7.54%	66	9.18%	353	13.99%	802	12.15%
METAL FASCIA / AWNINGS	191	7.57%	64	7.66%	31	4.31%	228	9.03%	514	7.78%
WINDOWS	91	3.61%		0.00%	16	2.23%	393	15.57%	500	7.57%
DOORS	127	5.03%	162	19.38%	124	17.25%	0	0.00%	413	6.25%
TOTAL	2524	100.00%	836	100.00%	719	100.00%	2524	100.00%	6603	100.00%



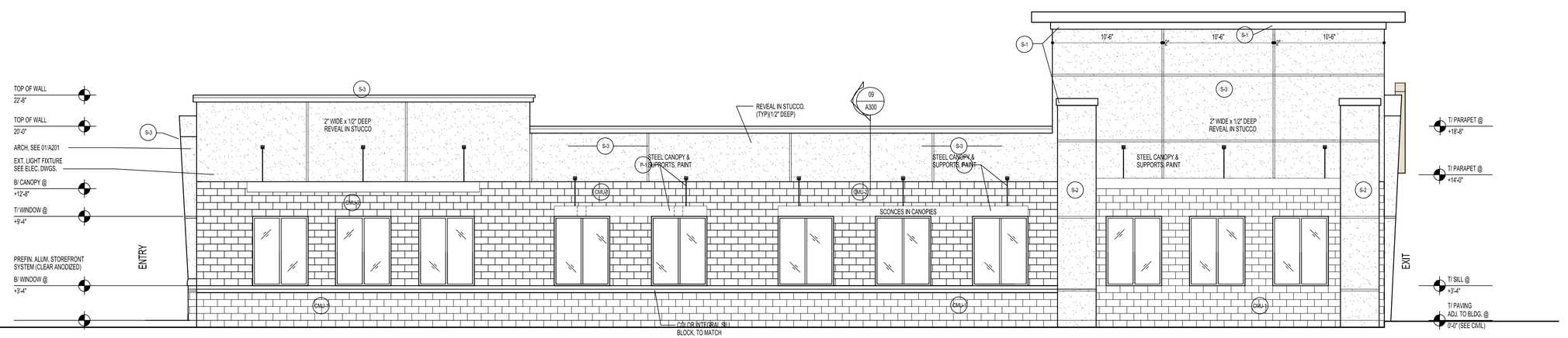
EXTERIOR ELEVATION SCALE: 3/16" = 1'-0" 04



EXTERIOR ELEVATION SCALE: 3/16" = 1'-0" 03



EXTERIOR ELEVATION SCALE: 3/16" = 1'-0" 02



EXTERIOR ELEVATION SCALE: 3/16" = 1'-0" 01

PROJECT NOTES

ALL LIGHTS TO BE DOWNWARD FACING

LICENSED ARCHITECT JAMES A. DAIN 5-6301 STATE OF UTAH

10/10/2023

PROJECT TITLE

Quick Quack Car Wash
800 North Orem Utah

DAIN & ASSOCIATES
ARCHITECTURE DESIGN PROJECT MANAGEMENT
JAMES A. DAIN ARCHITECT
PHONE (801) 225-8005

DATE: OCTOBER 2023

REVISIONS:

A200

Administrative

Planning Commission

December 6, 2023

SITE PLAN – Approving the site plan for HCA Timpanogos Ambulatory Surgery Center (ASC) located generally at 650 West 800 North in the C3 zone.

Item 3.6

Prepared By:
Cheryl Vargas

Applicant:
Rob Stieg

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 157 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation: **Low Density Residential**
- Current Zone: **C3**
- Acreage: **5.78**
- Neighborhood: **Timpview**

ACTION:

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

REQUEST: The applicant requests the Planning Commission approve the site plan for HCA Timpanogos ASC located generally at 650 West 800 North in the C3 zone.

BACKGROUND: The applicant is proposing to develop approximately 5.78 acres which will consist of two buildings along with site improvements. One building will be an ASC (ambulatory surgery center – a facility where surgeries that do not require hospital admission are performed) and one building will be a medical office building. Joint access will be provided through the Timpanogos Hospital site.

The west half of 600 West, adjacent to the parcel, will be dedicated by plat and improved with drive accesses, curb gutter and sidewalk.

Parking: In the C3 zone they are required to have one parking stall for every 250 square feet of building.

	Required	Provided
ASC Parking Spaces (40,752 sf)	162	163
MOB Parking Spaces (46,693 sf)	187	187
Total Parking Spaces	349	350

Architecture: The ASC building will be a one-story building. The medical office building will be a three-story building. The materials will be stucco, metal panels, masonry blocks in a random pattern blend of four different colored blocks.

Setbacks: The ASC building will be the building to the north of the property. It will be approximately seventy (70) feet from the north property line which borders the residential zone on the north. The medical office building will be 37.81 feet from the back of curb on 800 North. These setbacks meet the requirements of the C3 zone, which are forth (40) feet from an adjoining residential zone and thirty (30) feet from 800 North.

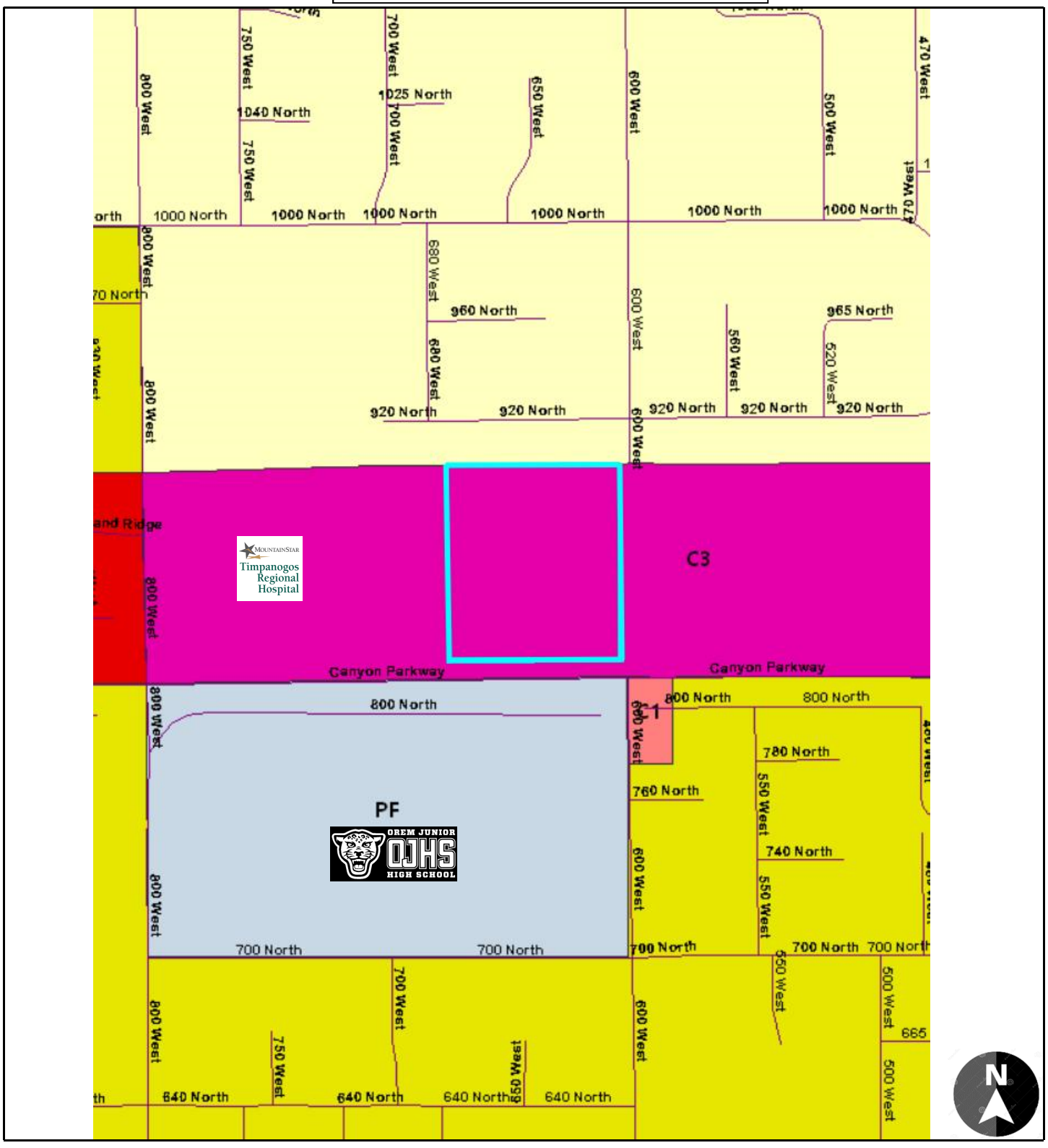
Landscaping: The applicant submitted a landscaping plan that complies with all applicable requirements.

Traffic: A traffic impact study was submitted and approved by our traffic engineer consultant. The main entrances to the property will be from 600 West and through the adjacent hospital property. Also, the stub of 600 West just south of 920 North, will be completed and connect to 800 North providing access from 800 North to the neighborhood to the north.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the site plan for HCA Timpanogos ASC located generally at 650 West 800 North in the C3 zone.

1000 North
800 West
680 West
960 North
920 North
600 West
965 North
559 West
520 West
MOUNTAINSTAR
Timpanogos
Regional
Hospital
Canyon Parkway
800 North
OREM JUNIOR
OJHS
HIGH SCHOOL
760 North
740 North
700 North
550 West
450 West
400 West

HCA Timpanogos ASC



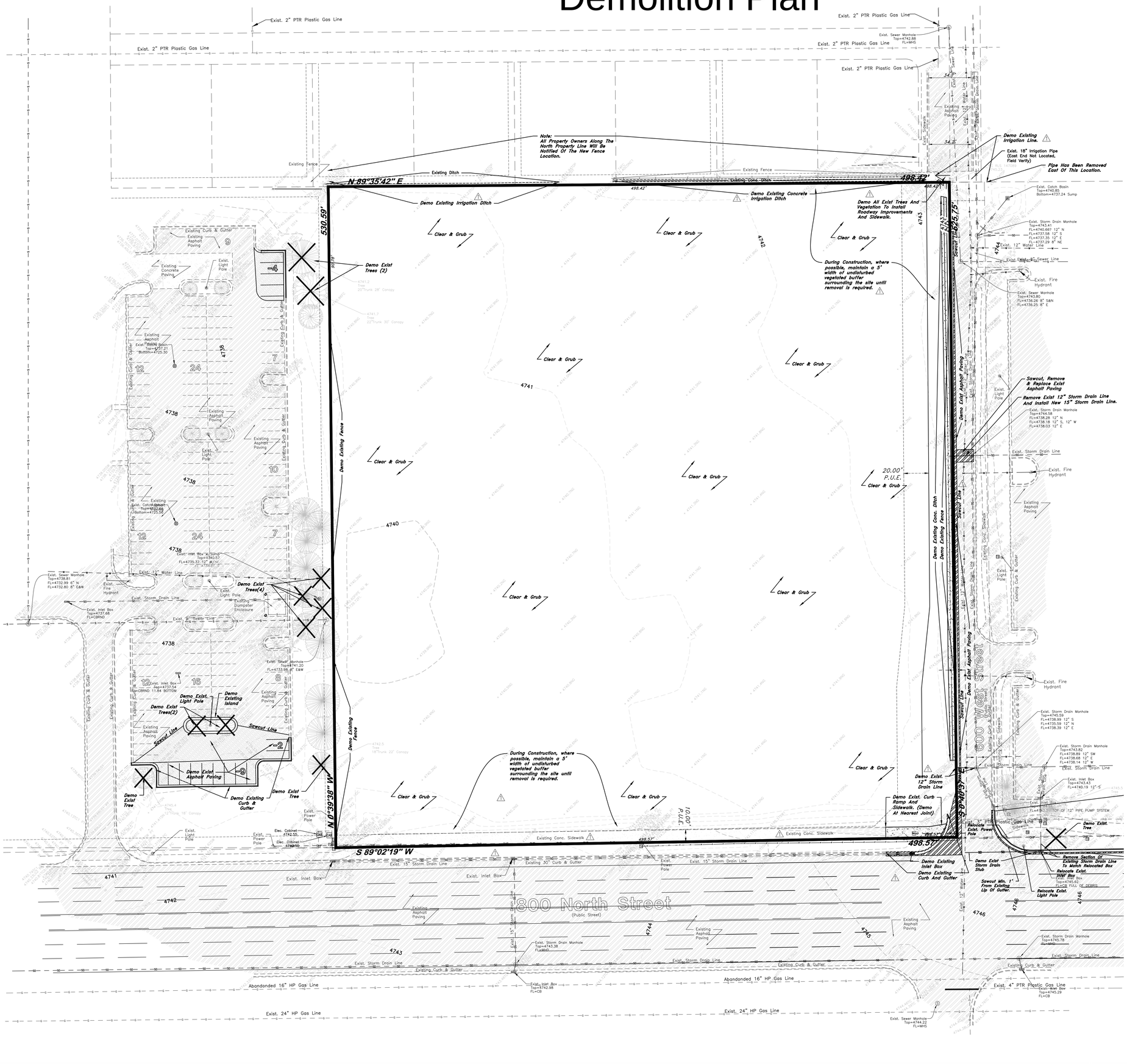
Legend

Site Plan
Zone: C3
Acres: 5.78

NEIGHBORHOOD
Timpview

650 W 800 North
Parcels

Demolition Plan



Blue Stakes of UTAH 811
Call Before You Dig

Scale: 1" = 30'

30 0 15 30 40 50 60

Graphic Scale

Legend

(Note: All Items may not appear on drawing)

San. Sewer Manhole	S
Water Manhole	W
Storm Drain Manhole	D
Cleanout	C
Electrical Manhole	E
Catch Basins	
Exist. Fire Hydrant	
Fire Hydrant	
Fire Department Connection	
Post Indicator Valve	
Exist. Water Valve	
Water Valve	
Sanitary Sewer	—S—
Culinary Water	—W—
Gas Line	—G—
Irrigation Line	—IW—
Storm Drain	—SD—
Telephone Line	—T—
Secondary Waterline	—SW—
Power Line	—P—
Fire Line	—F—
Land Drain	—LD—
Power pole	
Power pole w/guy	
Light Pole	
Fence	x x x
Flowline of ditch	
Overhead Power line	—OHP—
Corrugated Metal Pipe	CMP
Concrete Pipe	CP
Reinforced Concrete Pipe	RCP
Ductile Iron	DI
Polyvinyl Chloride	PVC
Top of Asphalt	TA
Edge of Asphalt	EA
Centerline	CL
Flowline	FL
Finish Floor	FF
Top of Curb	TC
Top of Wall	TW
Top of Walk	TW
Top of Concrete	TCN
Natural Ground	NG
Finish Grade	FG
Match Existing	ME
Fire Department Connection	FDC
Finish Contour	90
Exist. Contour	90
Finish Grade	95.33TA
Exist. Grade	95.72TA
Ridge Line	R
Direction of Flow	
Existing Asphalt	
New Asphalt	
Heavy Duty Asphalt	
Existing Concrete	
New Concrete	
Demo'd Asphalt	
Carry Curb & Gutter	
Spill Curb & Gutter	
Demo Tree	
Tree To Remain In Place	

GENERAL DEMOLITION NOTES:

1. Demolition and site clearing for this contract are to include all areas shown within demolition limits or by note.
2. Refer to site improvement plans for more details on limits of removal.
3. Demolish existing buildings and clear from site. (Including removal of all footings and foundations.)
4. All curbs, gutters, walks, slabs, walls, fences, flatwork, asphalt, waterlines and meters, gas lines, sewer lines, light poles, buried cables, storm drain piping and structures to be cleared from site unless otherwise shown.
5. All utilities, sewer, water, gas, telephone and electrical services to be disconnected and capped according to city, county and utility company requirements, unless otherwise shown.
6. Basements and other excavated areas to be backfilled with clean granular material compacted to 95% of maximum lab density as determined by ASTM D 1557-78. (Test results to be given to owner)
7. Clear and grub trees, shrubs, and vegetation within construction limits, disposal to be off-site except where noted otherwise.
8. DO NOT interrupt any services or disrupt the operation of any businesses shown outside the demolition limits.
9. If ASBESTOS is found in existing structures, the Asbestos must be removed in a legal manner by a contractor licensed to handle asbestos materials. (Not a part of contract)
10. Remove debris, rubbish, and other materials resulting from the demolition and site clearing operations from the site and dispose of in a legal manner.
11. 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 upon as being exact or complete. Contractor shall contact authorities having jurisdiction for field locations. Contractor shall be responsible for protection of in place and relocated utilities during construction.
12. Stockpiles shall be graded to maintain slopes not greater than 3 horizontal to 1 vertical. Provide erosion control as needed to prevent sediment transport to adjacent drainage ways.
13. Contractor shall be responsible for disposal of all waste material. Disposal shall be at an approved site for such material. Burning onsite is not permitted.
14. Contractor shall verify with city any street removal, curb cuts, and any restoration required for utility line removal.
15. Install traffic warning devices as needed in accordance with local standards.
16. Contractor shall obtain all permits necessary for demolition from City, County, State or Federal Agencies as required.

CAUTION NOTICE TO CONTRACTOR

The contractor is specifically cautioned that the location and/or elevation of existing utilities as shown on these plans are 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 appropriate utility company at least 48 hours before any excavation to request exact field location of utilities. It shall be the responsibility of the contractor to relocate all existing utilities which conflict with the propose improvements shown on the plans.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from the sole negligence of the owner or the engineer.

ALL CONSTRUCTION TO CONFORM TO CITY STANDARDS AND SPECIFICATIONS IN RIGHT OF WAY

BOULDER ASSOCIATES

5646 MILTON STREET, SUITE 240
DALLAS, TEXAS 75206
214.420.5700

PROJECT 225452.00

HCA Timpanogos ASC & MOB

Permit Set

DATE 2023.10.05

REVISIONS

△	DESCRIPTION	DATE
1	City Comments	08-28-2023

GREAT BASIN ENGINEERING

5746 South 1475 East Suite 200
Ogden, Utah 84403 Main (801)394-4515
S.L.C (801)521-0222 FAX 801-392-9544
www.greatbasinengineering.com

SHEET TITLE

DEMOLITION PLAN

SHEET NUMBER

C0.00

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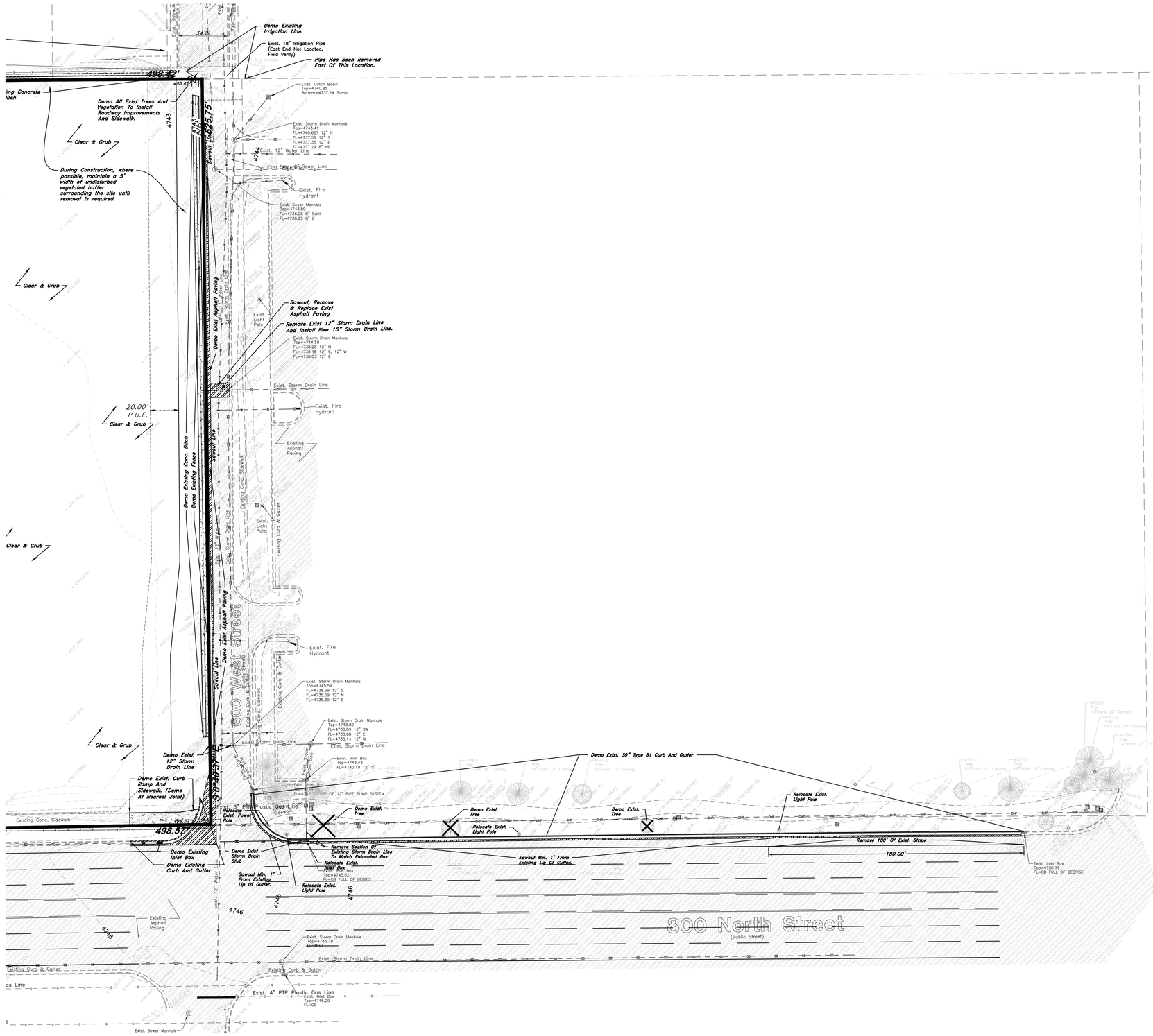

Scale: 1" = 30'

30 0 15 30 40 50 60

Graphic Scale

Legend

(Note: All Items may not appear on drawing)

San. Sewer Manhole	S
Water Manhole	W
Storm Drain Manhole	S
Cleanout	S
Electrical Manhole	E
Catch Basins	
Exist. Fire Hydrant	
Fire Hydrant	
Fire Department Connection	
Post Indicator Valve	
Exist. Water Valve	
Water Valve	
Sanitary Sewer	—S—
Culinary Water	—W—
Gas Line	—G—
Irrigation Line	—IW—
Storm Drain	—SD—
Telephone Line	—T—
Secondary Waterline	—SW—
Power Line	—P—
Fire Line	—F—
Land Drain	—LD—
Power pole	
Power pole w/guy	
Light Pole	
Fence	x x x
Flowline of ditch	
Overhead Power line	—OHP—
Corrugated Metal Pipe	CMP
Concrete Pipe	CP
Reinforced Concrete Pipe	RCP
Ductile Iron	DI
Polyvinyl Chloride	PVC
Top of Asphalt	TA
Edge of Asphalt	EA
Centerline	CL
Flowline	FL
Finish Floor	FF
Top of Curb	TC
Top of Wall	TW
Top of Walk	TW
Top of Concrete	TCN
Natural Ground	NG
Finish Grade	FG
Match Existing	ME
Fire Department Connection	FDC
Finish Contour	90
Exist. Contour	90
Finish Grade	95.33TA
Exist. Grade	95.72TA
Ridge Line	R
Direction of Flow	
Existing Asphalt	
New Asphalt	
Heavy Duty Asphalt	
Existing Concrete	
New Concrete	
Demo'd Asphalt	
Carry Curb & Gutter	
Spill Curb & Gutter	
Demo Tree	
Tree To Remain In Place	

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BOULDER ASSOCIATES
5646 MILTON STREET, SUITE 240
DALLAS, TEXAS 75206
214.420.5700

PROJECT 225452.00

HCA Timpanogos ASC & MOB

Permit Set

DATE 2023.10.05

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	DESCRIPTION	DATE

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Ogden, Utah 84403 Main (801)394-4515
S.L.C (801)521-0222 FAX 801-392-7544
www.greatbasinengineering.com

PAUL CLARK — No. 181089 — REGISTERED — STATE OF UTAH
10-05-2023

SHEET TITLE

DEMOLITION PLAN

SHEET NUMBER

C0.01

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Site Plan

HCA Timpanogos Subdivision

A part of the Northwest Quarter of Section 10, T6S, R2E, SLB&M, U.S. Survey
Orem City, Utah County, Utah
June 2023

Blue Stakes of Utah 811

Scale: 1" = 30'

Graphic Scale (30 0 15 30 40 50 60)

Northwest Corner of Section 10, T6S, R2E, SLB&M (Found Brass Cap Monument)

Sunridge Subdivision Plat "C"

Lot 13 — BENDER, MATTHEW F & KATHRYN K — Parcel # 52-155-0013
Lot 12 — MCCULLAGH, ROBERT MICHAEL & MIRANDA — Parcel # 52-155-0012
Lot 11 — PICKETT, LYNN M & REBECCA G — Parcel # 52-155-0011
Lot 10 — KUNDSEN, ANN — Parcel # 52-155-0010
Lot 9 — JOHNSON, BRENT & DONNA — Parcel # 52-155-0009
Lot 8 — BURTON, GEORGE L & PATRICIA L — Parcel # 52-155-0008

1173.02 Meas. (1172.02' calc.)
N 89°20'22" E 829.96'
670.51'
Point of Beginning
Existing Fence
N 89°35'42" E 498.42'
530.59'
525.75'
S 89°02'19" W 498.57'
N 0°39'38" W (Basis of Bearing)
S 0°40'37" E
West Quarter Corner of Section 10, T6S, R2E, SLB&M (Found Brass Cap Monument)

Proposed Building
FFE=4743.75
40,572 sq ft
(One Story)

Proposed Building
FFE=4749.25
18,000 sq ft per Floor (3 Stories)
(54,000 Sq. Ft.)

Parcel # 48-266-0001

PINEHURST AT 800 NORTH LLC
Parcel # 49-386-0500

800 North Street (Public Street)
600 West Street (Public Street)

Const. 24" Curb & Gutter
Const. Asphalt Paving
Const. 5.0' Conc. Sidewalk
Const. Precast Concrete Fence. Match Existing Precast-Fence On The Adjacent Hospital Site (Minimum Height 7')
Const. Dumpster Enclosure. See Arch Plans For Details
Const. Conc. Paving
Const. Monument Sign
Const. "Stop" Sign
Const. ADA Ramp With Detectable Warnings Per City Of Orem Plan RW-11
Const. 7" Thick Concrete Drive Thru Drive Approach Per City Of Orem Plan RW-9
Const. North Bound Stop Sign At Southeast Corner Of 600 West 920 North.
Const. 18 Bicycle Parking. See Arch Plans For Details.
Include "Van Accessible" Sign
Const. ADA Parking Signs(4)
Const. ADA Ramp
Drop-off Area
Const. Signage
Const. Dumpster Enclosure. See Arch Plans For Details
Const. Conc. Paving
Const. ADA Ramp
Const. ADA Parking Signs(4)
UDOT Easement For Traffic Light
Const. Asphalt Patch.
Const. ADA Ramp With Detectable Warnings Per City Of Orem Standards
Install Light Pole Per City Of Orem Standards
Existing 30" Curb & Gutter
Existing Conc. Sidewalk
Existing Asphalt Paving
Existing Curb & Gutter
Existing Concrete Paving
Existing Curb & Gutter
Existing Asphalt Paving
Exist. Light Pole
Exist. Fire Hydrant
Existing Dumpster Enclosure
Exist. Power Pole
Exist. Waterway
Exist. 3" PTR Plastic Gas Line
Exist. 4" PTR Plastic Gas Line
Abandoned 16" HP Gas Line
Exist. 24" HP Gas Line
Delivery
GEN.
CHIL
TRANSF
Parking Regular Signal

Notes:

1. The fire protection items (fire hydrants, water mains, access roads, etc.) shown on this site plan are preliminary only. Detailed fire protection plans shall be submitted with the building plans. Plan reviews by the City of Orem Fire Prevention Bureau shall be completed prior to the issuance of a building permit. The plan reviews by the City of Orem Fire Prevention Bureau may identify additional fire protection requirements mandated by the International Fire Code. Fire hydrant foot calves shall be installed at the connection point with the main water lines.
2. All landscaped areas shall have an automatic, underground sprinkling system which includes a backflow assembly in the building. Backflow assemblies shall be installed and tested in accordance with Section 21-1-14 of the Orem City Code. Water meter sizes shall be determined by the City of Orem Building Division at the time of building permit approval or when there is a request to change the water meter size. Water meters shall be located at the back of sidewalk or curb in an area that is accessible for reading and servicing. Water Meters shall not be located within areas enclosed with fences or within ten feet 10') of any existing or proposed structure.
3. If required by Chapter 20 of the Orem City Code of by the applicant's Permit for Industrial Wastewater Discharge, "A sampling manhole and fat and oil separator/grease trap shall be installed in accordance with the City of Orem Standards and Specifications."
4. All signage shall comply with the requirements or the Orem City Code.
5. All utilities, including water and sewer laterals, water and sewer mains, storm water drains, storm water sumps, sewer manholes, water valves, etc., water laterals or mains shall not be located under covers parking areas and shall be install according to Chapter 21-4-6 of the Orem City Code.
6. All roof drainage shall be routed through on-site storm water management facilities or to landscaped areas.
7. At the time of construction, the City of Orem may determine based on professional experience and judgement and at its sole discretion, the need for the Owner/Developer to pay for, remove, and replace any existing substandard improvements such as curbs, gutters, sidewalks, drive approaches, driveways, decorative concrete, wheelchair ramps etc., or any unused drive approached.
8. All construction shall conform to the City of Orem construction standards and specifications unless the improvement is within the UDOT right-of-way, in which case the construction shall conform to UDOT construction standards and specifications.
9. No driveway or drive access may be located within twenty-five (25'0 of an existing fence which is greater than three feet (3') in height.

Legend

(Note: All items may not appear on drawing)

San. Sewer Manhole	S
Water Manhole	W
Storm Drain Manhole	SD
Cleanout	C
Electrical Manhole	E
Catch Basins	
Exist. Fire Hydrant	
Fire Hydrant	
Fire Department Connection	
Post Indicator Valve	
Exist. Water Valve	WV
Water Valve	WV
Sanitary Sewer	S
Culinary Water	W
Gas Line	G
Irrigation Line	IW
Storm Drain	SD
Telephone Line	T
Secondary Waterline	SW
Power Line	P
Fire Line	F
Land Drain	LD
Power pole	
Power pole w/guy	
Light Pole	
Fence	
Flowline of ditch	
Overhead Power line	OHP
Corrugated Metal Pipe	CMP
Concrete Pipe	CP
Reinforced Concrete Pipe	RCP
Ductile Iron	DI
Polyvinyl Chloride	PVC
Top of Asphalt	TA
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Centerline	CL
Flowline	FL
Finish Floor	FF
Top of Curb	TC
Top of Wall	TW
Top of Walk	TW
Top of Concrete	TCN
Natural Ground	NG
Finish Grade	FG
Match Existing	ME
Fire Department Connection	FDC
Finish Contour	90
Exist. Contour	90
Finish Grade	95.33TA
Exist. Grade	95.72TA
Ridge Line	R
Direction of Flow	
Existing Asphalt	
New Asphalt	
Heavy Duty Asphalt	
Existing Concrete	
New Concrete	
Demo'd Asphalt	
Carry Curb & Gutter	
Spill Curb & Gutter	
Demo Tree	
Tree To Remain In Place	

SITE DATA TABLE

	Square Footage	Acreage	Percent of Total Area
Total Area	263,288	6.0400	100
Total Building Area	58,975	1.3500	22.35%
Total Impervious Area	159230	3.6600	60.60%
Total Landscaped Area	45,083	1.0300	17.05%

	Required	Provided
ASC Parking Spaces (leasable sf=40,572)	162	163
MOB Parking Spaces (leasable sf=46,693)	187	187
Total Parking Spaces	349	350
Standard Stalls		342
Accessible Stalls	8	8
Bike Racks (10% of Parking Stalls)	35	36

Vicinity Map

(Not to Scale)

GENERAL SITE NOTES:
1. Stalls designated as accessible will require a painted accessible symbol and sign. (See Details)
2. Fire lane markings and signs to be installed as directed by the Fire Marshall.
3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
4. Building sidewalks, ramps, and bollards are building contractor responsible items. See architectural plans.
5. All dimensions are to back of curb unless otherwise noted.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS

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1	City Comments	08-28-2023

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Rulon L. Clark — 10-05-2023

SHEET TITLE

SITE PLAN

SHEET NUMBER

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Final Plat

HCA Timpanogos Subdivision

A part of the Southwest Quarter of the Northwest Quarter of Section 10, T6S, R2E, SLB&M, U.S. Survey
Orem City, Utah County, Utah
November 2023

Northwest Corner of Section 10, T6S, R2E, SLB&M (Found Brass Cap Monument)

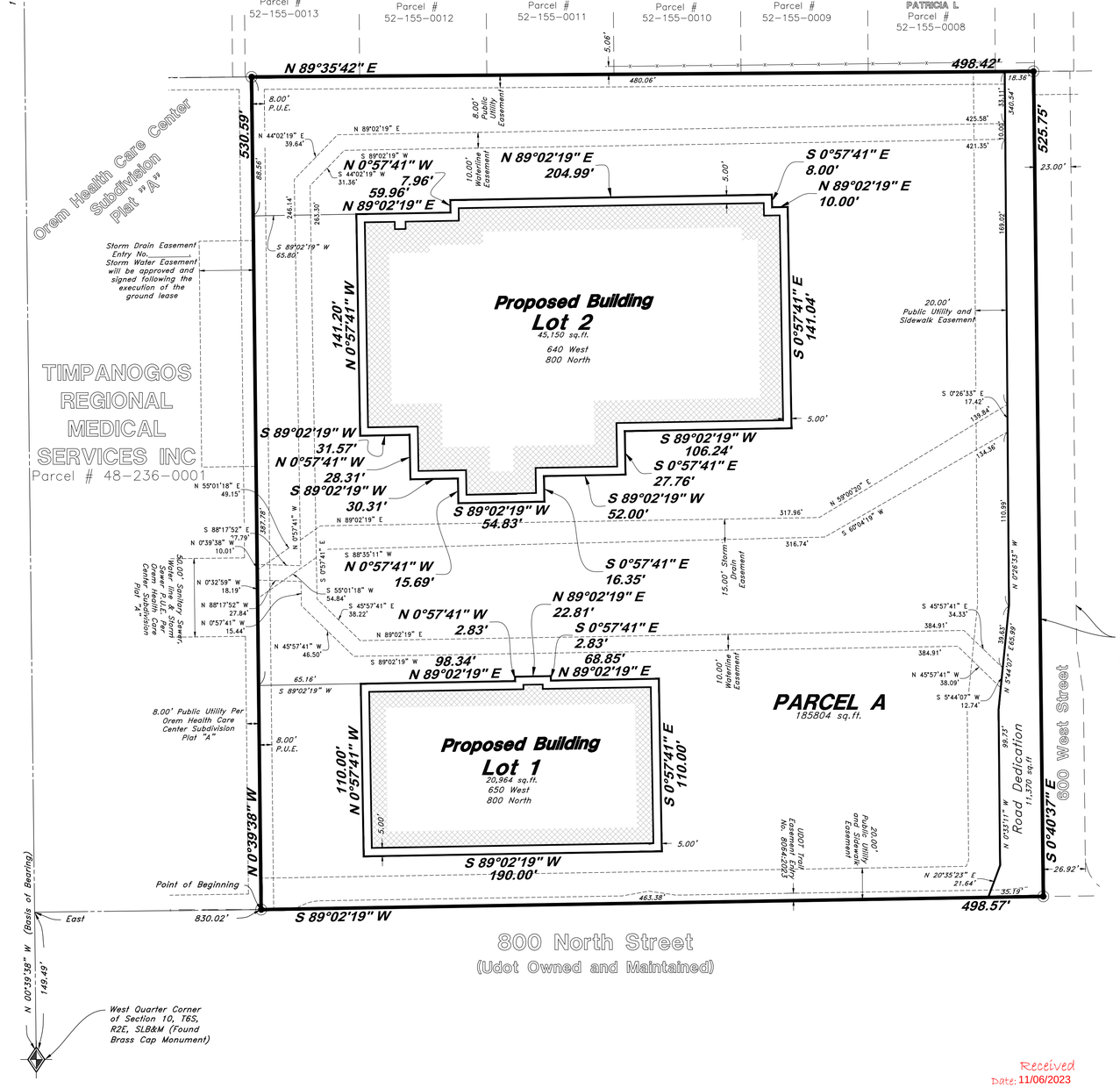
1173.02' Meas. (1173.02' calc.)

DEPARTMENT REVIEW

SEWER /DATE 11/09/2023
WATER /DATE 11/07/2023
STORM DRAIN R /DATE 11/07/2023
TRAFFIC _____/DATE_____
STREET LIGHTS JDG /DATE 11/08/2023
FIRE MARSHAL R /DATE 11/7/23
STREETS /DATE 11/08/2023

Sunridge Subdivision Plat "C"

Lot 13	Lot 12	Lot 11	Lot 10	Lot 9	Lot 8
BEKKER, MATTHEW F & KATHRYN K	MCCULLAGH, ROBERT MICHAEL & MIRANDA	PICKETT, LYNN M & REBECCA S	KUNDSEN, ANN	JOHNSON, BRENT & DONNA	BURTON, GEORGE L & PATRICIA L
Parcel # 52-155-0013	Parcel # 52-155-0012	Parcel # 52-155-0011	Parcel # 52-155-0010	Parcel # 52-155-0009	Parcel # 52-155-0008



PINEHURST AT 800 NORTH LLC (Common Area)
Parcel # 49-582-0205

Dedicated Right-of-Way per Pinehurst Plaza Office Condominiums Ph. 2

Scale: 1" = 40'

40 0 10 20 40 50 60 70 80
Graphic Scale

LEGEND

- Found Section Monument
- Calculated Section Position
- P.U.E. Public Utility Easement
- (Rec) Record
- Centerline Road
- Existing Parcel Line
- Survey Monument Line
- Easement Line
- Lot Line
- Boundary Line
- Set Back Lines
- Set 5/8"x 24" Long Rebar & Cap w/ Lathe
- Street Monument

NARRATIVE

This Subdivision Plat was requested by Rob Stieg with NexCore group for the purpose of creating the parcels as shown hereon.

The Basis of Bearings for this survey, is North 0°39'38" West between the Brass Cap Monuments found marking the West Quarter and the Northwest corner of Section 10, Township 6 South, Range 2 East, Salt Lake Base and Meridian, U.S. Survey.

Properly corners were set as depicted on this plat.

BOUNDARY DESCRIPTION

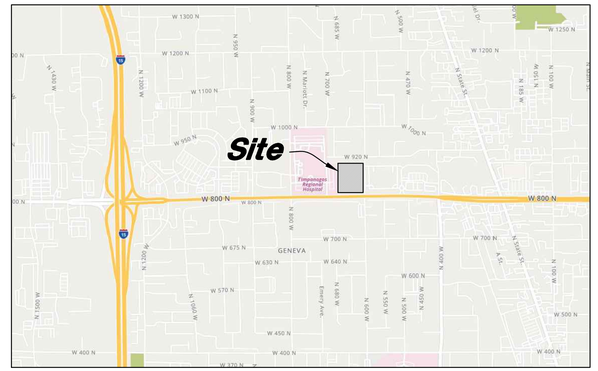
A parcel of land being a part of the Northwest Quarter of Section 10, Township 6 South, Range 2 East , Salt Lake Base and Meridian, U.S. Survey.

Beginning at a point on the Northerly line of 800 North Street, said point being 670.51 feet North 00°39'38" West and 829.96 feet North 89°20'22" East from the West Quarter of said section; and running thence North 89°35'42" East 498.42 feet; thence South 00°40'37" East 525.75 feet; thence South 89°02'19" West 498.57 feet; thence North 00°39'38" West 530.59 feet to the point of beginning.

Contains 263,288 sqft or 6.044 Acres

Notes

With the dedication of this plat there shall be an ingress/egress, parking and access easement across all of Parcel A, in favor of Lot 1 and Lot 2.



Vicinity Map (Not to Scale)

SURVEYOR'S CERTIFICATE

I, Joshua Gore, do hereby certify that I am a Professional Land Surveyor in the State of Utah, and that I hold License No. 13086382 in accordance with Title 58 Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I also do hereby certify that this plat of Timpanogos Subdivision in Orem City, Utah County, Utah has been correctly drawn to the designated scale and is a true and correct representation of the following description of lands included in said subdivision, and have filed a Record of Survey map (ROS _____) of the existing property boundaries shown on this plat and verified the locations of the boundary in accordance with Section 17-23-17. Monuments have been set as depicted on this drawing.

Signed this ____ day of _____, 2023.

TENTATIVE FINAL

13086382
License No.

Joshua Gore

OWNER'S DEDICATION

We, the undersigned owners of the hereon described tract of land, hereby set apart and subdivide the same into lots as shown on this plat, and name said tract HCA Timpanogos Subdivision, and hereby dedicate to the City of Orem, Utah County, Utah, all those parts or portions of said tract of land designated as public utility and drainage easements as shown hereon, the same to be used for the installation, maintenance and operation of public utility service lines and drainage, as may be authorized by the City of Orem. We also hereby dedicate to the City of Orem, Utah County, Utah, all those parts of portions of said tract designated as Public Streets, to be used as public thoroughfares forever as authorized by the City of Orem. We also dedicate an access easement in benefit of Lots 2 and 3, across the necessary portions of Parcel A as needed for vehicular and pedestrian access

Signed this _____ day of _____, 2023.

TIMPANOGOS REGIONAL MEDICAL SERVICES INC

_____
Owner

ACKNOWLEDGMENT

State of Utah
County of } ss

The foregoing instrument was acknowledged before me this _____ day of _____ 2023 by _____.

Residing At:_____ _____
A Notary Public commissioned in Utah
Commission Number:_____
Commission Expires:_____ _____
Print 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 and other parcels of land intended for public purposes for the perpetual use of the public this_____day of_____, 2023

Approved: _____ Attest: _____
City Engineer City Recorder

Approved: _____
Development Services Director

CONDITIONS OF APPROVAL

_____ _____
_____ _____
_____ _____

HCA Timpanogos Subdivision
A part of the Southwest Quarter of the Northwest Quarter of Section 10, T6S, R2E, SLB&M, U.S. Survey, Orem City, Utah County, Utah
November 2023

SURVEYORS SEAL	NOTARY PUBLIC SEAL	CITY ENGINEER SEAL	CLERK-RECORDER SEAL

APPROVED AS TO FORM

City Attorney Date

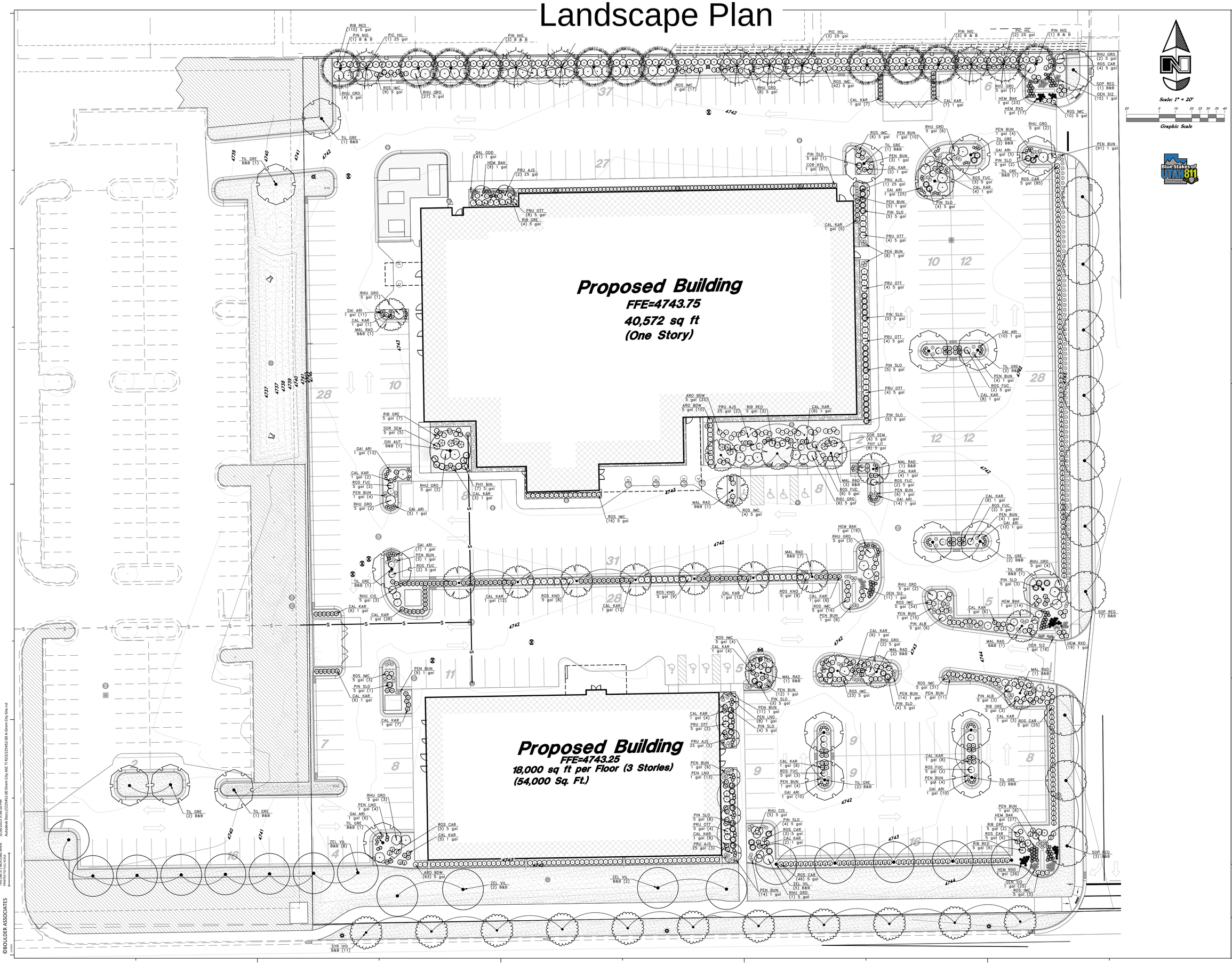
Received
Date: 11/06/2023
By: CV

GREAT BASIN ENGINEERING
5746 South 1475 East Ogden, Utah 84403
Main (801)394-4515 S.L.C (801)521-0222 Fax (801)392-7544
www.greatbasinengineering.com

Owner / Developer
NexCore Group
1550 Market Street Suite 200
Denver, CO. 80202
Ph: 303-382-0170

23N102-Plat

Landscape Plan



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STATE OF UTAH
JAMES D. ZAUGG
308S204
LICENSED LANDSCAPE ARCHITECT

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

LP101

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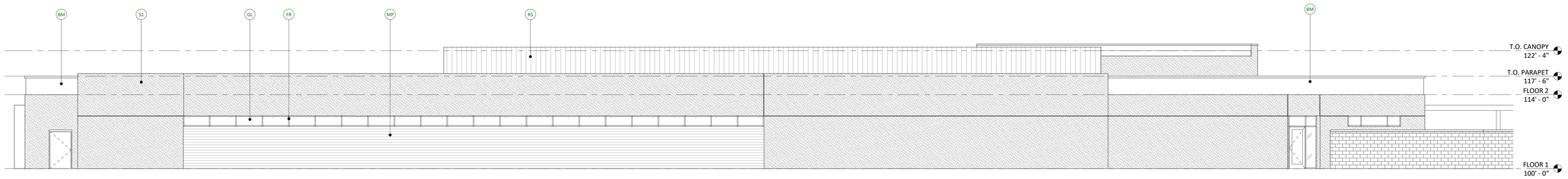
Elevations - ASC



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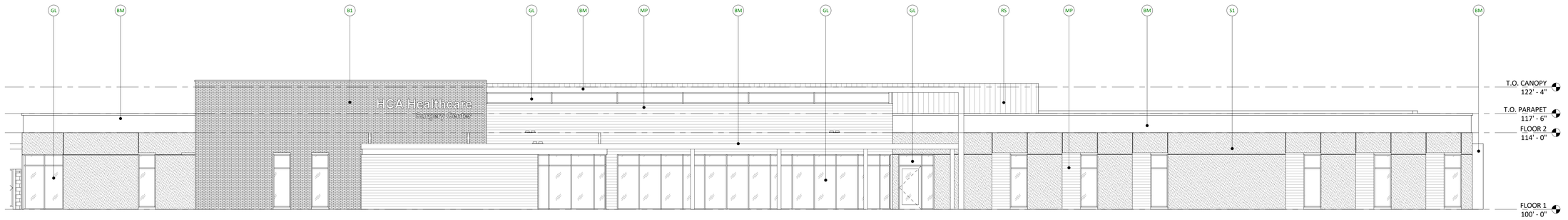
A3.10 1/8" = 1'-0"

2 EAST ELEVATION
A3.10 1/8" = 1'-0"



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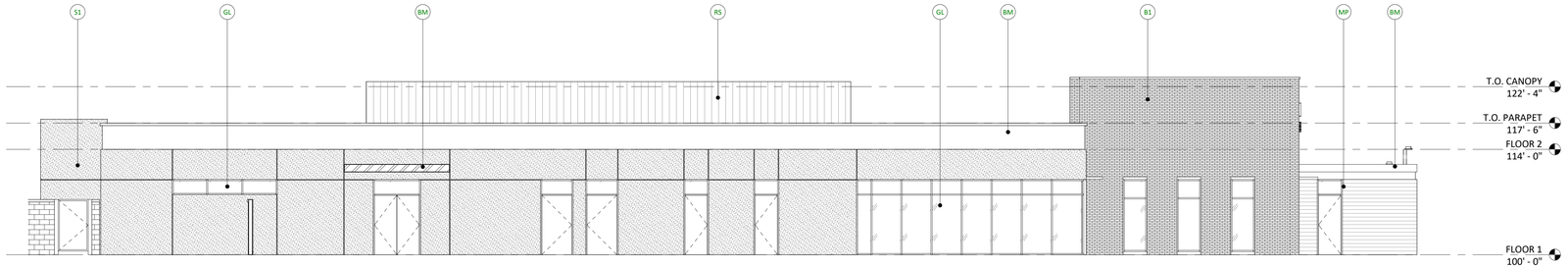

4 WEST ELEVATION
A1.11 | A3.10 1/8" = 1'-0"

EXTERIOR ELEVATION MATERIAL LEGEND

- S1 — PAINTED STUCCO / EIFS
- BM — BRAKE METAL PANEL
- MP — METAL PANEL
- FR — STOREFRONT
- B1 — MASONRY - RANDOM PATTERN BLEND OF 4 DIFFERENT COLORED BLOCK. NO LESS THATN 3 AND NO MORE THAN 21 BLOCKS OF SAME COLOR IN A ROW, PATTERN SHOULD VARY FROM ROW TO ROW
- GL — VISION GLASS
- RS — ROOF SCREEN - BERRIDGE EXPOSED FASTENER PANEL SYSTEM - "M" PANEL

BOULDER ASSOCIATES
5646 MILTON STREET, SUITE 240
DALLAS, TEXAS 75206
214.420.5700

PROJECT 235758.00

TIMPANOGOS ASC CORE & SHELL

SCHEMATIC DESIGN

DATE 06/30/2023

REVISIONS

#	DESCRIPTION	DATE

SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

A3.10

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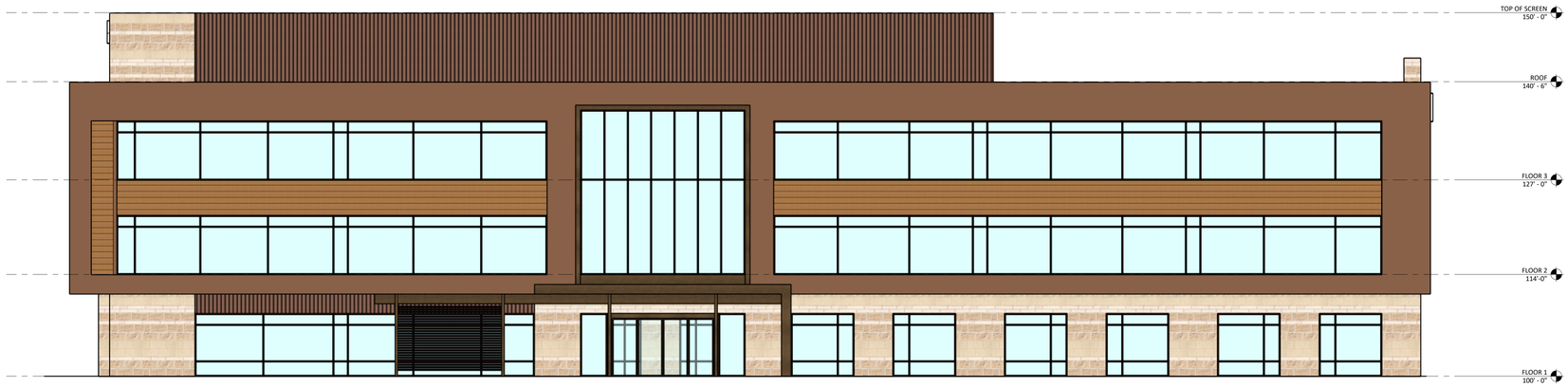
TIMPANOGOS MEDICAL CENTER
LOGO

Elevations - Medical Office Building



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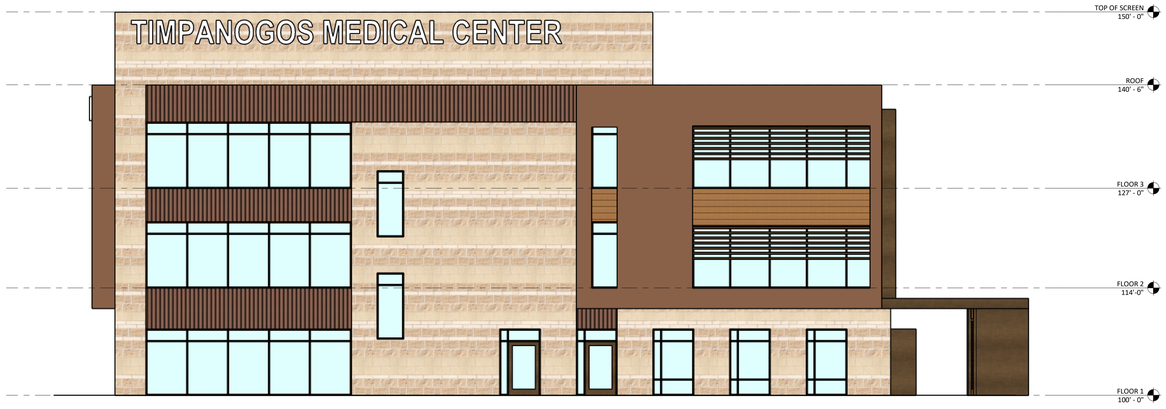

4 EAST ELEVATION
A3.10 1/8" = 1'-0"

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DALLAS, TEXAS 75206
214.420.5700

PROJECT 235885.00

TIMPANOGOS MOB OREM

SCHEMATIC DESIGN

DATE 08/09/2023

REVISIONS

#	DESCRIPTION	DATE

SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

A3.10

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Elevations

1 SOUTH ELEVATION
A3.11 1/8" = 1'-0"

2 WEST ELEVATION
A3.11 1/8" = 1'-0"

BOULDER ASSOCIATES
5646 MILTON STREET, SUITE 240
DALLAS, TEXAS 75206
214.420.5700

PROJECT 235885.00

TIMPANOGOS MOB OREM

SCHEMATIC DESIGN

DATE 08/09/2023

REVISIONS

#	DESCRIPTION	DATE

SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

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Street View

June 7, 2023

Subject: Project Notification for Development

Dear Property Owner,

NexCore Group is writing to inform you of a potential development of two medical facilies on property adjacent to Timpanogos Regional Hospital. Pursuant to Orem City Code Section 22-14-20(I), this meeting is being held to discuss the project with you. This is an opportunity for you to review the plans and provide input and recommendations regarding the project. This application has not yet been reviewed by the City and is subject to change during the review process.

The project will be located on the parcel on the Northwest corner of W 800 N and N 600 W St in Orem, UT.

The existing zoning classification for this parcel is C3 and we are not requesting any changes or variances to this zoning.

The meeting will be held on June 22nd at 7:30 p.m. in the cafetria of the hospital located at 750 W 800 N, Orem, UT.

Sincerely,

Jim Hartmann

NexCore Group

Jim.Hartmann@nexcoregroup.com

(303) 291-1802

June 22, 2023

Neighborhood Meeting for the ASC & MOB Development on 800 N

Timpanogos Regional Hospital

Orem, UT

BOULDER ASSOCIATES

Please Sign In Below

Kathy Bakker	801-830-3418
Sharp Rimmer	
Meranda McCullagh	425-533-1580
Robert McCullagh	
Rebecca Pickett	801 367 1058
Lynn Pickett	
Karissa Pickett	
STEVE TELFORD	801-358-0780(c)
Don aka Thorpe Mechling	
Sue Murie	
Eden	
RYAN ISON	
AUSTIN MANNING	

Meeting notes 06.22.23

Timpanagos Site Development Neighborhood Meeting

BOULDER ASSOCIATES

Q: What is the distance from the property line to the ASC?
A: 75 ft.

Q: Location of trash: can it be moved to the corner of the site? If it remains, can the owner ensure it's not picked up before 7:00 am.
A: It needs to be located for ease of access by the waste service but trash pickup times will adhere to local requirements.

Q: Exterior lights: what type are they and where will they be located?
A: The type is determined by the city guidelines. They haven't been located yet but a photometric study will be provided to ensure light doesn't bleed onto adjacent properties as required by local ordinance. The lights will dim during off hours.

Q: Will this development include a wall between the site and the residential area?
A: Yes, a wall or landscaping. It's noted that a wall is preferred by both the neighbors and the development. It will match the existing precast wall.

Q: Neighbors noted that the irrigation ditch is inactive and runs through their properties. Requested it be removed during construction if possible.
A: Pending any unforeseen circumstances, Nexcore agreed to remove it and fill with topsoil as a neighborly gesture. An indemnification may be required and neighbors will likely need to remove their fences.

Q: Regarding the trash and generator enclosures, what is the material?
A: Likely CMU.

Q: Will 600 go through to the neighborhood?
A: It doesn't affect this development and will be up to the city. Community member should get in touch with Planning & Zoning to make their preference known.

Q: If the street does go through, will a signal be put in at the intersection with 800? That would be appreciated by the neighboring businesses so folks could turn left.
A: That's up to the city and UDOT, but likely.

Q: How intrusive will the generator noise be and can it move to the front of the building?
A: The generator will be specified with sound attenuation. It only runs if the center loses power and once a month for testing. It's not ideal to move it to the front to preserve the patient experience.

Q: Is the site connecting to the hospital parking?
A: Yes, at two points.

Q: Are there plans for expansion, either at the hospital or will the ASC grow vertically?
A: If the hospital expands, it would be in the existing courtyard. The ASC will not add additional stories.

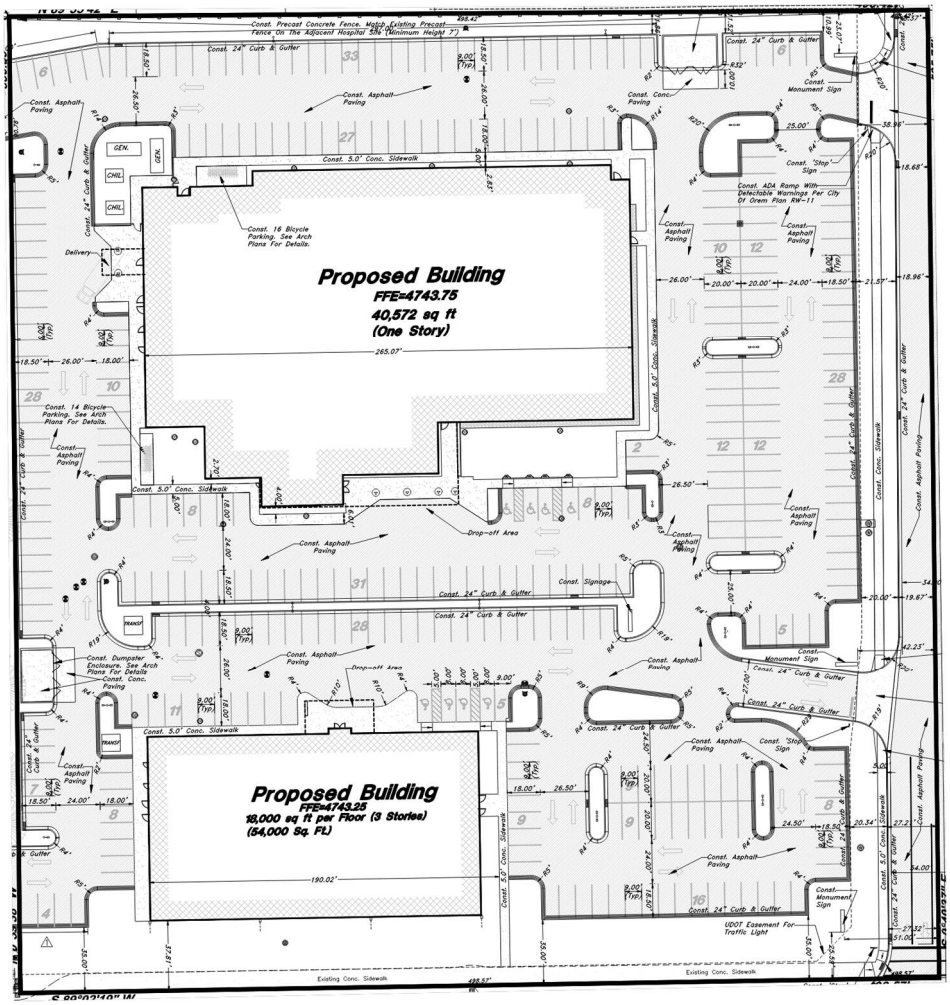
Q: What is the project completion time?
A: Construction to begin in Oct/Nov. 2023. The exterior work would be complete in 10 months and the interior would finish in 14 months.

Q: Neighbors noted that contractors cannot begin work prior to 7 am
A: Noted. Nexcore will provide contact information if there are any issues.

HALES ENGINEERING
innovative transportation solutions

Timpanogos MOB and ASC

Traffic Impact Study



Orem, Utah

November 6, 2023

UT23-2530

LICENSED PROFESSIONAL ENGINEER
NO. 12890754
Jordi J. Berrett
11/06/2023
STATE OF UTAH

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Timpanogos medical office building (MOB) and ambulatory surgery center (ASC) development located in Orem, Utah. The development is located on the northwest corner of the 600 South & 800 North (S.R. 52) intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023) and future (2028) conditions, with and without the proposed project, and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service											
		Existing (2023)						Future (2028)					
		Background				Plus Project		Background		Plus Project		Plus Project Alt.	
		AM	PM	AM Mit.	PM Mit.	AM	PM	AM	PM	AM	PM	AM	PM
1	1000 North / 800 West	A	A	A	A	A	A	A	A	A	A	A	A
2	NW Hospital Access / 800 West	a	a	a	a	a	a	a	a	a	a	a	a
3	SW Hospital Access / 800 West	a	a	a	a	a	a	a	b	b	b	a	a
4	800 West / 800 North (S.R. 52)	B	C	B	C	B	C	C	C	C	C	C	C
5	South Hospital Access / 800 North (S.R. 52)	b	f	c	f	c	f	e	f	f	f	f	f
6	600 West / 800 North (S.R. 52)	f	f	A	A	A	A	A	A	B	B	B	A
7	NW Commercial & NE Project Access / 600 West	a	a	a	a	a	a	a	a	a	a	a	a
8	SW Commercial & SE Project Access / 600 West	a	f	a	a	a	a	a	a	a	a	a	a
9	400 West / 800 North (S.R. 52)	B	B	B	B	B	B	B	B	B	B	B	B

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)
2. BG = Background (without project traffic), PP = Plus Project (with project traffic), Mit. = Mitigated, Alt. = Alternate Scenario

Source: Hales Engineering, November 2023

Table ES-2: Recommended Storage Lengths

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
4	800 West / 800 North (S.R. 52)	80	150	150	-	115	150	150	-	110	225	110	125	100	-	-	-
6	600 West / 800 North (S.R. 52)	-	100	-	-	-	150	-	150	-	250	-	-	-	100	-	100
9	400 West / 800 North (S.R. 52)	65	-	65	-	35	-	-	-	110	125	100	-	110	-	130	-

1. Storage lengths are based on 2028 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, November 2023

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

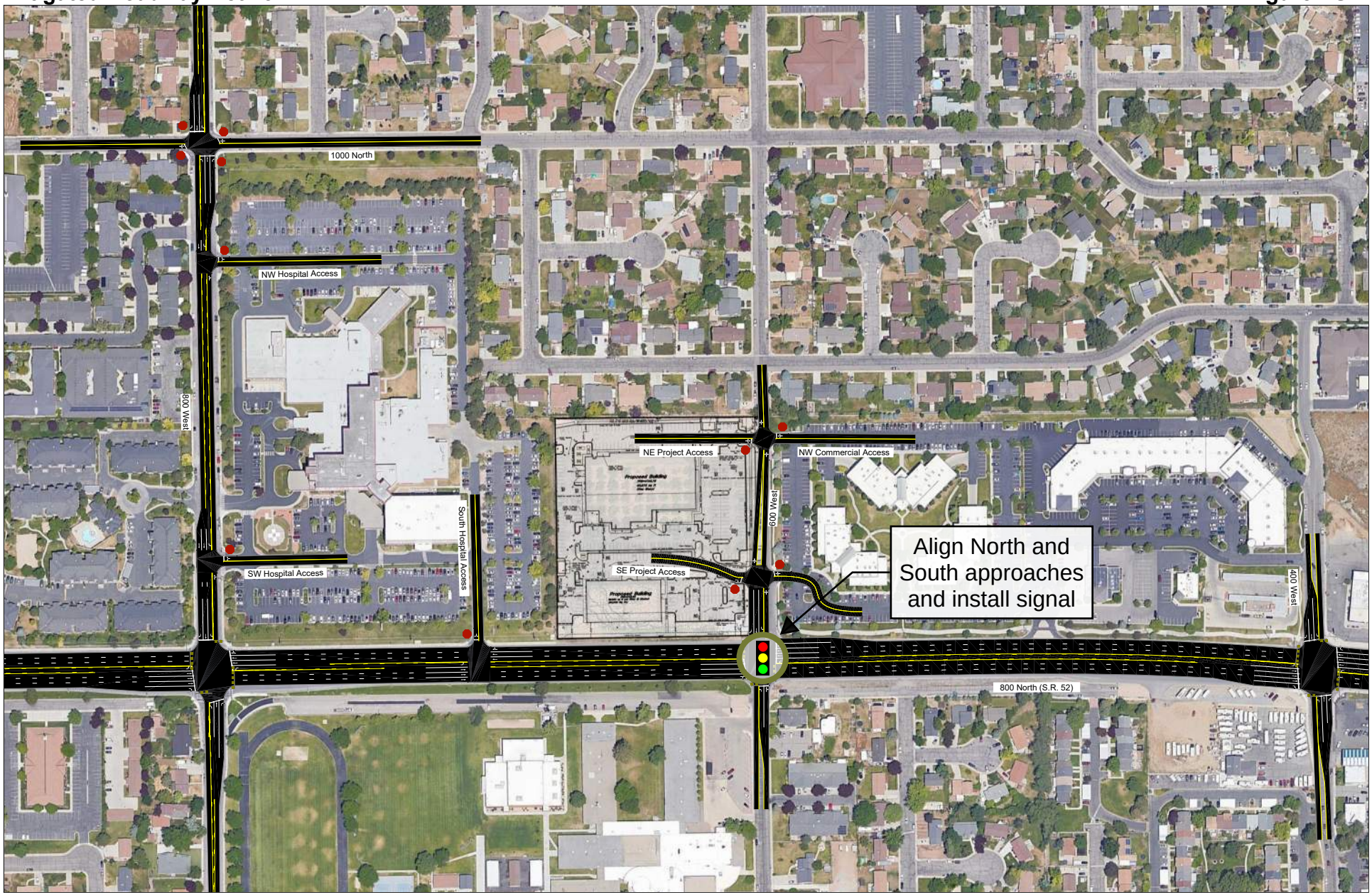
Project Conditions

- The development will consist of a medical office building (MOB) and an ambulatory surgery center (ASC)
- The project is anticipated to generate approximately 2,392 weekday daily trips, including 174 trips in the morning peak hour, and 254 trips in the evening peak hour
- An eastbound left-turn lane is recommended at the 600 West / 800 North (S.R. 52) intersection when a signal is installed. UDOT is requiring a westbound right-turn lane at the same intersection.

2023	Background	Plus Project
Assumptions	• Volume adjustments for school traffic in the morning peak hour condition using UDOT ATSPM data	• 600 West north connection: 61 morning peak hour and 76 evening peak hour trips from north neighborhood rerouted through 600 West in addition to project traffic • **600 West / 800 North (S.R. 52):** intersection signalized
Findings	• Poor LOS at the South Hospital Access / 800 North (S.R. 52), 600 West / 800 North (S.R. 52), and SE Commercial Access / 600 West	• Poor LOS at the South Hospital Access / 800 North (S.R. 52) intersection
Mitigations	• **600 West / 800 North (S.R. 52):** signalize intersection when multiple warrants are met (peak hour warrants are met)	• None. It is anticipated that vehicles will reroute or utilize the existing two-way left-turn (TWLTL) to avoid delays.
2028	**Background**	**Plus Project**
Assumptions	• None	• 600 West north connection: 64 morning peak hour and 79 evening peak hour trips from north neighborhood rerouted through 600 West in addition to project traffic
Findings	• Poor LOS at the South Hospital Access / 800 North (S.R. 52) intersection	• Poor LOS at the South Hospital Access / 800 North (S.R. 52) intersection
Mitigations	• None	• None
2028	**Plus Project - Alternate**	
Assumptions	• No 600 West north neighborhood connection	
Findings	• LOS and delay are slightly improved at the South Hospital Access / 800 North intersection in the alternate plus project scenario • It is anticipated that vehicles will reroute or utilize the existing TWLTL to avoid delays	

Orem - Timpanogos MOB and ASC TIS
Mitigated Roadway Network

Figure ES-1



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

801.766.4343
10/09/2023

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Timpanogos medical office building (MOB) and ambulatory surgery center (ASC) development located in Orem, Utah. The proposed project is located on the northwest corner of the 600 South & 800 North (S.R. 52) intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023) and future (2028), with and without the proposed project, and to recommend mitigation measures as needed.

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

B. Scope

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

- 1000 North / 800 West
- NW Hospital Access / 800 West
- SW Hospital Access / 800 West
- 800 West / 800 North (S.R. 52)
- South Hospital Access / 800 North (S.R. 52)
- 600 West / 800 North (S.R. 52)
- NW Commercial Access / 600 West
- SW Commercial Access / 600 West
- 400 West / 800 North (S.R. 52)

C. Analysis Methodology

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

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

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

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation

and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

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

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2023 Methodology (Transportation Research Board)

II. EXISTING (2023) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

600 West – is a city-maintained roadway which is classified by the Orem City Transportation Master Plan (2015) as a local road. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

800 North (S.R. 52) – is a state-maintained roadway (classified by UDOT access management standards as a "Regional – Urban Importance" facility, or access category 6 roadway). The roadway has three travel lanes in each direction. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 350 feet, and minimum driveway spacing of 200 feet. The posted speed limit is 45 mph in the study area.

800 West – is a city-maintained roadway which is classified by the Orem City Transportation Master Plan (2015) as an urban collector The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

C. Crash History Analysis

Hales Engineering referenced UDOT's crash history database (AASHTOWare Safety) to determine the crash history in the study area between 2017 and 2022. The study area included all study intersections and all roadway segments in between. Detailed crash data are included in Appendix E.

Based on the crash history data, there have been a total of 111 crashes in the study area between 2017 and 2022. Out of the 111 crashes, 1 was fatal and 2 were determined to have suspected serious injury. Additionally, 41 (36.94%) were angle crashes and 50 (45.05%) were front-to-rear crashes. Of the total of 111 crashes, 10 (9.01%) involved singe vehicles and 5 (4.50%) were head-on collisions. The fatal crash occurred at the 400 West / 800 North (S.R. 52) intersection in September of 2021 and was an angle crash in which one of the drivers failed to yield the appropriate right-of-way to the other driver for a left-turn movement. A breakdown of these crashes by study intersection is shown in Table 2. Due to the use of crash data, this report may be protected under 23 USC 407.

Table 2: Crash History Summary

Intersection	Total	Fatal	Severe	Angle	Front to Rear	Single	Head On
1000 North / 800 West	3	0	0	0	3	0	0
NW Hospital Access / 800 West	1	0	0	1	0	0	0
SW Hospital Access / 800 West	1	0	0	1	0	0	0
800 West / 800 North (S.R. 52)	47	0	0	18	18	6	2
S Hospital Access / 800 North	5	0	0	1	3	0	0
600 West / 800 North (S.R. 52)	5	0	0	1	1	2	0
400 West / 800 North (S.R. 52)	36	1	2	19	24	2	3

D. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- 1000 North / 800 West
- NW Hospital Access / 800 West
- SW Hospital Access / 800 West
- 800 West / 800 North (S.R. 52)
- South Hospital Access / 800 North (S.R. 52)
- 600 West / 800 North (S.R. 52)
- NW Commercial Access / 600 West
- SW Commercial Access / 600 West
- 400 West / 800 North (S.R. 52)

The counts were performed on Tuesday, June 6, 2023. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 29% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on U.S. 189 (ATR #350). In recent years, traffic volumes in June have been equal to approximately 103% of average traffic volumes. The observed traffic volumes were left unadjusted for seasonality as a conservative measure.

Due to the close proximity of the study area to Orem Junior High School, UDOT ATSPM data were used to adjust turning movement counts by movement during the morning peak hour to reflect average traffic counts while school is in session. Traffic volumes on the day collected were

compared with recorded ATSPM traffic volumes at the 800 West / 800 North (S.R. 52) signal taken on Tuesday, May 9, 2023. Volumes were adjusted accordingly and balanced throughout the roadway network. Peak hour factors were also evaluated for adjustments at each intersection based on the available data. The SimTraffic models were then adjusted and calibrated to reflect observed traffic conditions in the field.

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

E. Level of Service Analysis

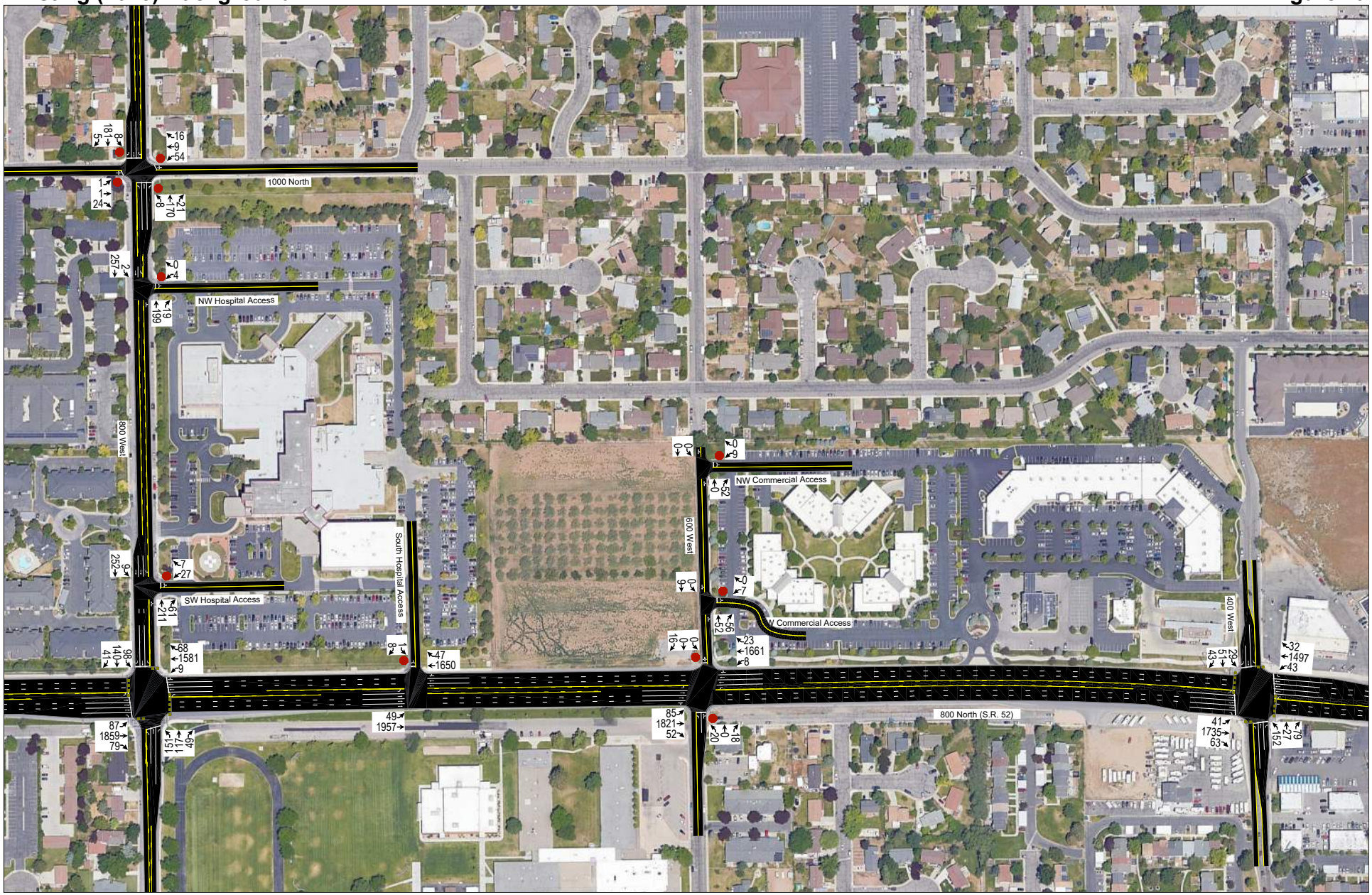
Hales Engineering determined that the 600 West / 800 North (S.R. 52), South Hospital Access / 800 North (S.R. 52), and SW Commercial Access / 600 West intersections are operating at poor levels of service during the morning and evening peak hours, as shown in Table 3.

Table 3: Existing (2023) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
1000 North / 800 West	AWSC	A (5.3)	A (5.5)
NW Hospital Access / 800 West	WB Stop	a (6.4) / WBL	a (6.4) / WBL
SW Hospital Access / 800 West	WB Stop	a (8.5) / WBL	a (7.9) / WBL
800 West / 800 North (S.R. 52)	Signal	B (18.9)	C (21.4)
South Hospital Access / 800 North (S.R. 52)	SB Stop	b (14.6) / EBL	f (>50) / SBL
600 West / 800 North (S.R. 52)	NB/SB Stop	f (>50) / NBL	f (>50) / SBL
NW Commercial Access / 600 West	WB Stop	a (3.5) / WBL	a (3.9) / WBL
SW Commercial Access / 600 West	WB Stop	a (4.4) / WBL	f (>50) / WBL
400 West / 800 North (S.R. 52)	Signal	B (13.2)	B (16.8)

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

Source: Hales Engineering, November 2023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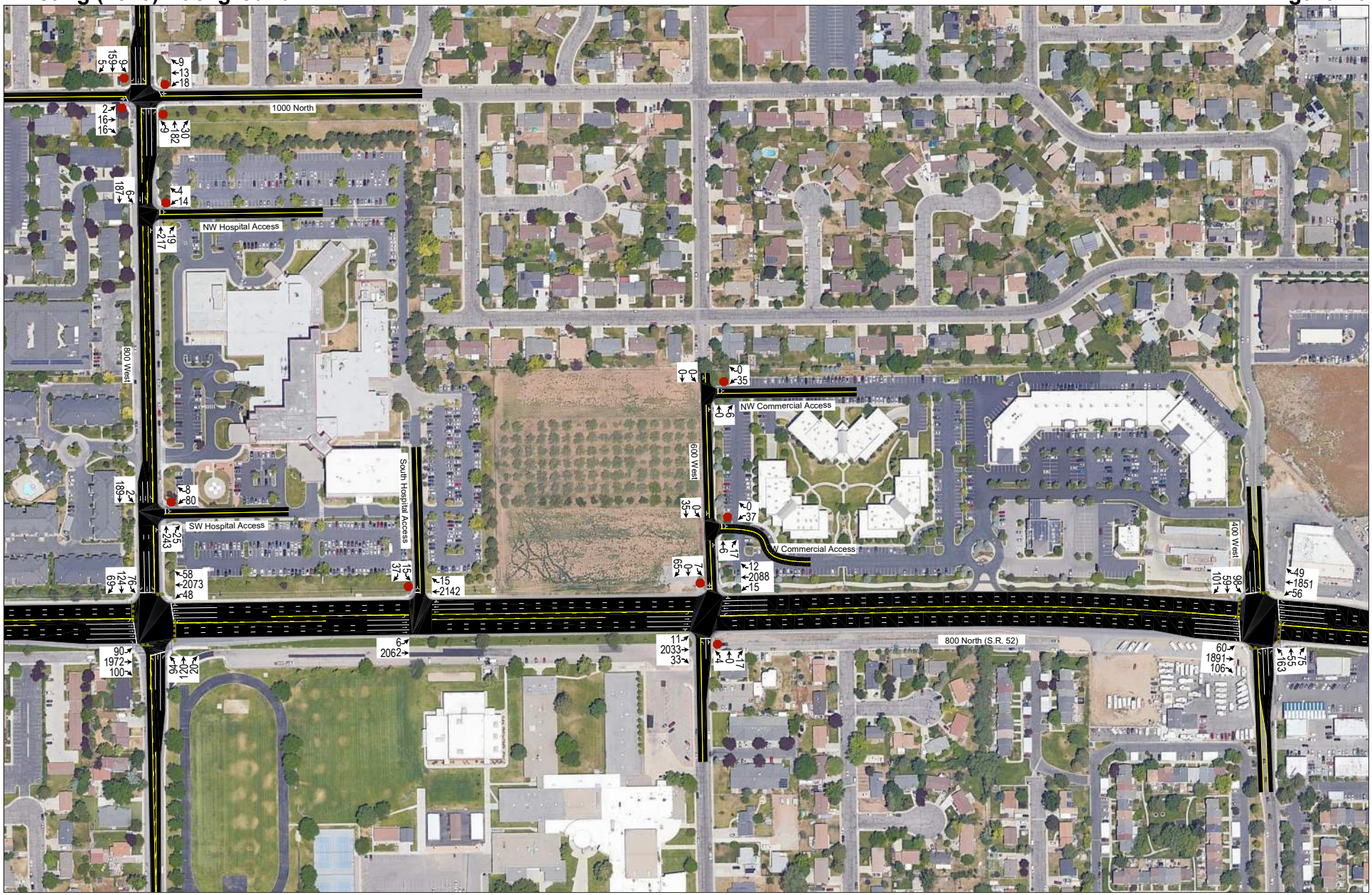
NW Hospital Access
SW Hospital Access
South Hospital Access
800 West
600 West
NW Commercial Access
W Commercial Access
400 West
800 North (S.R. 52)


1000 North
NW Hospital Access
SW Hospital Access
South Hospital Access
800 West
600 West
NW Commercial Access
SW Commercial Access
400 West
800 North (S.R. 52)

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Approximately 200 feet of southbound queuing at the 600 West / 800 North (S.R. 52) intersection was calculated during the evening peak hour. This queuing blocked the SW Commercial Access / 600 West intersection and prevented westbound left-turn movements.

G. Mitigation Measures

Based on the morning peak hour counts at the 600 West / 800 North (S.R. 2) intersection, peak hour signal warrants are met using the option to evaluate the left-turn from the major road as the minor approach volume. It is recommended that a signal be installed at this location when multiple warrants are met, when UDOT determines appropriate, and when the north leg can be realigned with the south leg.

It is anticipated that southbound left-turn traffic at the South Hospital Access / 800 North (S.R. 52) intersection will reroute or utilize the center two-way left-turn lane to reduce delays.

H. Mitigated Scenario

Hales Engineering performed additional analyses on existing (2023) background traffic conditions with a traffic signal added at the 600 West / 800 North (S.R. 52) intersection. LOS results are shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2023) conditions.

Table 4: Mitigated Existing (2023) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
1000 North / 800 West	AWSC	A (5.2)	A (5.4)
NW Hospital Access / 800 West	WB Stop	a (6.1) / WBL	a (6.1) / WBL
SW Hospital Access / 800 West	WB Stop	a (7.3) / WBL	a (8.7) / WBL
800 West / 800 North (S.R. 52)	Signal	B (18.8)	C (21.2)
South Hospital Access / 800 North (S.R. 52)	SB Stop	c (16.0) / SBL	f (>50) / SBL
600 West / 800 North (S.R. 52)	Signal	A (5.2)	A (4.9)
NW Commercial Access / 600 West	WB Stop	a (3.9) / WBL	a (4.0) / WBL
SW Commercial Access / 600 West	WB Stop	a (4.4) / WBL	a (4.1) / WBL
400 West / 800 North (S.R. 52)	Signal	B (13.2)	B (16.9)

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

Source: Hales Engineering, November 2023

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Timpanogos MOB and ASC development is located on the northwest corner of the 600 South & 800 North (S.R. 52) intersection. The development will consist of a medical office building (MOB) and an ambulatory surgery center (ASC). A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 5.

Table 5: Project Land Uses

Land Use	Intensity
Medical Office Building	54,000 SF
Hospital (ASC)	40,600 SF

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 6.

The total trip generation for the development is as follows:

- Daily Trips: 2,392
- Morning Peak Hour Trips: 174
- Evening Peak Hour Trips: 254

Table 6: Trip Generation

Trip Generation Orem - MOB and ASC TIS								
Land Use[1]	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
Weekday Daily								
Medical/Dental Office Building (720)	54.0	KSF	1,944	50%	50%	972	972	1,944
Hospital (610)	40.6	KSF	438	50%	50%	219	219	438
TOTAL			**2,382**			**1,191**	**1,191**	**2,382**
AM Peak Hour								
Medical/Dental Office Building (720)	54.0	KSF	140	79%	21%	111	29	140
Hospital (610)	40.6	KSF	34	67%	33%	23	11	34
TOTAL			**174**			**134**	**40**	**174**
PM Peak Hour								
Medical/Dental Office Building (720)	54.0	KSF	218	30%	70%	65	153	218
Hospital (610)	40.6	KSF	36	35%	65%	13	23	36
TOTAL			**254**			**78**	**176**	**254**

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

SOURCE: Hales Engineering, October 2023

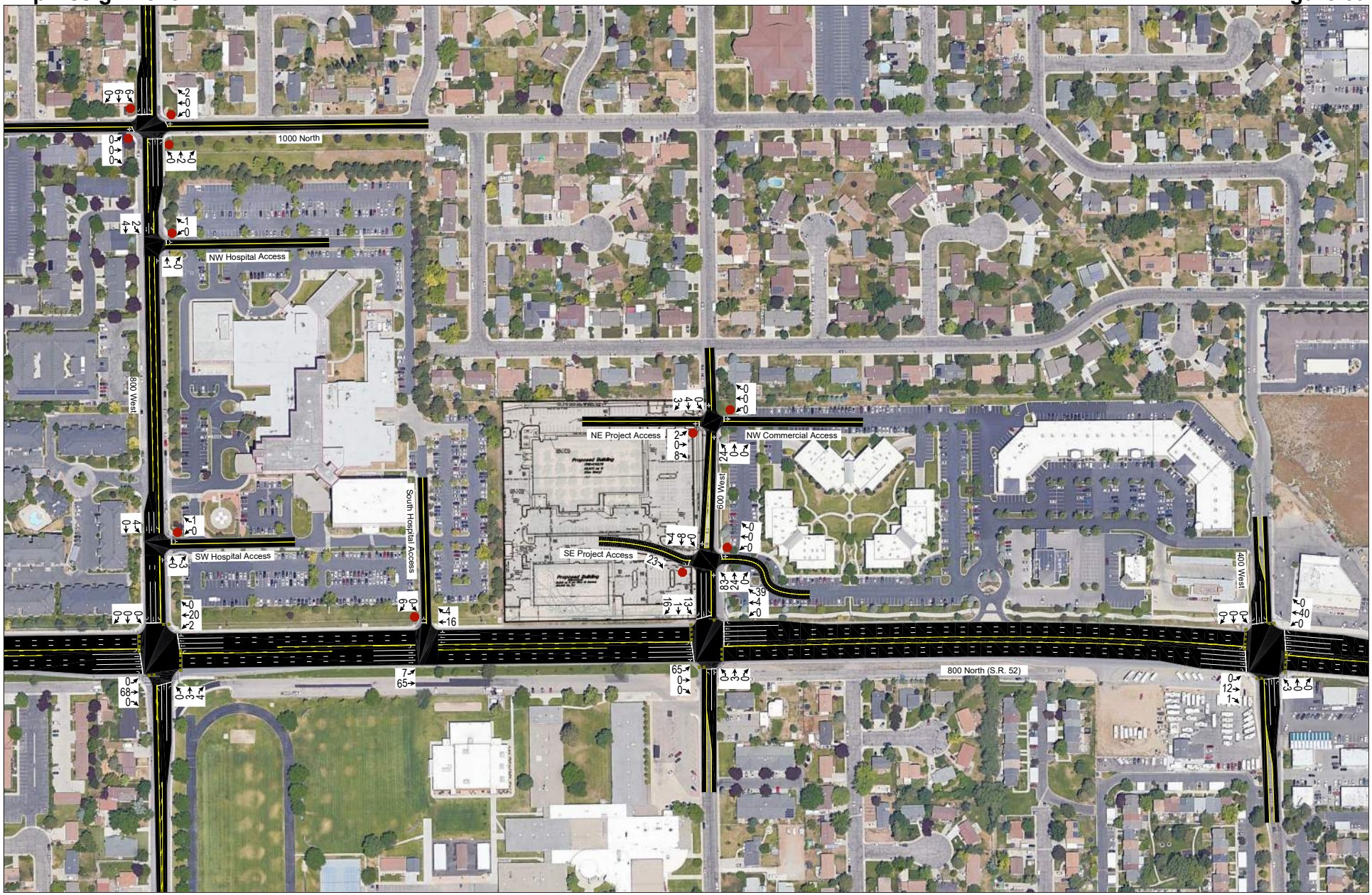
D. Trip Distribution and Assignment

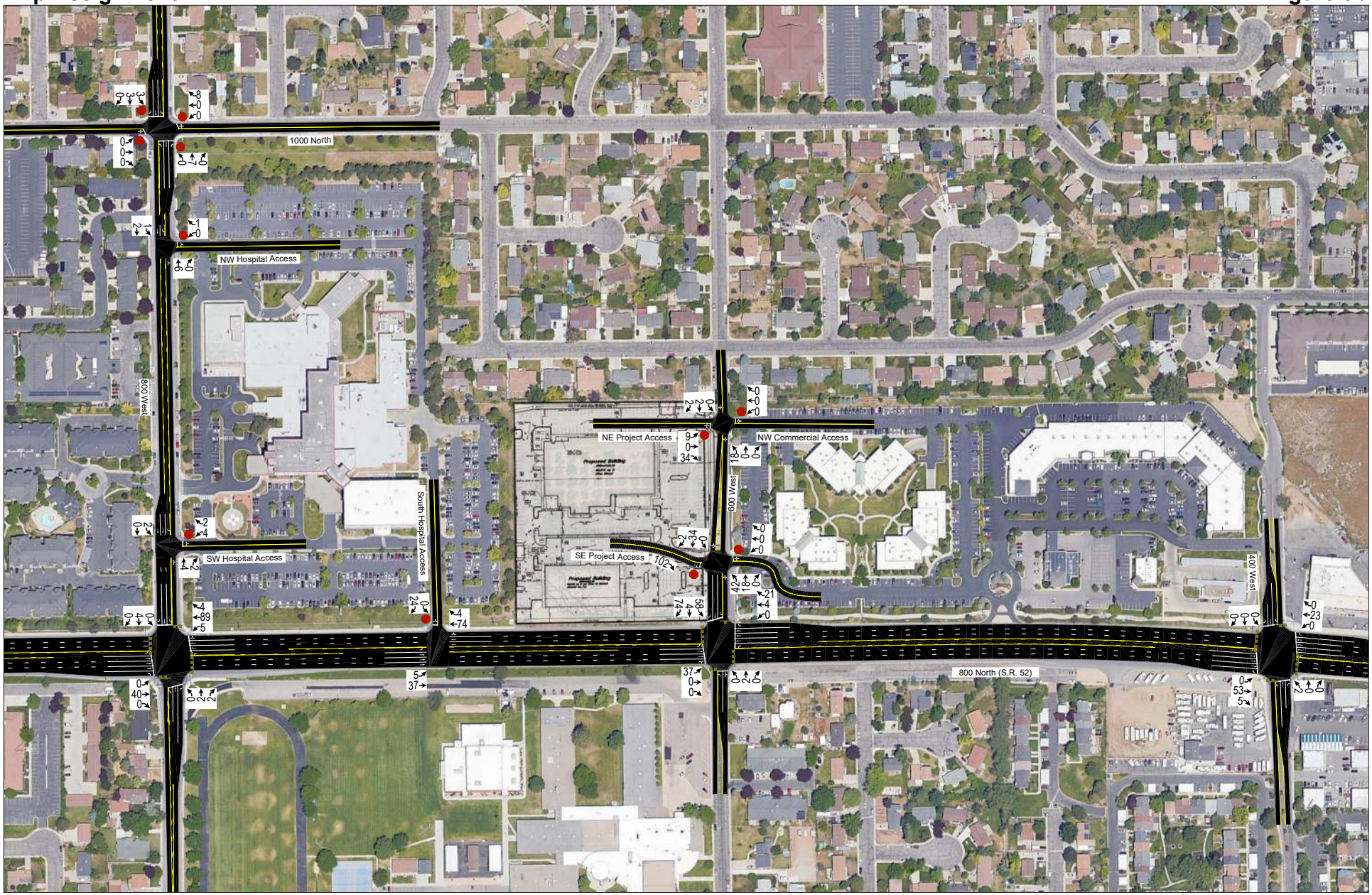
Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 7.

Table 7: Trip Distribution

Direction	% To/From Project
North	10%
South	10%
East	30%
West	50%

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


1000 North
NW Hospital Access
SW Hospital Access
South Hospital Access
800 West
NE Project Access
SE Project Access
NW Commercial Access
600 West
400 West
800 North (S.R. 52)


1000 North
NW Hospital Access
800 West
South Hospital Access
SW Hospital Access
NE Project Access
SE Project Access
NW Commercial Access
600 West
400 West
800 North (S.R. 52)

E. Access

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

600 West:

- The Northeast Project Access will be located approximately 460 feet north of the 600 West / 800 North (S.R. 52) intersection. It will access the project on the west side of 600 West. It is anticipated that the access will be stop-controlled and aligned with the existing northwest commercial access across the street.
- The Southeast Project Access will be located approximately 140 feet north of the 600 West / 800 North (S.R. 52) intersection. It will access the project on the west side of 600 West. It is anticipated that the access will be stop-controlled and aligned with the existing southwest commercial access across the street. Due to sight distance concerns relating to queued vehicles at the 600 West / 800 North (S.R. 52) intersection, it is recommended that eastbound left-turn and through movements be restricted at this access.

800 North:

- The project has a cross-access agreement with Timpanogos Hospital and will have access at the existing location on the south side of the hospital campus. It is anticipated that this access will remain stop controlled.

800 West:

- Additional access through the hospital property may also be utilized at the existing northwest and southwest hospital accesses onto 800 West.

F. Auxiliary Lanes

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

UDOT Administrative Rule R930-6 outlines minimum peak hour turn volumes to warrant auxiliary lanes on UDOT roadways. The following are the minimum requirements for these lanes on S.R. 25:

- Left-turn Deceleration (Ingress): 10 left-turn vehicles per hour (>40 mph)
- Right-turn Deceleration (Ingress): 25 right-turn vehicles per hour (>40 mph) if fewer than three travel lanes in direction of right-turn

Based on these guidelines and the anticipated project traffic, it is anticipated that vehicles making the eastbound left-turn movement will use the existing two-way left-turn lane at the 600 West / 800 North (S.R. 52) intersection. The striping of an eastbound left-turn lane will be required when a signal is installed. Additionally, based on request from UDOT staff, a westbound right-turn deceleration lane was assumed and included in the plus project analyses.

IV. EXISTING (2023) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2023) background traffic volumes to predict turning movement volumes for existing (2023) plus project conditions. Existing (2023) plus project morning and evening peak hour turning movement volumes are shown in Figure 4. Based on the findings in the existing (2023) background scenario, a signal was assumed at the 600 West / 800 North (S.R. 52) intersection to measure the impact of the proposed project with the mitigated existing (2023) scenarios serving as the baseline for the analysis.

It is anticipated that there will be some cut-through traffic with the opening of the 600 West connection to the neighborhood to the north. To remain conservative, it was assumed that 25% of westbound left-turn and northbound right-turn volumes at the 1000 North / 800 West intersection would reroute to access the neighborhood through 600 West. 10% of all of the volumes to and from the north leg of the 400 West / 800 North (S.R. 52) intersection were also assumed to reroute through 600 West.

C. Level of Service Analysis

Hales Engineering determined that the South Hospital Access / 800 North (S.R. 52) intersection is anticipated to operate at poor levels of service during the morning and evening peak hours with project traffic added, as shown in Table 8.

D. Queuing Analysis

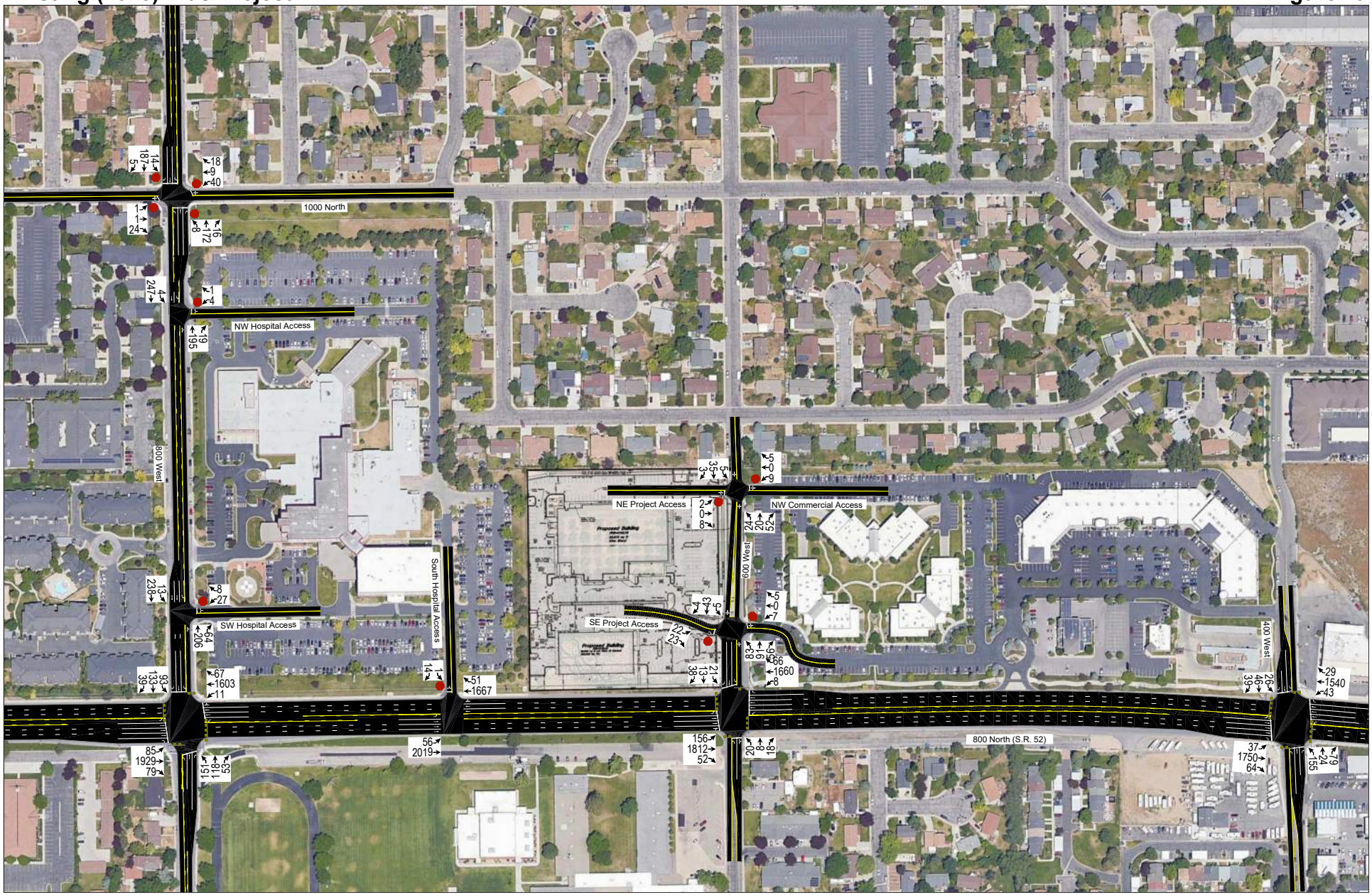
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended. It is anticipated that southbound left-turn traffic at the South Hospital Access / 800 North (S.R. 52) intersection will reroute or utilize the center two-way left-turn lane to reduce delays.

Orem - Timpanogos MOB and ASC TIS
Existing (2023) Plus Project

Morning Peak Hour
Figure 4a

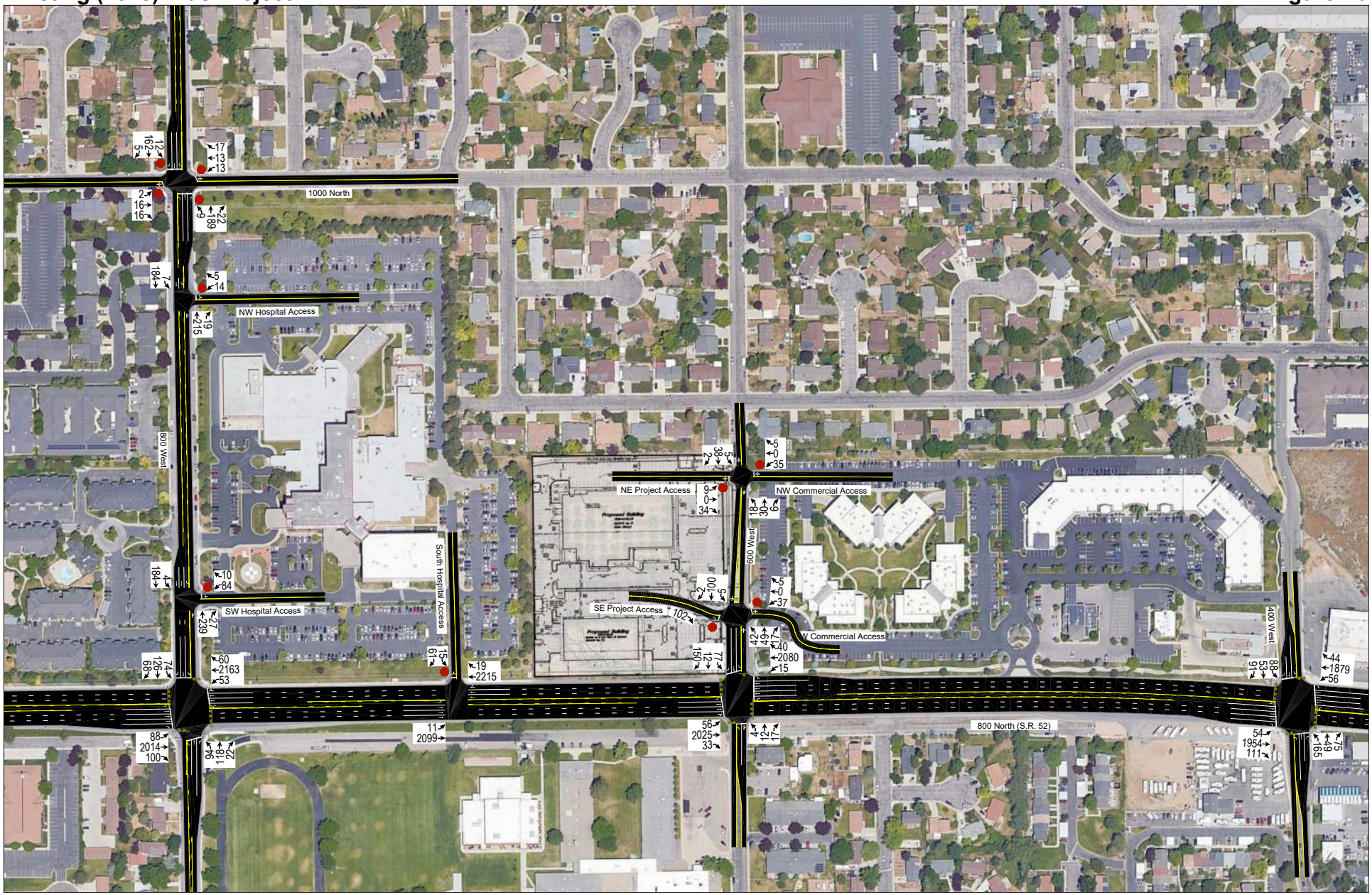


Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
10/10/2023

Orem - Timpanogos MOB and ASC TIS
Existing (2023) Plus Project

Evening Peak Hour
Figure 4b



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

801.766.4343
10/10/2023

Table 8: Existing (2023) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
1000 North / 800 West	AWSC	A (5.3)	A (5.5)
NW Hospital Access / 800 West	WB Stop	a (6.5) / WBL	a (6.6) / WBL
SW Hospital Access / 800 West	WB Stop	a (7.6) / WBL	a (8.7) / WBL
800 West / 800 North (S.R. 52)	Signal	B (18.0)	C (22.7)
South Hospital Access / 800 North (S.R. 52)	SB Stop	c (15.4) / EBL	f (>50) / SBL
600 West / 800 North (S.R. 52)	Signal	A (8.0)	A (7.9)
NE Project Access / 600 West	EB/WB Stop	a (5.9) / EBL	a (4.6) / WBL
SE Project Access / 600 West	EB/WB Stop	a (6.1) / WBL	a (6.6) / WBL
400 West / 800 North (S.R. 52)	Signal	B (13.0)	B (16.8)

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

Source: Hales Engineering, November 2023

V. FUTURE (2028) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2028) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no projects planned before 2028 in the study area. Therefore, no changes were made to the roadway network for the future (2028) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2028) forecasted volumes from the Wasatch Front Regional Council (WFRC) / MAG travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2028) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

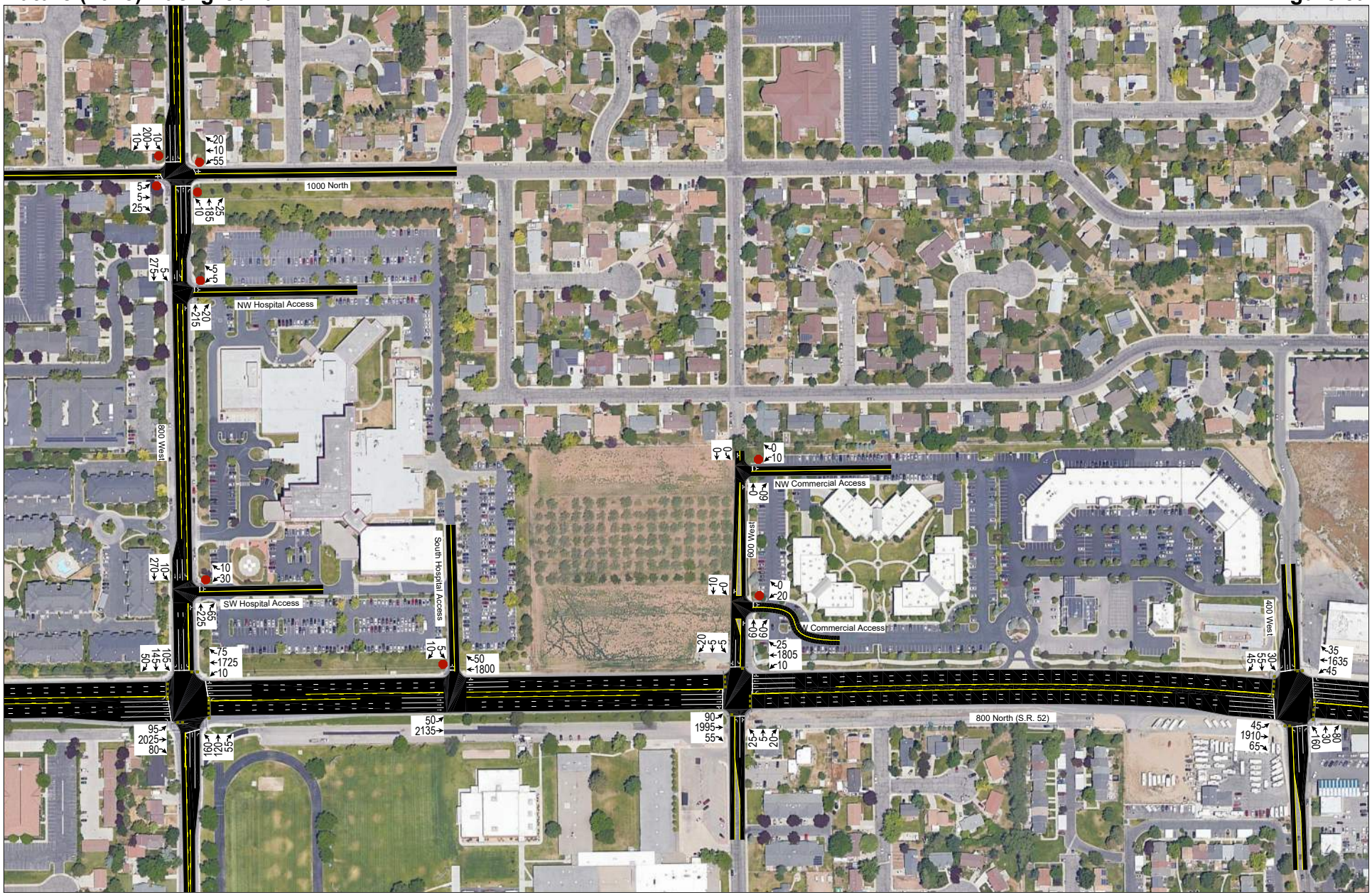
Hales Engineering determined that the South Hotel Access / 800 North (S.R. 52) intersection is anticipated to operate at a poor level of service during the morning and evening peak hours in future (2028) background conditions, as shown in Table 9. These results serve as a baseline condition for the impact analysis of the proposed development for future (2028) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended. It is anticipated that southbound left-turn traffic at the South Hotel Access / 800 North (S.R. 52) intersection will reroute or utilize the center TWLTL to avoid excessive delay.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SW Hospital Access
South Hospital Access
800 West
NW Commercial Access
SW Commercial Access
400 West
800 North (S.R. 52)

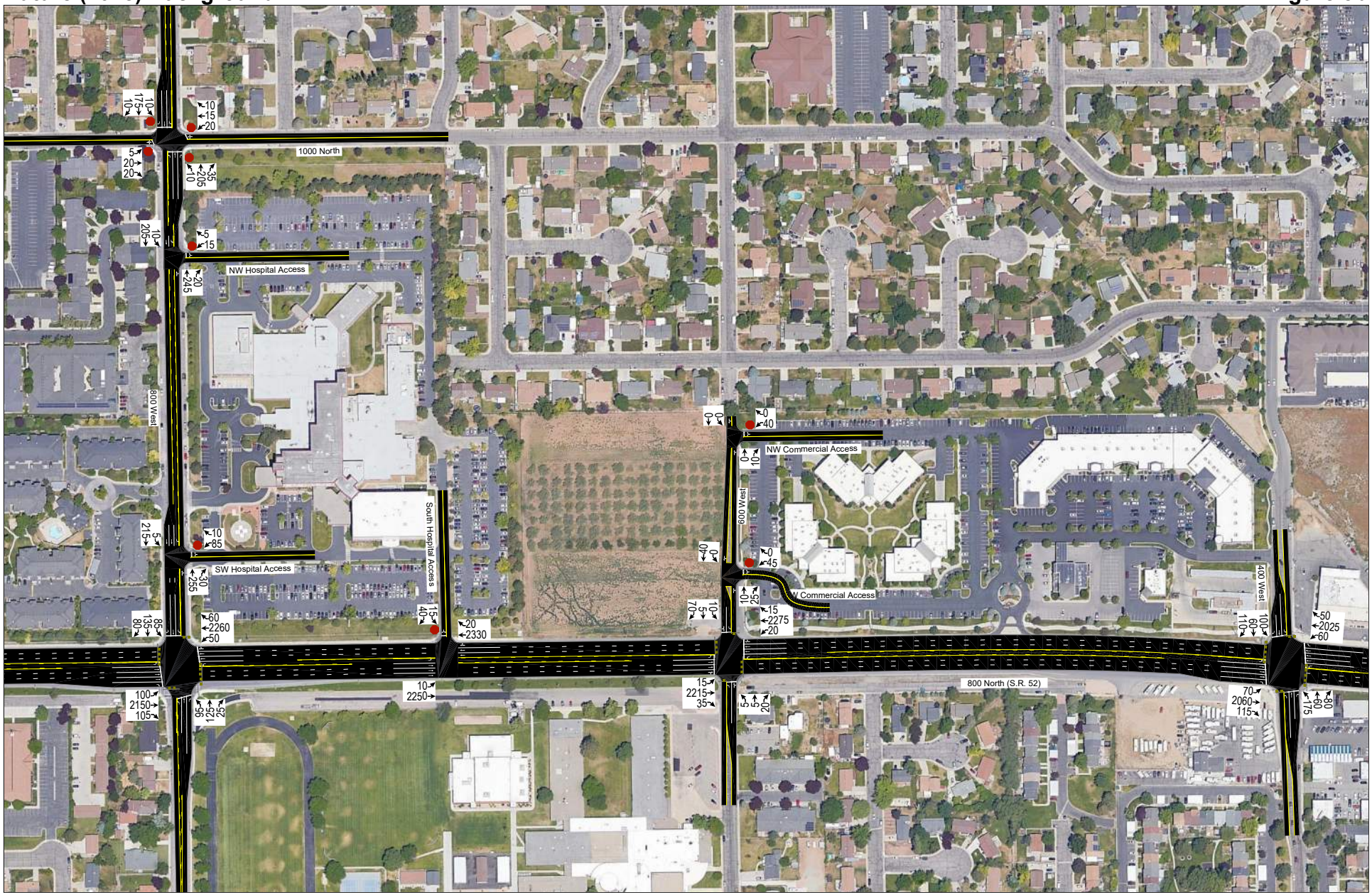

1000 North
NW Hospital Access
SW Hospital Access
South Hospital Access
800 West
600 West
NW Commercial Access
W Commercial Access
400 West
800 North (S.R. 52)

Table 9: Future (2028) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
1000 North / 800 West	AWSC	A (5.4)	A (5.6)
NW Hospital Access / 800 West	WB Stop	a (8.1) / WBL	a (7.2) / WBL
SW Hospital Access / 800 West	WB Stop	a (8.9) / WBL	b (11.2) / WBL
800 West / 800 North (S.R. 52)	Signal	C (21.2)	C (23.8)
South Hospital Access / 800 North (S.R. 52)	SB Stop	e (48.3) / SBL	f (>50) / SBL
600 West / 800 North (S.R. 52)	Signal	A (5.6)	A (6.9)
NW Commercial Access / 600 West	WB Stop	a (4.1) / WBL	a (4.0) / WBL
SW Commercial Access / 600 West	WB Stop	a (4.2) / WBL	a (4.6) / WBL
400 West / 800 North (S.R. 52)	Signal	B (13.5)	B (17.6)

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

Source: Hales Engineering, November 2023

VI. FUTURE (2028) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2028) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2028) background traffic volumes to predict turning movement volumes for future (2028) plus project conditions. Future (2028) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

It is anticipated that there will be some cut-through traffic with the opening of the 600 West connection to the neighborhood to the north. To remain conservative, it was assumed that 25% of westbound left-turn and northbound right-turn volumes at the 1000 North / 800 West intersection would reroute to access the neighborhood through 600 West. 10% of all of the volumes to and from the north leg of the 400 West / 800 North (S.R. 52) intersection were also assumed to reroute through 600 West.

C. Level of Service Analysis

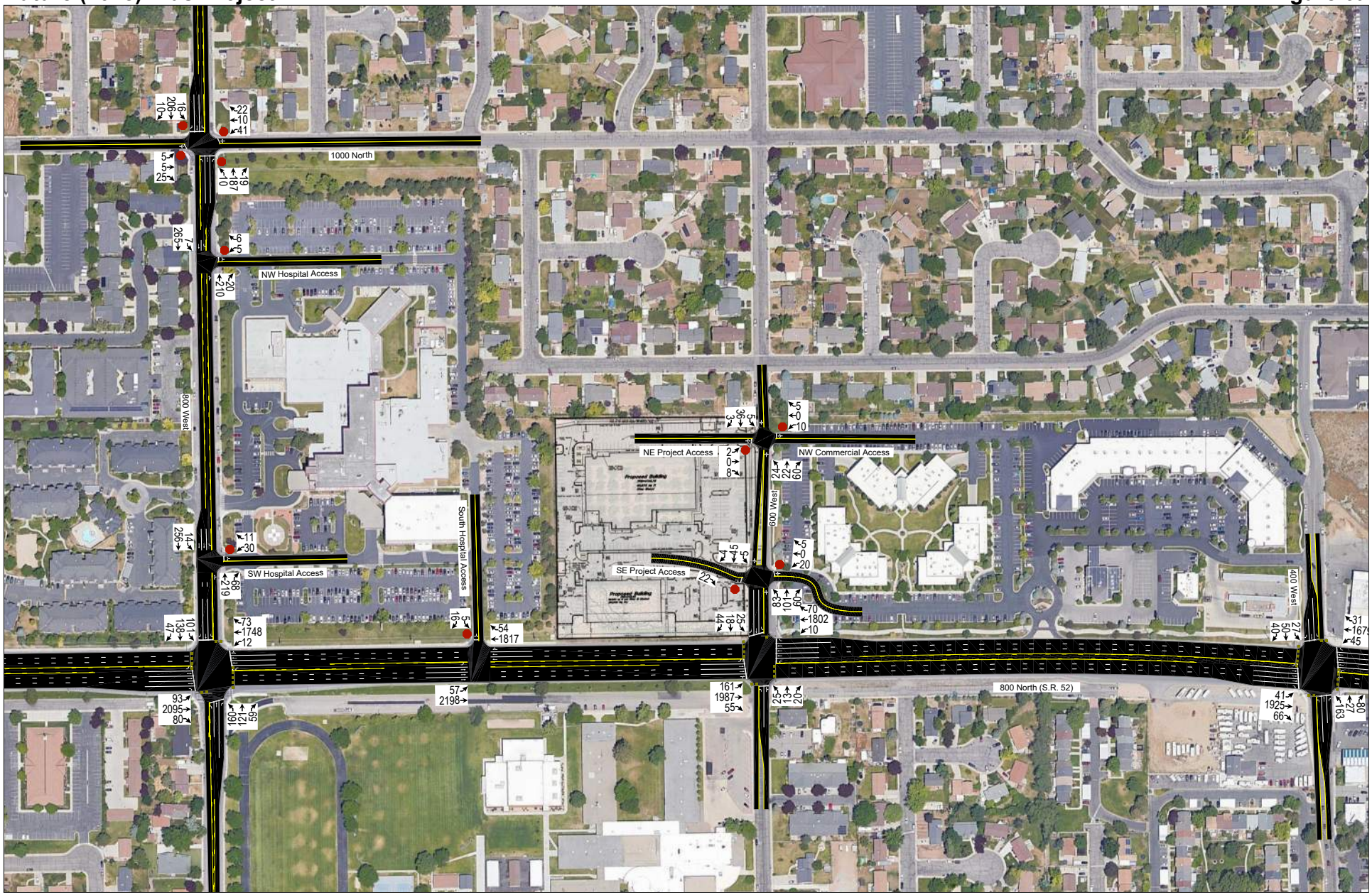
Hales Engineering determined that the South Hotel Access / 800 North (S.R. 52) intersection is anticipated to operate at a poor level of service during the morning and evening peak hours in future (2028) plus project conditions, as shown in Table 10.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended. It is anticipated that southbound left-turn traffic at the South Hotel Access / 800 North (S.R. 52) intersection will reroute or utilize the center TWLTL to avoid excessive delay.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SW Hospital Access
South Hospital Access
NE Project Access
SE Project Access
NW Commercial Access
800 West
600 West
400 West
800 North (S.R. 52)

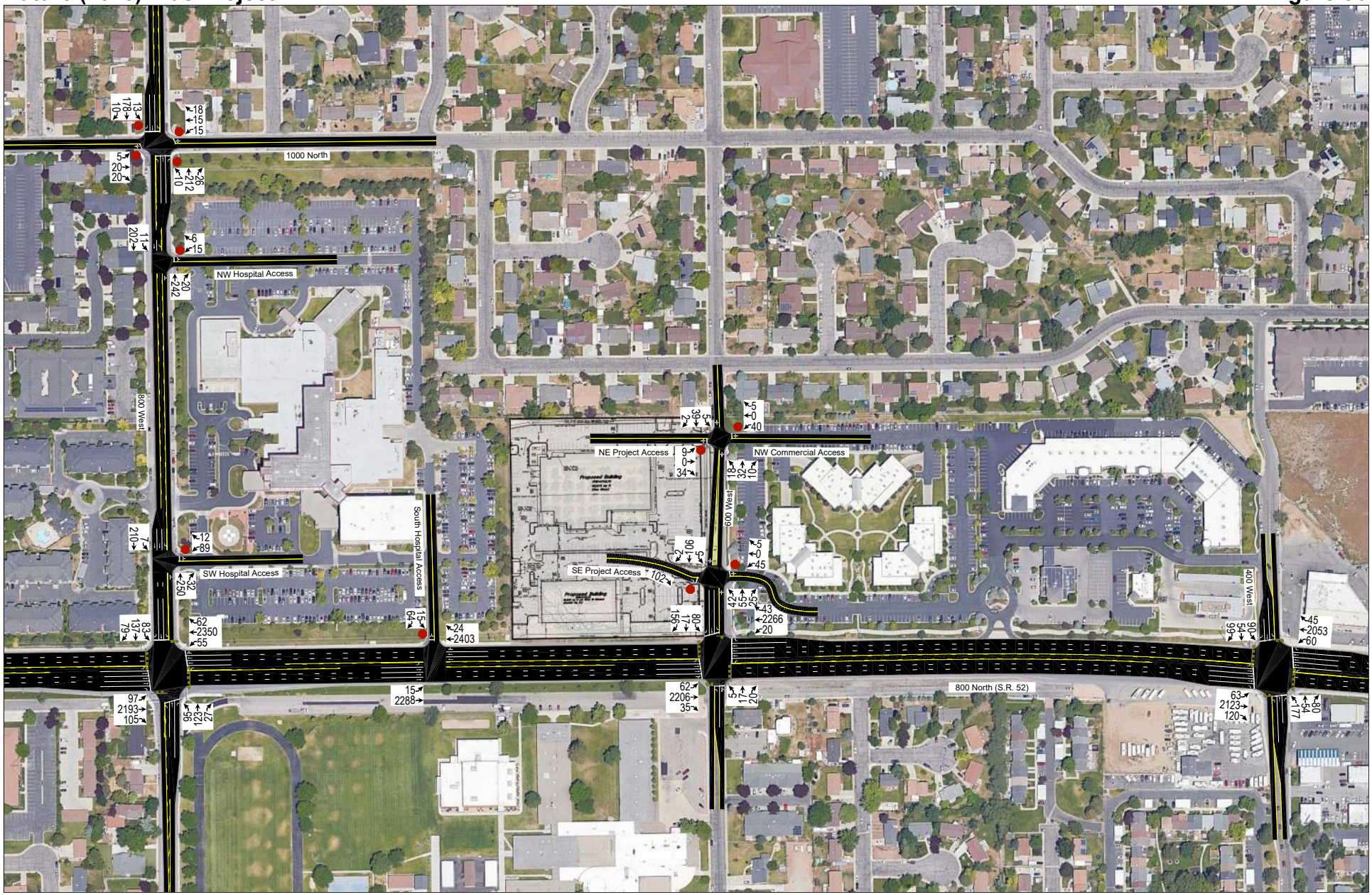

1000 North
NW Hospital Access
SW Hospital Access
South Hospital Access
NE Project Access
SE Project Access
NW Commercial Access
800 West
600 West
400 West
800 North (S.R. 52)

Table 10: Future (2028) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
1000 North / 800 West	AWSC	A (5.4)	A (5.7)
NW Hospital Access / 800 West	WB Stop	a (6.4) / WBL	a (7.0) / WBL
SW Hospital Access / 800 West	WB Stop	a (7.4) / WBL	b (10.1) / WBL
800 West / 800 North (S.R. 52)	Signal	C (20.1)	C (25.0)
South Hospital Access / 800 North (S.R. 52)	SB Stop	f (>50) / SBL	f (>50) / SBL
600 West / 800 North (S.R. 52)	Signal	B (14.5)	B (10.4)
NE Project Access / 600 West	EB/WB Stop	a (4.3) / WBL	a (4.6) / WBL
SE Project Access / 600 West	EB/WB Stop	a (6.0) / WBL	a (8.5) / WBL
400 West / 800 North (S.R. 52)	Signal	B (13.8)	B (17.4)

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

Source: Hales Engineering, November 2023

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2028) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 11. Intersections shown in Table 11 include new intersections and existing intersections that have recommended storage length changes.

Table 11: Recommended Storage Lengths

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
4	800 West / 800 North (S.R. 52)	80	**150**	150	-	115	**150**	150	-	110	**225**	110	**125**	100	-	-	-
6	600 West / 800 North (S.R. 52)	-	**100**	-	-	-	**150**	-	**150**	-	**250**	-	-	-	**100**	-	**100**
9	400 West / 800 North (S.R. 52)	65	-	65	-	35	-	-	-	110	**125**	100	-	110	-	130	-

1. Storage lengths are based on 2028 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, November 2023

VII. ALTERNATE FUTURE (2028) PLUS PROJECT CONDITIONS

A. Purpose

An alternate future (2028) plus project scenario was analyzed assuming that the 600 West connection to the neighborhood to the north of the project does NOT take place.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2028) background traffic volumes to predict turning movement volumes for future (2028) plus project conditions. Future (2028) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

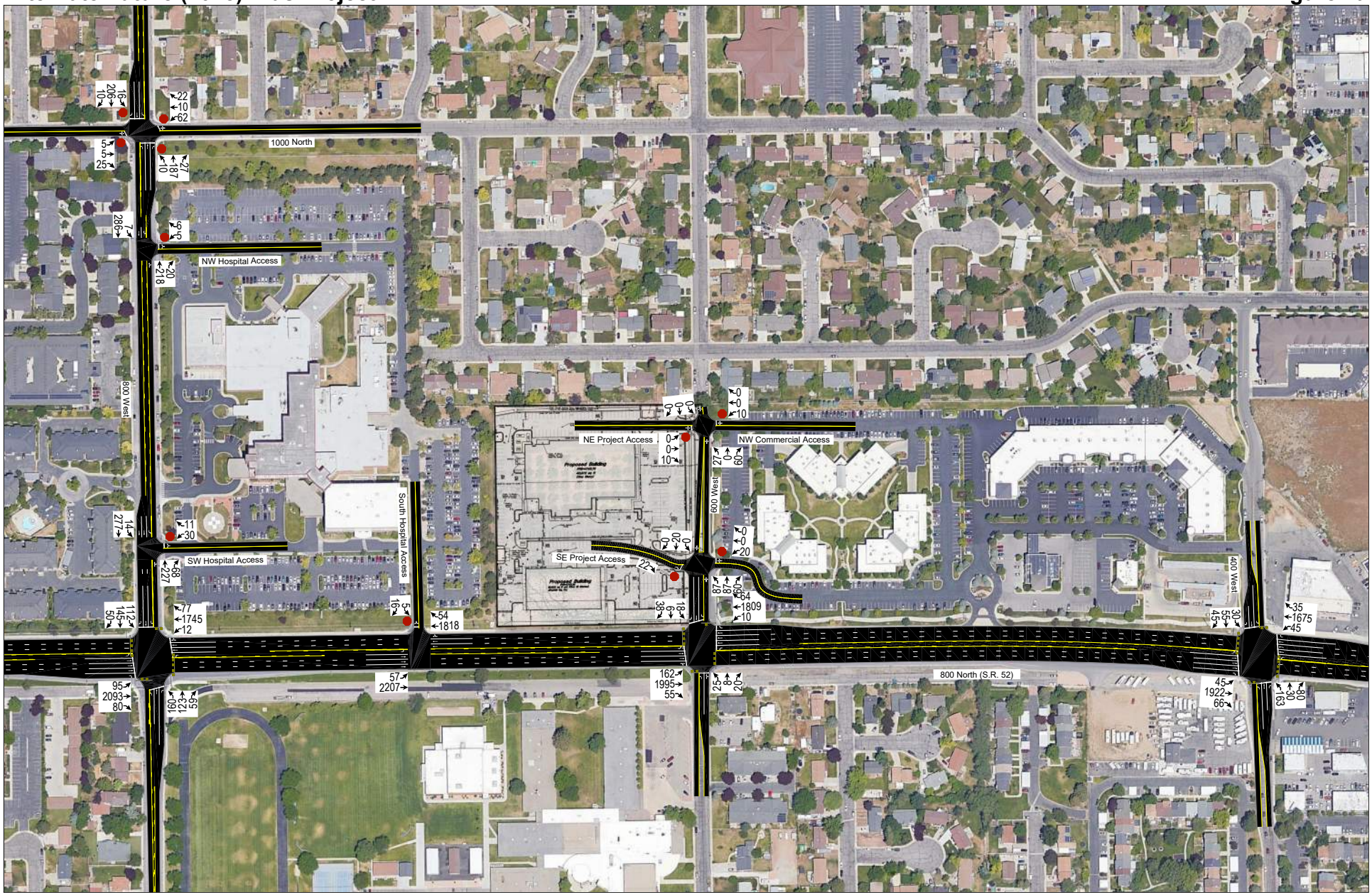
Hales Engineering determined that the South Hotel Access / 800 North (S.R. 52) intersection is anticipated to operate at a poor level of service during the morning and evening peak hours in future (2028) plus project conditions, as shown in Table 10.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended. It is anticipated that southbound left-turn traffic at the South Hotel Access / 800 North (S.R. 52) intersection will reroute or utilize the center TWLTL to avoid excessive delay.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SW Hospital Access
South Hospital Access
NE Project Access
SE Project Access
NW Commercial Access
800 West
400 West
800 North (S.R. 52)

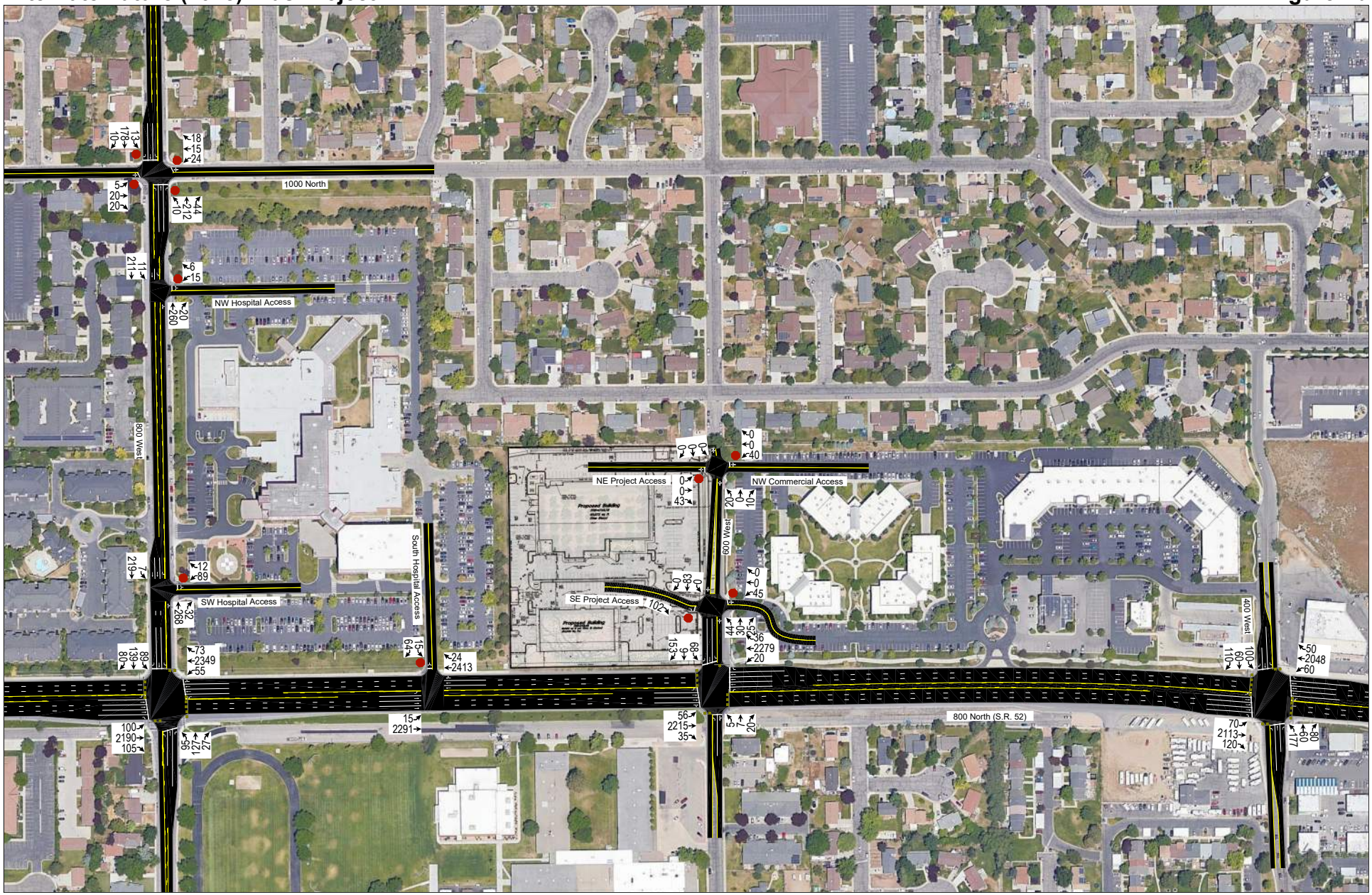

1000 North
NW Hospital Access
SW Hospital Access
South Hospital Access
800 West
NE Project Access
SE Project Access
NW Commercial Access
600 West
400 West
800 North (S.R. 52)

Table 12: Alternate Future (2028) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
1000 North / 800 West	AWSC	A (5.5)	A (5.6)
NW Hospital Access / 800 West	WB Stop	a (8.3) / WBL	a (6.6) / WBL
SW Hospital Access / 800 West	WB Stop	a (8.4) / WBL	a (9.8) / WBL
800 West / 800 North (S.R. 52)	Signal	C (21.3)	C (25.2)
South Hospital Access / 800 North (S.R. 52)	SB Stop	f (>50) / SBL	f (>50) / SBL
600 West / 800 North (S.R. 52)	Signal	B (11.2)	A (9.3)
NE Project Access / 600 West	EB/WB Stop	a (3.8) / WBL	a (4.1) / WBL
SE Project Access / 600 West	EB/WB Stop	a (5.5) / WBL	a (6.2) / WBL
400 West / 800 North (S.R. 52)	Signal	B (13.7)	B (17.9)

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

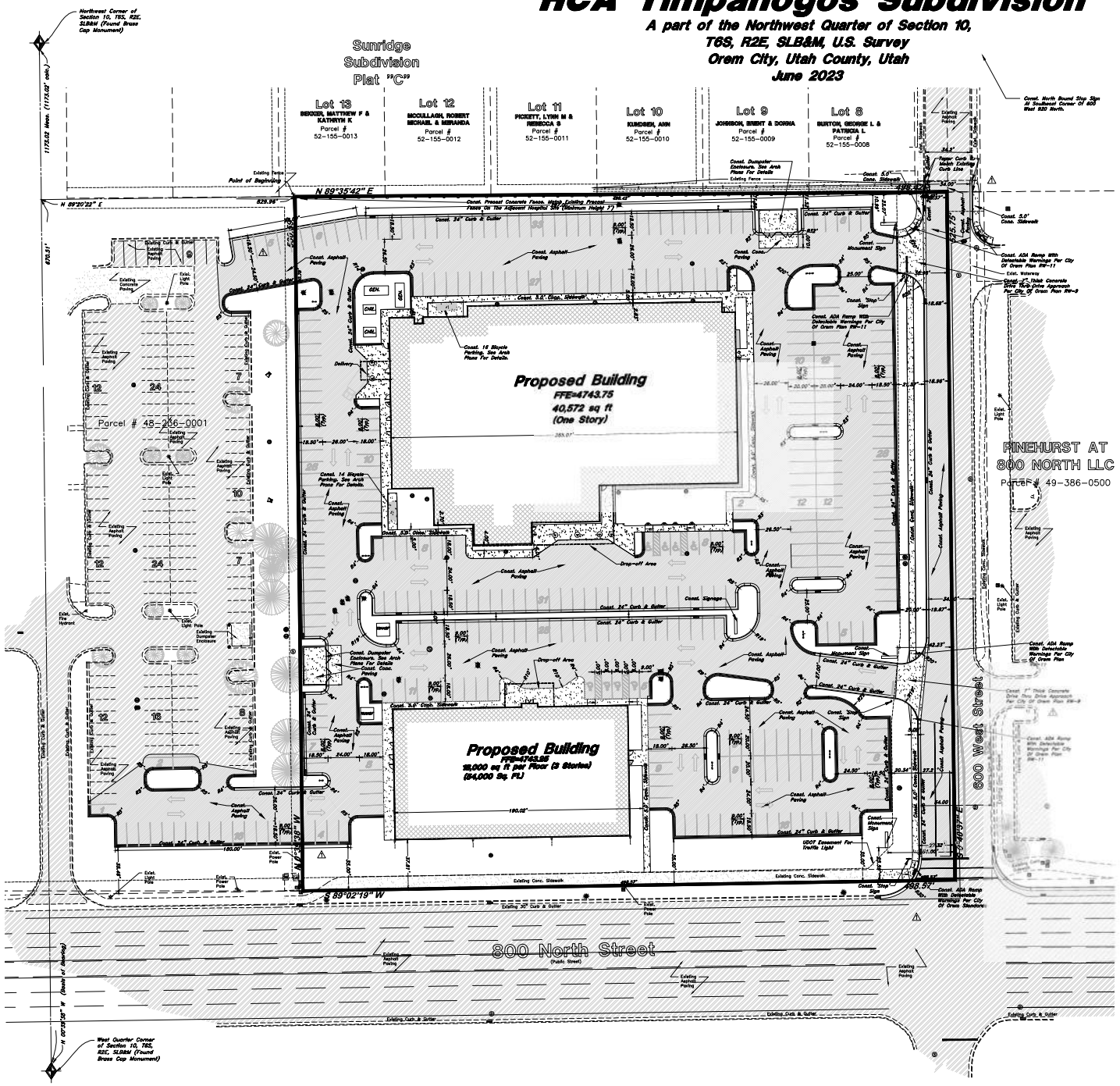
Source: Hales Engineering, November 2023

APPENDIX A

Site Plan

HCA Timpanogos Subdivision

A part of the Northwest Quarter of Section 10, T6S, R2E, SLB&M, U.S. Survey
Orem City, Utah County, Utah
June 2023



Notes:

1. The fire protection items (fire hydrants, water mains, access roads, etc.) shown on this site plan are preliminary only. Detailed fire protection plans shall be submitted with the building plans. Plan reviews by the City of Orem Fire Prevention Bureau shall be completed prior to the issuance of a building permit. The plans reviews by the City of Orem Fire Prevention Bureau may identify additional fire protection requirements mandated by the International Fire Code. Fire hydrant final colors shall be installed at the accessible point with the main water flows.

2. All landscaped areas shall have an automatic, underground sprinkling system which includes a backflow assembly in the building. Backflow assemblies shall be installed and tested in accordance with Section 31-11-14 of the Orem City Code. Water meter sizes shall be determined by the City of Orem Building Division at the time of building permit approval or when there is a request to change the water size. Water meters shall be located at the back of sidewalk or curb in an area that is accessible for reading and servicing. Water meters shall not be located within areas enclosed with fences or within ten feet 10') of any existing or proposed structure.

3. If required by Chapter 20 of the Orem City Code of by the applicant's Permit for Industrial Wastewater Discharge, "A sampling manhole and fat and oil separator/grease trap shall be installed in accordance with the City of Orem Standards and Specifications."

4. All signage shall comply with the requirements of the Orem City Code.

5. All utilities, including water and sewer laterals, water and sewer mains, storm water drains, storm water manholes, fire hydrants, water valves, etc., water laterals or mains shall not be located under any curb, gutter, or sidewalk. Location shall be noted according to Chapter 21-4-5 of the Orem City Code.

6. All roof drainage shall be routed through on-site storm water management facilities or to landscaped areas.

7. At the time of construction, the City of Orem may determine based on professional experience and judgement and at its sole discretion, the need for the Owner/Developer to pay for, remove, and replace any existing substandard improvements such as curbs, gutters, sidewalks, drive approaches, driveways, decorative concrete, wheelchair ramps etc., or any unused drive approaches.

8. All construction shall conform to the City of Orem construction standards and specifications unless the improvement is within the UDOT right-of-ways, in which case the construction shall conform to UDOT construction standards and specifications.

9. No driveway or drive access may be located within twenty-five (25') of an existing fence which is greater than three feet (3') in height.

Legend

(Items in bold may not appear on drawing)

- San. Sewer Manhole
- Water Manhole
- Storm Drain Manhole
- Cleanout
- Electrical Manhole
- Catch Basins
- Exist. Fire Hydrant
- Fire Department Connection
- Post Indicator Valve
- Exist. Water Valve
- Water Meter
- Sanitary Sewer
- Storm Drain
- Gas Line
- Irrigation Line
- Street Grade
- Telephone Line
- Secondary Waterline
- Fire Line
- Land Drain
- Power pole
- Power pole w/guy
- Light Pole
- Fence
- Flowline of ditch
- Centerline of road, fire, property line, etc.
- Contour Line
- Reinforced Concrete Pipe
- Ductile Iron
- Polyvinyl Chloride
- Top of Asphalt
- Edge of Asphalt
- Concrete
- Flowline
- Finish Floor
- Top of Curb
- Top of Wall
- Top of Slab
- Top of Concrete
- Finish Grade
- Flowline Grade
- Match Existing
- Fire Department Connection
- Finish Floor
- Exist. Contour
- Finish Grade
- Ridge Line
- Direction of Flow
- Existing Asphalt
- New Asphalt
- Heavy Duty Asphalt
- Existing Concrete
- New Concrete
- Demo'd Asphalt
- Curb & Gutter
- Split Curb & Gutter
- Demo Tree
- Tree To Remain In Place

SITE DATA TABLE

	Square Footage	Acreage	Percent of Total Area
Total Area	265,988	6.0400	100
Total Building Area	58,975	1.3500	22.35%
Total Impervious Area	199,150	5.9800	80.60%
Total Landscaped Area	65,083	1.5300	17.05%
Total Required Parking Spaces	378		
Total Provided Parking Spaces- On Site	352		
Net Parking Stall Gain On Adjacent Site	8		
Accessible Parking- On Site	13		
Standard Stalls- On Site	339		
Total Provided Bike Racks	30		

Vicinity Map
(Not to Scale)

GENERAL SITE NOTES:
1. Stalls designated as accessible will require a painted accessible symbol and sign. (See Details)
2. Fire lane markings and signs to be installed as directed by the Fire Marshall.
3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
4. All curb, sidewalks, ramps, and bollards are building contractor responsible items. See architectural plans.
5. All dimensions are to back of curb unless otherwise noted.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS:
The Contractor agrees that he will assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project excepting for liability arising from the sole negligence of the owner or the engineer.

ALL CONSTRUCTION TO CONFORM TO CITY STANDARDS AND SPECIFICATIONS IN RIGHT OF WAY

BOULDER ASSOCIATES
1646 MILTON STREET, SUITE 240
DALLAS, TEXAS 75206
214.420.5700

PROJECT 225452.00

HCA Timpanogos ASC & MOB

Permit Set

DATE 2023.09.01

REVISIONS

	DESCRIPTION	DATE
1	City Comments	08-30-2023

GREAT BASIN ENGINEERING

09-01-23

SHEET TITLE

SITE PLAN

SHEET NUMBER

C1.00

©BOULDER ASSOCIATES

W:\23N102 Timpanogos ASC & MOB\DWG\23N102 - S8.dwg, 10/4/2023 12:28:45 PM, DWG To PDF Flattend.pc3

APPENDIX B

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

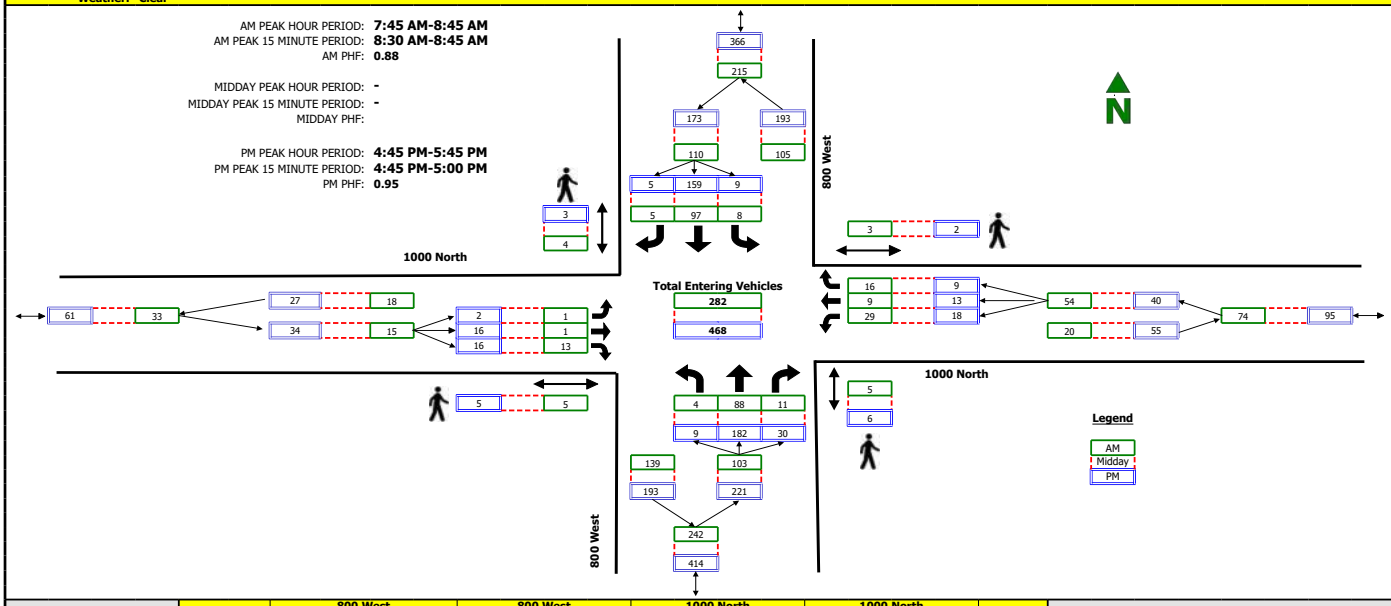
Intersection: 800 West / 1000 North
North/South: 800 West
East/West: 1000 North
Jurisdiction: Orem
Project Title: Timpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.88**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:45 PM-5:45 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.95**



RAW COUNT SUMMARIES	800 West Northbound				800 West Southbound				1000 North Eastbound				1000 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	12	3	0	0	12	0	0	0	0	1	1	5	1	1	0	35
7:15 - 7:30	0	11	2	2	0	14	0	1	0	2	1	1	7	1	2	0	40
7:30 - 7:45	1	14	1	0	2	30	1	2	2	1	2	0	6	1	3	1	64
7:45 - 8:00	1	17	3	4	0	35	1	0	0	0	6	1	8	1	1	0	73
8:00 - 8:15	1	27	3	1	1	17	0	1	0	0	1	2	7	2	4	0	63
8:15 - 8:30	1	19	3	0	2	19	1	1	1	0	5	2	5	5	5	1	66
8:30 - 8:45	1	25	2	0	5	26	3	2	0	1	1	0	9	1	6	2	80
8:45 - 9:00	0	20	3	0	0	35	1	3	0	2	3	0	8	1	0	3	73

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	4	35	5	4	1	24	0	0	2	4	4	2	5	4	3	0	91
16:15 - 16:30	2	45	8	0	2	26	1	0	0	6	5	0	4	3	2	0	104
16:30 - 16:45	4	30	6	0	3	30	0	0	0	2	5	1	3	2	2	0	87
16:45 - 17:00	3	47	11	1	3	37	1	0	2	4	3	0	3	4	5	0	123
17:00 - 17:15	2	37	7	1	3	40	4	3	0	3	8	2	3	2	0	0	109
17:15 - 17:30	2	56	9	2	2	38	0	0	0	4	1	1	4	4	3	0	123
17:30 - 17:45	2	42	3	2	1	44	0	0	0	5	4	2	8	3	1	2	113
17:45 - 18:00	3	39	7	2	0	53	1	0	0	2	3	0	11	0	2	0	121

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

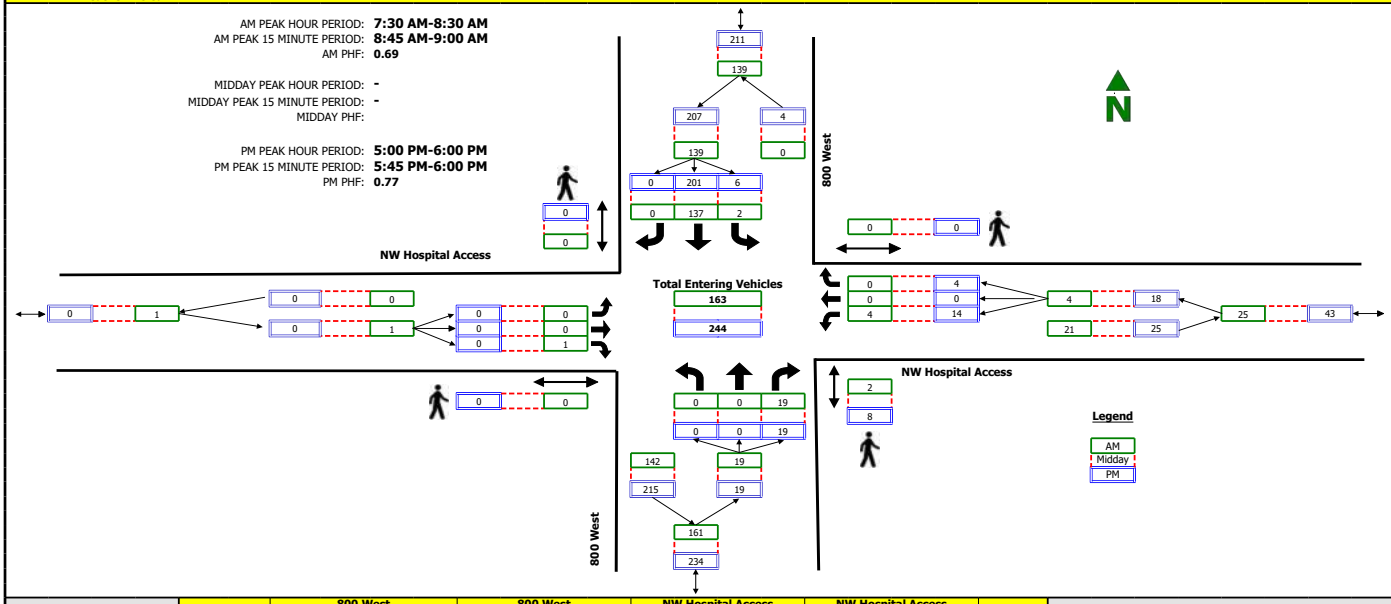
Intersection: 800 West / NW Hospital Access
North/South: 800 West
East/West: NW Hospital Access
Jurisdiction: Orem
Project Title: Timpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.69**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.77**



RAW COUNT SUMMARIES	800 West Northbound				800 West Southbound				NW Hospital Access Eastbound				NW Hospital Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	5	1	1	18	0	0	0	0	0	0	4	0	0	0	28
7:15 - 7:30	0	0	6	0	0	21	0	0	0	1	0	0	0	0	0	0	28
7:30 - 7:45	0	0	4	0	0	39	0	0	0	0	0	0	1	0	0	0	44
7:45 - 8:00	0	0	9	2	1	47	0	0	0	0	0	0	1	0	0	0	58
8:00 - 8:15	0	0	2	0	0	25	0	0	0	0	0	0	2	0	0	0	29
8:15 - 8:30	0	0	4	0	1	26	0	0	0	0	1	0	0	0	0	0	32
8:30 - 8:45	0	1	0	4	2	33	0	2	0	0	0	0	3	0	0	0	39
8:45 - 9:00	0	0	5	0	2	47	0	0	0	0	1	0	3	0	1	0	59

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	1	4	1	30	0	0	0	0	0	0	3	0	0	0	35
16:15 - 16:30	0	0	1	3	0	30	0	0	0	0	0	0	2	0	0	0	33
16:30 - 16:45	0	0	0	0	0	33	0	0	0	0	0	0	4	0	1	0	38
16:45 - 17:00	0	0	0	2	0	43	0	0	0	0	0	0	12	0	3	0	58
17:00 - 17:15	0	0	2	6	2	47	0	0	0	0	0	0	2	0	2	0	55
17:15 - 17:30	0	0	1	0	0	44	0	0	0	0	0	0	5	0	0	0	50
17:30 - 17:45	0	0	3	2	1	51	0	0	0	0	0	0	4	0	1	0	60
17:45 - 18:00	0	0	13	0	3	59	0	0	0	0	0	0	3	0	1	0	79

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

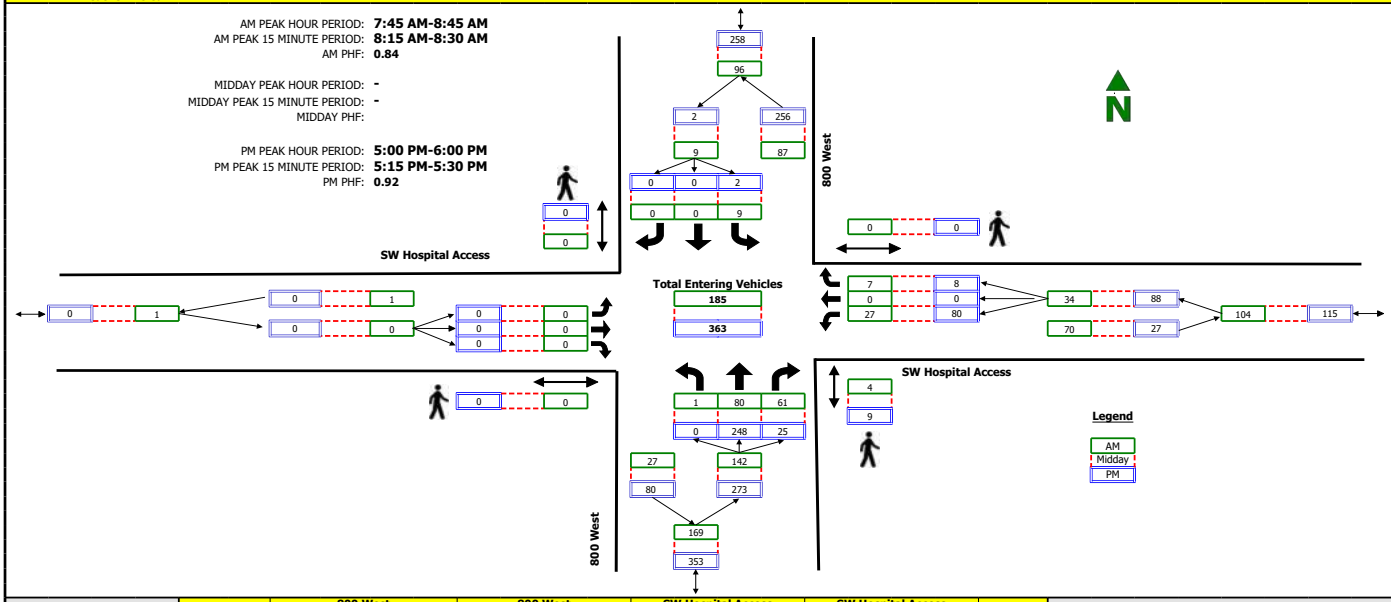
Intersection: 800 West / SW Hospital Access
North/South: 800 West
East/West: SW Hospital Access
Jurisdiction: Orem
Project Title: Timpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.84**

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

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.92**



RAW COUNT SUMMARIES	800 West Northbound				800 West Southbound				SW Hospital Access Eastbound				SW Hospital Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	22	8	1	3	1	0	0	0	0	0	0	3	0	1	0	38
7:15 - 7:30	0	17	11	0	2	0	0	0	0	0	0	0	5	0	0	0	35
7:30 - 7:45	0	14	14	1	3	0	0	0	0	0	0	0	2	0	0	0	33
7:45 - 8:00	0	24	25	1	3	0	0	0	0	0	0	0	1	0	1	0	54
8:00 - 8:15	0	12	7	0	0	0	0	0	0	0	0	0	6	0	0	0	25
8:15 - 8:30	0	26	11	0	4	0	0	0	0	0	0	0	11	0	3	0	55
8:30 - 8:45	1	18	18	3	2	0	0	0	0	0	0	0	9	0	3	0	51
8:45 - 9:00	0	8	18	0	6	0	0	0	0	0	0	0	9	0	2	0	43

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	49	6	3	0	0	0	1	0	0	0	0	23	0	4	0	83
16:15 - 16:30	0	54	5	1	2	0	0	0	0	0	0	0	25	0	6	0	92
16:30 - 16:45	0	43	9	0	2	0	0	0	0	0	0	0	27	0	4	0	85
16:45 - 17:00	0	55	5	0	0	0	0	0	0	0	0	0	26	0	6	0	92
17:00 - 17:15	0	52	4	2	1	0	0	0	0	0	0	0	27	0	1	0	85
17:15 - 17:30	0	72	2	2	0	0	0	0	0	0	0	0	24	0	1	0	99
17:30 - 17:45	0	51	10	3	0	0	0	0	0	0	0	0	18	0	3	0	82
17:45 - 18:00	0	73	9	2	1	0	0	0	0	0	0	0	11	0	3	0	97

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

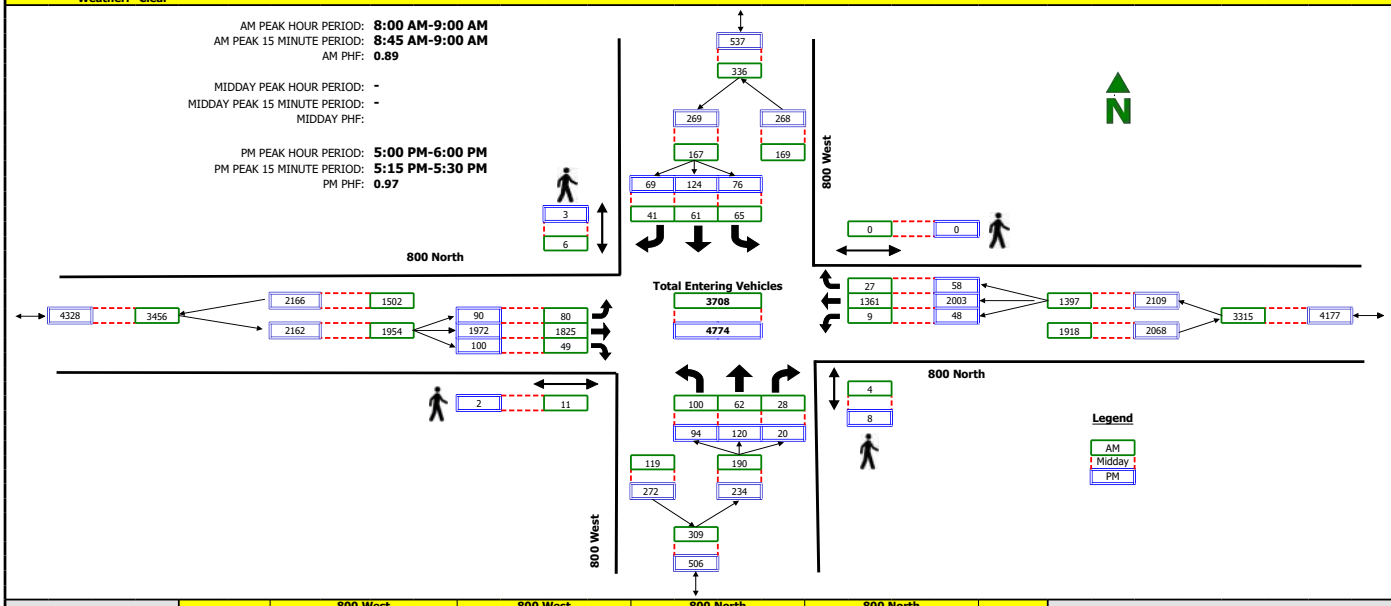
Intersection: 800 West / 800 North
North/South: 800 West
East/West: 800 North
Jurisdiction: Orem
Project Title: Timpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.89**

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

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.97**



RAW COUNT SUMMARIES	800 West Northbound				800 West Southbound				800 North Eastbound				800 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	22	10	6	0	6	6	11	0	22	302	8	0	1	226	2	0	622
7:15 - 7:30	20	11	6	1	3	8	11	1	20	319	5	1	4	266	4	0	677
7:30 - 7:45	32	11	12	0	13	14	8	1	23	368	14	0	1	303	3	0	802
7:45 - 8:00	30	7	12	1	10	14	8	3	40	443	11	0	5	364	4	0	948
8:00 - 8:15	27	18	7	1	19	14	7	2	21	437	16	2	2	298	4	0	870
8:15 - 8:30	31	14	5	0	9	11	11	0	13	414	10	5	3	327	8	0	856
8:30 - 8:45	22	20	11	3	20	16	13	1	21	449	9	3	1	351	7	0	940
8:45 - 9:00	20	10	5	0	17	20	10	3	25	525	14	1	3	385	8	0	1042

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	30	21	5	4	20	19	10	0	23	411	16	1	16	462	12	0	1045
16:15 - 16:30	15	27	8	0	14	25	7	0	17	478	23	0	12	492	17	0	1135
16:30 - 16:45	24	17	15	0	24	20	13	0	19	502	21	1	6	496	16	0	1173
16:45 - 17:00	20	30	6	1	30	29	12	0	18	486	22	0	10	481	13	0	1157
17:00 - 17:15	27	33	8	1	25	30	27	1	21	458	20	1	13	536	14	0	1212
17:15 - 17:30	27	28	4	4	19	35	15	0	12	524	25	0	11	506	23	0	1229
17:30 - 17:45	23	24	6	2	20	29	13	1	23	508	20	0	8	467	12	0	1153
17:45 - 18:00	17	35	2	1	12	30	14	1	34	482	35	1	16	494	9	0	1180

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

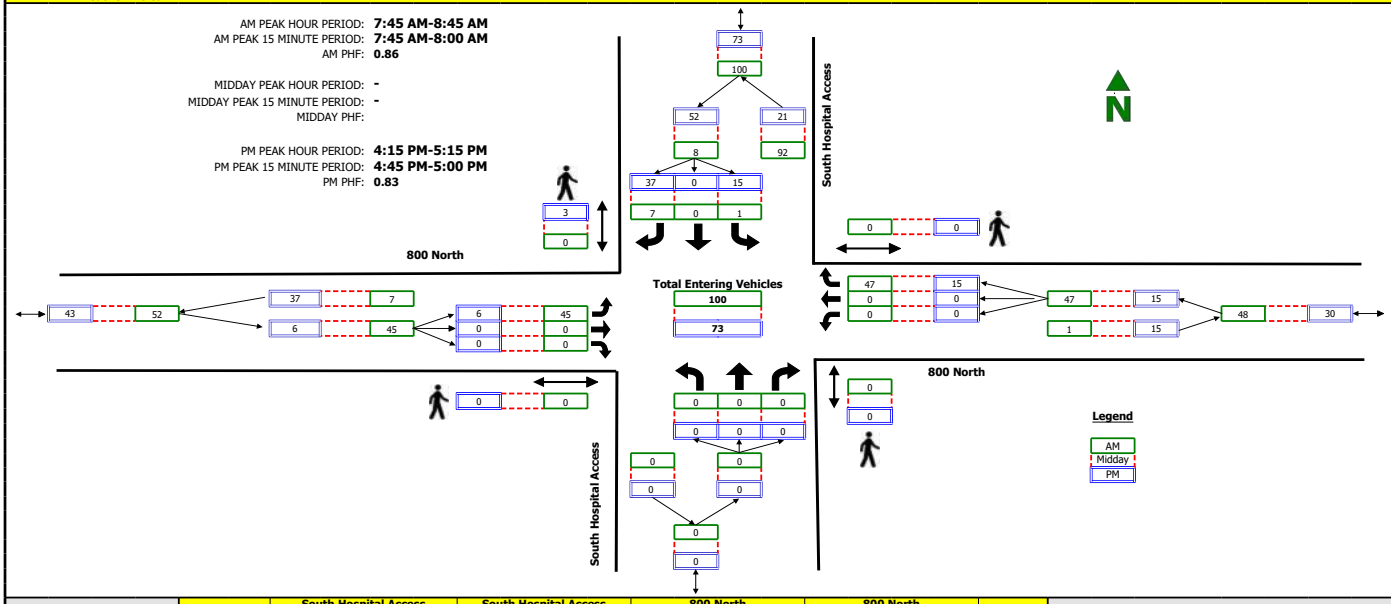
Intersection: South Hospital Access / 800 North
North/South: South Hospital Access
East/West: 800 North
Jurisdiction: Orem
Project Title: Timpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.86**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.83**



RAW COUNT SUMMARIES	South Hospital Access Northbound				South Hospital Access Southbound				800 North Eastbound				800 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	0	0	0	0	0	2	0	15	0	0	0	0	0	7	0	24
7:15 - 7:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	7	0	19
7:30 - 7:45	0	0	0	0	0	0	1	0	14	0	0	0	0	0	8	0	23
7:45 - 8:00	0	0	0	0	0	0	1	0	17	0	0	0	0	0	11	0	29
8:00 - 8:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	7	0	22
8:15 - 8:30	0	0	0	0	0	0	1	0	11	0	0	0	0	0	9	0	21
8:30 - 8:45	0	0	0	0	1	0	5	0	2	0	0	0	0	0	20	0	28
8:45 - 9:00	0	0	0	0	0	0	1	0	3	0	0	0	0	0	11	0	15
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	0	0	0	2	0	5	0	2	0	0	0	0	0	7	0	16
16:15 - 16:30	0	0	0	0	3	0	6	2	0	0	0	0	0	0	3	0	12
16:30 - 16:45	0	0	0	0	5	0	9	0	2	0	0	0	0	0	5	0	21
16:45 - 17:00	0	0	0	0	2	0	11	1	2	0	0	0	0	0	7	0	22
17:00 - 17:15	0	0	0	0	5	0	11	0	2	0	0	0	0	0	0	0	18
17:15 - 17:30	0	0	0	0	1	0	4	0	2	0	0	0	0	0	3	0	10
17:30 - 17:45	0	0	0	0	4	0	6	0	2	0	0	0	0	0	2	0	14
17:45 - 18:00	0	0	0	0	1	0	4	0	1	0	0	0	0	0	3	0	9

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

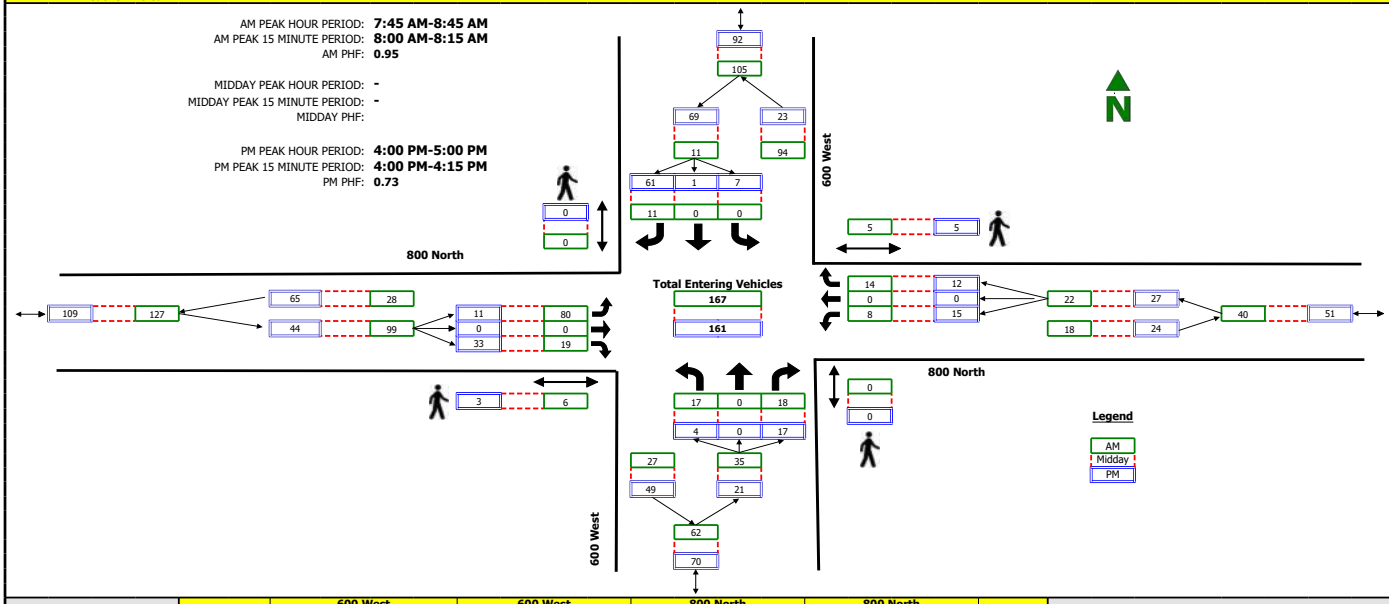
Intersection: 600 West / 800 North
North/South: 600 West
East/West: 800 North
Jurisdiction: Orem
Project Title: Timpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.95**

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

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.73**



RAW COUNT SUMMARIES	600 West Northbound				600 West Southbound				800 North Eastbound				800 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	0	3	0	0	0	0	0	8	0	4	0	2	0	0	2	19
7:15 - 7:30	1	0	3	0	0	0	0	0	24	0	0	2	1	0	2	0	31
7:30 - 7:45	4	0	3	0	0	0	0	0	11	0	2	0	3	0	1	0	24
7:45 - 8:00	4	0	7	0	0	0	2	0	19	0	6	1	3	0	0	5	41
8:00 - 8:15	4	0	5	0	0	0	0	0	21	0	8	2	1	0	5	0	44
8:15 - 8:30	4	0	2	0	0	0	5	0	21	0	2	0	2	0	7	0	43
8:30 - 8:45	5	0	4	0	0	0	4	0	19	0	3	3	2	0	2	0	39
8:45 - 9:00	6	0	6	0	0	0	4	0	15	0	5	1	1	0	2	4	39

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	0	6	0	0	0	28	0	1	0	9	2	5	0	5	1	55
16:15 - 16:30	2	0	2	0	4	1	16	0	6	0	9	0	3	0	1	3	44
16:30 - 16:45	0	0	7	0	1	0	5	0	3	0	6	1	3	0	1	0	26
16:45 - 17:00	1	0	2	0	2	0	12	0	1	0	9	0	4	0	5	1	36
17:00 - 17:15	2	0	2	0	2	0	18	0	1	0	7	0	5	0	3	2	40
17:15 - 17:30	0	0	3	0	3	0	10	0	3	0	13	1	6	0	1	0	39
17:30 - 17:45	2	0	3	0	0	0	1	0	4	0	7	1	3	0	0	0	20
17:45 - 18:00	2	0	3	0	0	0	4	0	1	0	8	1	4	0	1	1	23

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

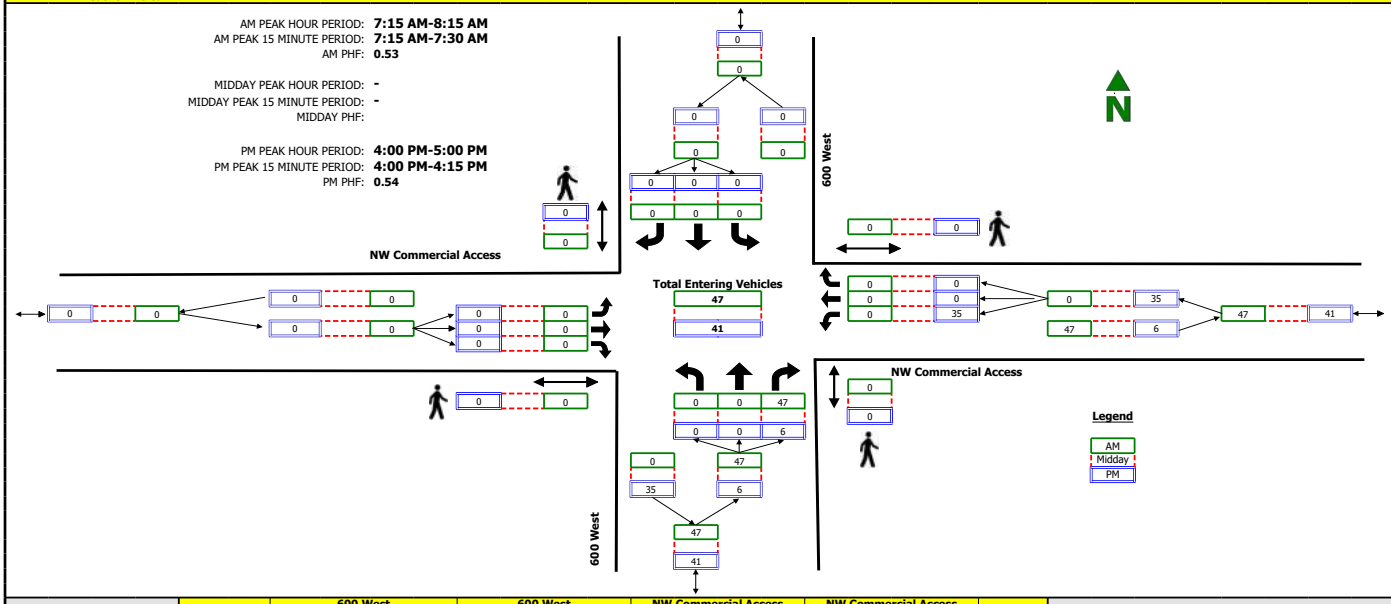
Intersection: 600 West / NW Commercial Access
North/South: 600 West
East/West: NW Commercial Access
Jurisdiction: Orem
Project Title: Timpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:15 AM-8:15 AM**
AM PEAK 15 MINUTE PERIOD: **7:15 AM-7:30 AM**
AM PHF: **0.53**

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

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.54**



RAW COUNT SUMMARIES	600 West Northbound				600 West Southbound				NW Commercial Access Eastbound				NW Commercial Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 - 7:30	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
7:30 - 7:45	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 - 8:00	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:00 - 8:15	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
8:15 - 8:30	0	0	15	0	0	0	0	0	0	0	0	0	5	0	0	0	20
8:30 - 8:45	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	6
8:45 - 9:00	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	6
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19
16:15 - 16:30	0	0	4	0	0	0	0	0	0	0	0	0	8	0	0	0	12
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
16:45 - 17:00	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	6
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
17:15 - 17:30	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	6
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

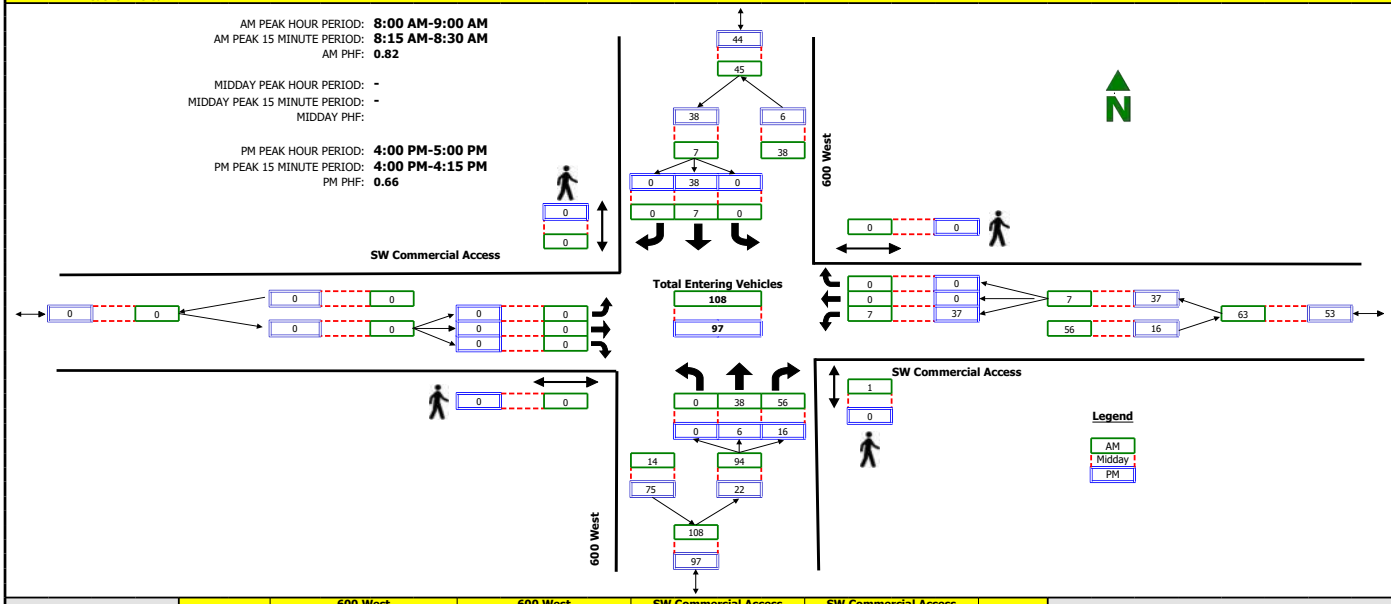
Intersection: 600 West / SW Commercial Access
North/South: 600 West
East/West: SW Commercial Access
Jurisdiction: Orem
Project Title: Timpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.82**

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

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.66**



RAW COUNT SUMMARIES	600 West Northbound				600 West Southbound				SW Commercial Access Eastbound				SW Commercial Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:15 - 7:30	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29
7:30 - 7:45	0	5	4	0	0	0	0	1	0	0	0	0	0	0	0	0	9
7:45 - 8:00	0	8	14	0	0	0	0	0	0	0	0	0	2	0	0	0	24
8:00 - 8:15	0	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	23
8:15 - 8:30	0	15	12	0	0	5	0	0	0	0	0	0	1	0	0	0	33
8:30 - 8:45	0	5	17	0	0	1	0	0	0	0	0	0	2	0	0	0	25
8:45 - 9:00	0	6	16	1	0	1	0	0	0	0	0	0	4	0	0	0	27
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	0	6	0	0	20	0	0	0	0	0	0	11	0	0	0	37
16:15 - 16:30	0	4	3	0	0	7	0	0	0	0	0	0	14	0	0	0	28
16:30 - 16:45	0	0	3	0	0	6	0	0	0	0	0	0	2	0	0	0	11
16:45 - 17:00	0	2	4	0	0	5	0	0	0	0	0	0	10	0	0	0	21
17:00 - 17:15	0	0	4	0	0	7	0	0	0	0	0	0	13	0	0	0	24
17:15 - 17:30	0	3	1	0	0	4	0	0	0	0	0	0	9	0	0	0	17
17:30 - 17:45	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45 - 18:00	0	0	2	0	0	3	0	0	0	0	0	0	1	0	0	0	6

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

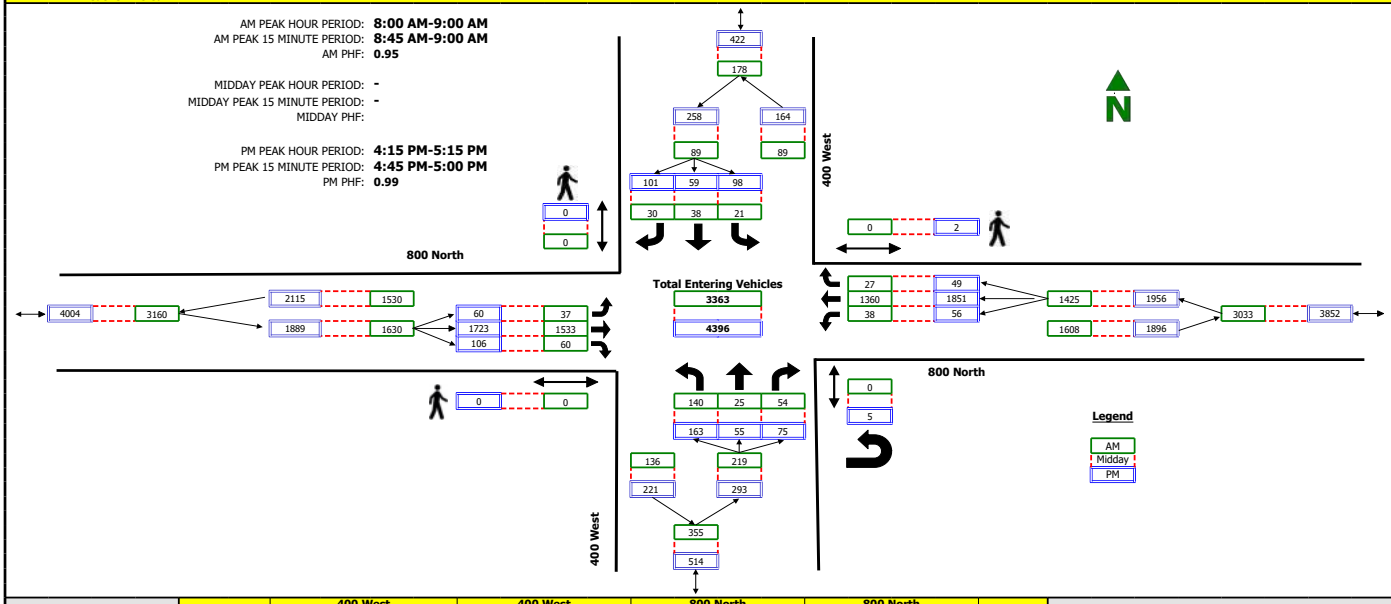
Intersection: 400 West / 800 North
North/South: 400 West
East/West: 800 North
Jurisdiction: Orem
Project Title: Tmpanogos MOB and ASC TIS
Project No: UT23-2530
Weather: Clear

Date: 6-6-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 350
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.95**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.99**



RAW COUNT SUMMARIES	400 West Northbound				400 West Southbound				800 North Eastbound				800 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	30	2	6	0	1	2	2	0	4	275	6	0	3	199	5	0	535
7:15 - 7:30	21	5	11	0	2	6	6	0	11	290	12	0	4	272	11	0	651
7:30 - 7:45	33	6	10	0	3	7	5	0	9	318	9	0	4	296	4	0	704
7:45 - 8:00	46	10	13	0	4	4	6	1	22	351	15	0	9	339	8	2	827
8:00 - 8:15	32	3	11	0	4	22	11	0	9	383	14	0	10	306	8	0	813
8:15 - 8:30	30	7	19	0	3	3	8	0	6	363	6	0	5	347	2	0	799
8:30 - 8:45	39	4	13	0	6	6	6	0	6	429	16	0	9	319	9	0	862
8:45 - 9:00	39	11	11	0	8	7	5	0	16	358	24	0	14	388	8	0	889

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	27	14	14	3	32	8	12	0	12	324	23	0	17	427	13	0	923
16:15 - 16:30	32	12	20	0	25	16	20	0	15	425	22	0	14	458	15	0	1074
16:30 - 16:45	40	10	16	2	17	16	24	0	12	472	27	0	10	447	11	1	1102
16:45 - 17:00	47	11	23	0	18	14	20	0	22	438	32	0	18	461	11	0	1115
17:00 - 17:15	44	22	16	3	38	13	37	0	11	388	25	0	14	485	12	1	1105
17:15 - 17:30	35	13	15	2	20	29	16	0	9	413	25	0	14	448	22	0	1059
17:30 - 17:45	37	21	25	0	22	12	23	0	11	419	32	0	15	405	21	0	1043
17:45 - 18:00	38	19	18	1	19	14	16	0	8	379	26	0	10	447	20	0	1014

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	97	4.4	*A*
	T	170	174	102	5.8	*A*
	R	21	20	95	3.1	*A*
	Subtotal	199	202	102	5.5	*A*
SB	L	8	9	109	4.8	*A*
	T	181	180	99	5.9	*A*
	R	5	6	114	3.5	*A*
	Subtotal	194	195	101	5.8	*A*
EB	L	1	0	0		
	T	1	1	100	3.1	*A*
	R	24	22	92	2.8	*A*
	Subtotal	26	23	88	2.8	*A*
WB	L	54	55	101	4.8	*A*
	T	9	9	97	5.4	*A*
	R	16	16	102	3.0	*A*
	Subtotal	79	80	101	4.5	*A*
Total		499	500	100	5.3	*A*

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	200	203	101	0.8	*A*
	R	19	19	101	0.7	*A*
	Subtotal	219	222	101	0.8	*A*
SB	L	2	1	50	4.0	*A*
	T	258	255	99	1.5	*A*
	Subtotal	260	256	98	1.5	*A*
WB	***L***	***4***	***4***	***100***	***6.4***	***A***
	Subtotal	4	4	100	6.4	*A*
Total		482	482	100	1.2	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	212	215	102	1.6	*A*
	R	61	69	114	1.2	*A*
	Subtotal	273	284	104	1.5	*A*
SB	L	9	9	97	2.9	*A*
	T	252	249	99	0.9	*A*
	Subtotal	261	258	99	1.0	*A*
WB	***L***	***27***	***25***	***93***	***8.5***	***A***
	R	7	7	97	3.5	*A*
	Subtotal	34	32	94	7.4	*A*
Total		568	574	101	1.6	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	151	152	100	66.0	*E*
	T	117	125	107	42.7	*D*
	R	49	49	100	12.1	*B*
	Subtotal	317	326	103	49.0	*D*
SB	L	98	94	96	53.3	*D*
	T	140	140	100	41.7	*D*
	R	41	41	101	9.8	*A*
	Subtotal	279	275	99	40.9	*D*
EB	L	87	88	101	45.0	*D*
	T	1,859	1,876	101	13.9	*B*
	R	79	85	107	4.4	*A*
	Subtotal	2,025	2,049	101	14.8	*B*
WB	L	9	9	97	53.3	*D*
	T	1,581	1,575	100	12.6	*B*
	R	68	72	106	8.8	*A*
	Subtotal	1,658	1,656	100	12.7	*B*
Total		4,279	4,306	101	18.9	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	1	0	0		
	R	8	8	97	7.9	*A*
	Subtotal	9	8	89	7.9	*A*
EB	***L***	***49***	***47***	***96***	***14.6***	***B***
	T	1,957	1,978	101	3.8	*A*
	Subtotal	2,006	2,025	101	4.1	*A*
WB	T	1,651	1,657	100	1.4	*A*
	R	47	45	96	0.8	*A*
	Subtotal	1,698	1,702	100	1.4	*A*
Total		3,713	3,735	101	2.9	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***20***	***17***	***86***	***242.5***	***F***
	R	18	20	113	11.5	*B*
	Subtotal	38	37	97	117.6	*F*
SB	T	1	1	100	0.2	*A*
	R	16	15	95	9.4	*A*
	Subtotal	17	16	94	8.8	*A*
EB	L	85	83	98	18.8	*C*
	T	1,821	1,848	101	1.7	*A*
	R	52	54	104	1.0	*A*
	Subtotal	1,958	1,985	101	2.4	*A*
WB	L	8	9	109	24.7	*C*
	T	1,662	1,677	101	3.1	*A*
	R	23	27	117	2.5	*A*
	Subtotal	1,693	1,713	101	3.2	*A*
Total		3,705	3,751	101	4.0	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	52	52	100	0.3	*A*
	Subtotal	52	52	100	0.3	*A*
WB	***L***	***9***	***9***	***97***	***3.5***	***A***
	Subtotal	9	9	100	3.5	*A*
Total		61	61	100	0.7	*A*

Intersection: 600 West & SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	52	52	100	0.9	*A*
	R	56	59	105	0.6	*A*
	Subtotal	108	111	103	0.7	*A*
SB	T	9	9	97	0.5	*A*
	Subtotal	9	9	100	0.5	*A*
WB	***L***	***7***	***7***	***97***	***4.4***	***A***
	Subtotal	7	7	100	4.4	*A*
Total		125	127	102	0.9	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	152	146	96	62.5	*E*
	T	27	25	93	46.0	*D*
	R	79	76	96	16.9	*B*
	Subtotal	258	247	96	46.8	*D*
SB	L	29	29	99	50.1	*D*
	T	51	49	96	46.4	*D*
	R	43	41	96	7.7	*A*
	Subtotal	123	119	97	34.0	*C*
EB	L	41	38	93	40.7	*D*
	T	1,736	1,794	103	11.5	*B*
	R	63	61	97	6.7	*A*
	Subtotal	1,840	1,893	103	11.9	*B*
WB	L	43	43	101	34.6	*C*
	T	1,497	1,528	102	7.2	*A*
	R	32	34	105	1.9	*A*
	Subtotal	1,572	1,605	102	7.8	*A*
Total		3,792	3,864	102	13.2	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	6	67	4.9	*A*
	T	182	189	104	6.3	*A*
	R	30	28	93	3.5	*A*
	Subtotal	221	223	101	5.9	*A*
SB	L	9	8	89	5.1	*A*
	T	159	159	100	5.8	*A*
	R	5	6	120	3.1	*A*
	Subtotal	173	173	100	5.7	*A*
EB	L	2	2	100	5.4	*A*
	T	16	16	100	5.3	*A*
	R	16	17	106	2.7	*A*
	Subtotal	34	35	103	4.0	*A*
WB	L	18	17	93	4.4	*A*
	T	13	14	108	5.5	*A*
	R	9	10	111	3.0	*A*
	Subtotal	40	41	103	4.4	*A*
Total		468	472	101	5.5	*A*

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	232	234	101	0.9	*A*
	R	19	19	99	0.7	*A*
	Subtotal	251	253	101	0.9	*A*
SB	L	6	5	83	4.0	*A*
	T	187	186	99	1.5	*A*
	Subtotal	193	191	99	1.6	*A*
WB	***L***	***14***	***13***	***93***	***6.4***	***A***
	R	4	4	100	4.3	*A*
	Subtotal	18	17	94	5.9	*A*
Total		462	461	100	1.4	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	244	246	101	1.4	*A*
	R	25	26	103	1.0	*A*
	Subtotal	269	272	101	1.4	*A*
SB	L	2	2	100	3.3	*A*
	T	199	198	99	0.7	*A*
	Subtotal	201	200	100	0.7	*A*
WB	***L***	***80***	***80***	***100***	***7.9***	***A***
	R	8	8	100	4.1	*A*
	Subtotal	88	88	100	7.6	*A*
Total		558	560	100	2.1	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	94	89	95	67.3	*E*
	T	120	119	99	48.3	*D*
	R	20	22	109	13.0	*B*
	Subtotal	234	230	98	52.3	*D*
SB	L	76	75	99	63.2	*E*
	T	124	125	101	49.2	*D*
	R	69	66	96	21.0	*C*
	Subtotal	269	266	99	46.2	*D*
EB	L	90	92	102	55.8	*E*
	T	1,972	2,000	101	13.0	*B*
	R	100	95	95	4.6	*A*
	Subtotal	2,162	2,187	101	14.4	*B*
WB	L	48	47	97	78.6	*E*
	T	2,073	2,069	100	18.3	*B*
	R	58	60	104	16.1	*B*
	Subtotal	2,179	2,176	100	19.5	*B*
Total		4,845	4,859	100	21.4	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***10***	***67***	***205.3***	***F***
	R	37	37	99	108.2	*F*
	Subtotal	52	47	90	128.9	*F*
EB	L	6	6	100	22.0	*C*
	T	2,063	2,091	101	3.7	*A*
	Subtotal	2,069	2,097	101	3.8	*A*
WB	T	2,142	2,136	100	2.1	*A*
	R	15	16	107	0.8	*A*
	Subtotal	2,157	2,152	100	2.1	*A*
Total		4,278	4,296	100	4.5	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	155.9	*F*
	R	17	19	110	14.5	*B*
	Subtotal	21	22	105	33.8	*D*
SB	***L***	***7***	***7***	***100***	***189.8***	***F***
	T	1	1	133	3.3	*A*
	R	65	66	102	57.1	*F*
	Subtotal	73	74	101	68.9	*F*
EB	L	11	11	100	18.1	*C*
	T	2,033	2,056	101	1.6	*A*
	R	33	34	102	1.0	*A*
	Subtotal	2,077	2,101	101	1.7	*A*
WB	L	15	14	93	25.0	*C*
	T	2,088	2,086	100	4.2	*A*
	R	12	14	117	2.6	*A*
	Subtotal	2,115	2,114	100	4.3	*A*
Total		4,286	4,311	101	4.3	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	6	6	100	0.0	*A*
	Subtotal	6	6	100	0.0	*A*
WB	***L***	***35***	***36***	***102***	***3.9***	***A***
	Subtotal	35	36	103	3.9	*A*
Total		41	42	102	3.3	*A*

Intersection: 600 West & SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	7	7	104	0.3	*A*
	R	17	20	116	0.4	*A*
	Subtotal	24	27	113	0.4	*A*
SB	T	35	36	102	40.2	*E*
	Subtotal	35	36	103	40.2	*E*
WB	***L***	***37***	***39***	***105***	***63.5***	***F***
	Subtotal	37	39	105	63.5	*F*
Total		96	102	106	37.8	*E*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	163	156	96	63.7	*E*
	T	55	53	97	52.0	*D*
	R	75	73	98	20.4	*C*
	Subtotal	293	282	96	50.3	*D*
SB	L	98	100	102	61.9	*E*
	T	59	58	99	51.3	*D*
	R	101	102	101	11.3	*B*
	Subtotal	258	260	101	39.7	*D*
EB	L	60	62	104	67.0	*E*
	T	1,892	1,913	101	13.0	*B*
	R	106	108	102	8.0	*A*
	Subtotal	2,058	2,083	101	14.3	*B*
WB	L	56	57	102	42.0	*D*
	T	1,851	1,859	100	10.8	*B*
	R	49	55	113	3.0	*A*
	Subtotal	1,956	1,971	101	11.5	*B*
Total		4,563	4,596	101	16.8	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	9	109	4.3	A
	T	170	168	99	5.9	A
	R	21	23	110	3.1	A
	Subtotal	199	200	101	5.5	A
SB	L	8	8	97	4.7	A
	T	181	180	99	5.8	A
	R	5	6	114	3.3	A
	Subtotal	194	194	100	5.7	A
EB	L	1	1	100	2.8	A
	T	1	1	100	4.4	A
	R	24	25	104	2.9	A
	Subtotal	26	27	104	3.0	A
WB	L	54	53	98	4.6	A
	T	9	8	86	4.9	A
	R	16	18	114	3.0	A
	Subtotal	79	79	100	4.3	A
Total		499	500	100	5.2	A

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	200	202	101	0.8	A
	R	19	20	107	0.8	A
	Subtotal	219	222	101	0.8	A
SB	L	2	1	50	4.0	A
	T	258	257	100	1.4	A
	Subtotal	260	258	99	1.4	A
WB	***L***	***4***	***5***	***125***	***6.1***	***A***
	Subtotal	4	5	125	6.1	A
Total		482	485	101	1.2	A

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	212	214	101	1.6	*A*
	R	61	60	99	1.2	*A*
	Subtotal	273	274	100	1.5	*A*
SB	L	9	9	97	3.4	*A*
	T	252	253	100	1.0	*A*
	Subtotal	261	262	100	1.1	*A*
WB	***L***	***27***	***30***	***111***	***7.3***	***A***
	R	7	9	124	3.4	*A*
	Subtotal	34	39	115	6.4	*A*
Total		568	575	101	1.6	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	151	152	100	68.6	*E*
	T	117	122	104	41.1	*D*
	R	49	48	98	10.4	*B*
	Subtotal	317	322	102	49.5	*D*
SB	L	98	105	107	51.0	*D*
	T	140	142	101	42.0	*D*
	R	41	39	96	10.9	*B*
	Subtotal	279	286	103	41.1	*D*
EB	L	87	88	101	45.1	*D*
	T	1,859	1,866	100	13.8	*B*
	R	79	77	97	4.9	*A*
	Subtotal	2,025	2,031	100	14.8	*B*
WB	L	9	8	86	55.2	*E*
	T	1,581	1,560	99	10.9	*B*
	R	68	66	97	6.7	*A*
	Subtotal	1,658	1,634	99	10.9	*B*
Total		4,279	4,273	100	18.8	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***1***	***1***	***100***	***16.0***	***C***
	R	8	8	97	10.0	*A*
	Subtotal	9	9	100	10.7	*B*
EB	L	49	50	102	14.2	*B*
	T	1,957	1,975	101	3.7	*A*
	Subtotal	2,006	2,025	101	4.0	*A*
WB	T	1,651	1,629	99	2.4	*A*
	R	47	45	96	1.6	*A*
	Subtotal	1,698	1,674	99	2.4	*A*
Total		3,713	3,708	100	3.3	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	17	86	65.4	*E*
	R	18	21	118	10.7	*B*
	Subtotal	38	38	100	35.2	*D*
SB	T	1	2	200	0.3	*A*
	R	16	17	108	10.0	*A*
	Subtotal	17	19	112	9.0	*A*
EB	L	85	82	97	20.4	*C*
	T	1,821	1,841	101	3.3	*A*
	R	52	53	102	1.9	*A*
	Subtotal	1,958	1,976	101	4.0	*A*
WB	L	8	9	109	23.0	*C*
	T	1,662	1,644	99	5.9	*A*
	R	23	24	104	3.8	*A*
	Subtotal	1,693	1,677	99	6.0	*A*
Total		3,705	3,710	100	5.2	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	52	53	102	0.3	*A*
	Subtotal	52	53	102	0.3	*A*
WB	***L***	***9***	***11***	***119***	***3.9***	***A***
	Subtotal	9	11	122	3.9	*A*
Total		61	64	104	1.0	*A*

Intersection: 600 West & SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	52	53	101	0.9	*A*
	R	56	53	94	0.7	*A*
	Subtotal	108	106	98	0.8	*A*
SB	T	9	11	119	0.6	*A*
	Subtotal	9	11	122	0.6	*A*
WB	***L***	***7***	***8***	***110***	***4.4***	***A***
	Subtotal	7	8	114	4.4	*A*
Total		125	125	100	1.0	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	152	148	97	63.5	*E*
	T	27	27	100	47.9	*D*
	R	79	80	101	15.4	*B*
	Subtotal	258	255	99	46.8	*D*
SB	L	29	27	92	52.8	*D*
	T	51	47	92	51.0	*D*
	R	43	46	108	7.7	*A*
	Subtotal	123	120	98	34.8	*C*
EB	L	41	40	98	38.1	*D*
	T	1,736	1,779	103	11.4	*B*
	R	63	64	102	6.8	*A*
	Subtotal	1,840	1,883	102	11.8	*B*
WB	L	43	43	101	31.4	*C*
	T	1,497	1,494	100	7.2	*A*
	R	32	33	102	1.8	*A*
	Subtotal	1,572	1,570	100	7.7	*A*
Total		3,792	3,828	101	13.2	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	100	4.8	*A*
	T	182	178	98	6.3	*A*
	R	30	32	106	3.5	*A*
	Subtotal	221	219	99	5.8	*A*
SB	L	9	8	89	5.0	*A*
	T	159	161	101	5.7	*A*
	R	5	5	100	3.0	*A*
	Subtotal	173	174	101	5.6	*A*
EB	L	2	2	100	3.9	*A*
	T	16	16	100	5.0	*A*
	R	16	18	112	2.8	*A*
	Subtotal	34	36	106	3.8	*A*
WB	L	18	17	93	4.7	*A*
	T	13	13	100	5.1	*A*
	R	9	10	111	2.7	*A*
	Subtotal	40	40	100	4.3	*A*
Total		468	469	100	5.4	*A*

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	232	229	99	1.0	*A*
	R	19	18	94	0.8	*A*
	Subtotal	251	247	98	1.0	*A*
SB	L	6	7	117	3.6	*A*
	T	187	189	101	1.5	*A*
	Subtotal	193	196	102	1.6	*A*
WB	***L***	***14***	***13***	***93***	***6.1***	***A***
	R	4	4	100	3.8	*A*
	Subtotal	18	17	94	5.6	*A*
Total		462	460	100	1.4	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	244	241	99	1.4	*A*
	R	25	26	103	1.0	*A*
	Subtotal	269	267	99	1.4	*A*
SB	L	2	1	50	3.1	*A*
	T	199	200	101	1.1	*A*
	Subtotal	201	201	100	1.1	*A*
WB	***L***	***80***	***81***	***102***	***8.7***	***A***
	R	8	8	100	5.2	*A*
	Subtotal	88	89	101	8.4	*A*
Total		558	557	100	2.4	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	94	92	98	65.8	*E*
	T	120	119	99	48.2	*D*
	R	20	23	114	13.0	*B*
	Subtotal	234	234	100	51.7	*D*
SB	L	76	76	100	64.8	*E*
	T	124	125	101	50.9	*D*
	R	69	70	102	17.2	*B*
	Subtotal	269	271	101	46.1	*D*
EB	L	90	89	99	56.5	*E*
	T	1,972	1,981	100	13.2	*B*
	R	100	100	100	4.7	*A*
	Subtotal	2,162	2,170	100	14.6	*B*
WB	L	48	48	99	67.6	*E*
	T	2,073	2,059	99	17.4	*B*
	R	58	59	102	14.1	*B*
	Subtotal	2,179	2,166	99	18.4	*B*
Total		4,845	4,841	100	21.2	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***13***	***87***	***497.9***	***F***
	R	37	30	81	354.2	*F*
	Subtotal	52	43	83	397.6	*F*
EB	L	6	6	100	19.9	*C*
	T	2,063	2,074	101	3.8	*A*
	Subtotal	2,069	2,080	101	3.8	*A*
WB	T	2,142	2,137	100	2.6	*A*
	R	15	14	93	1.5	*A*
	Subtotal	2,157	2,151	100	2.6	*A*
Total		4,278	4,274	100	7.8	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	100	77.7	*E*
	R	17	17	99	16.9	*B*
	Subtotal	21	21	100	28.5	*C*
SB	L	7	8	114	70.3	*E*
	T	1	1	133	0.3	*A*
	R	65	66	102	13.6	*B*
	Subtotal	73	75	103	19.5	*B*
EB	L	11	12	109	21.8	*C*
	T	2,033	2,042	100	2.6	*A*
	R	33	35	105	1.7	*A*
	Subtotal	2,077	2,089	101	2.7	*A*
WB	L	15	13	87	31.1	*C*
	T	2,088	2,083	100	6.2	*A*
	R	12	12	100	4.2	*A*
	Subtotal	2,115	2,108	100	6.3	*A*
Total		4,286	4,293	100	4.9	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	6	6	100	0.1	*A*
	Subtotal	6	6	100	0.1	*A*
WB	***L***	***35***	***39***	***111***	***4.0***	***A***
	Subtotal	35	39	111	4.0	*A*
Total		41	45	109	3.5	*A*

Intersection: 600 West & SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	7	7	104	0.5	*A*
	R	17	17	99	0.4	*A*
	Subtotal	24	24	100	0.4	*A*
SB	T	35	39	111	0.7	*A*
	Subtotal	35	39	111	0.7	*A*
WB	***L***	***37***	***36***	***97***	***4.1***	***A***
	Subtotal	37	36	97	4.1	*A*
Total		96	99	103	1.9	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	163	158	97	66.1	*E*
	T	55	51	93	51.0	*D*
	R	75	76	102	20.3	*C*
	Subtotal	293	285	97	51.2	*D*
SB	L	98	100	102	60.8	*E*
	T	59	59	100	53.3	*D*
	R	101	102	101	11.2	*B*
	Subtotal	258	261	101	39.7	*D*
EB	L	60	60	100	61.3	*E*
	T	1,892	1,896	100	13.4	*B*
	R	106	112	106	8.1	*A*
	Subtotal	2,058	2,068	100	14.5	*B*
WB	L	56	54	97	41.8	*D*
	T	1,851	1,848	100	10.6	*B*
	R	49	47	96	2.6	*A*
	Subtotal	1,956	1,949	100	11.3	*B*
Total		4,563	4,563	100	16.9	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	6	73	4.8	*A*
	T	173	169	98	5.8	*A*
	R	16	13	83	3.3	*A*
	Subtotal	197	188	95	5.6	*A*
SB	L	14	13	95	4.8	*A*
	T	187	181	97	5.8	*A*
	R	5	6	114	3.1	*A*
	Subtotal	206	200	97	5.7	*A*
EB	L	1	0	0		
	T	1	2	200	3.7	*A*
	R	24	27	112	2.8	*A*
	Subtotal	26	29	112	2.9	*A*
WB	L	40	40	101	4.7	*A*
	T	9	10	108	5.6	*A*
	R	18	17	96	2.9	*A*
	Subtotal	67	67	100	4.4	*A*
Total		495	484	98	5.3	*A*

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	197	189	96	0.8	*A*
	R	19	20	107	0.7	*A*
	Subtotal	216	209	97	0.8	*A*
SB	L	4	3	75	4.3	*A*
	T	247	245	99	1.5	*A*
	Subtotal	251	248	99	1.5	*A*
WB	***L***	***4***	***4***	***100***	***6.5***	***A***
	R	1	1	100	4.4	*A*
	Subtotal	5	5	100	6.1	*A*
Total		472	462	98	1.2	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	206	201	97	1.6	*A*
	R	64	65	102	1.2	*A*
	Subtotal	270	266	99	1.5	*A*
SB	L	13	12	94	3.2	*A*
	T	238	236	99	0.9	*A*
	Subtotal	251	248	99	1.0	*A*
WB	***L***	***27***	***29***	***107***	***7.6***	***A***
	R	8	8	97	3.8	*A*
	Subtotal	35	37	106	6.8	*A*
Total		557	551	99	1.6	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	151	150	99	65.6	*E*
	T	118	125	106	41.1	*D*
	R	53	51	96	10.1	*B*
	Subtotal	322	326	101	47.5	*D*
SB	L	93	92	99	52.5	*D*
	T	134	133	100	41.3	*D*
	R	39	41	106	9.7	*A*
	Subtotal	266	266	100	40.3	*D*
EB	L	85	80	94	45.0	*D*
	T	1,929	1,910	99	14.2	*B*
	R	79	80	101	4.8	*A*
	Subtotal	2,093	2,070	99	15.0	*B*
WB	L	11	13	116	57.1	*E*
	T	1,604	1,600	100	8.9	*A*
	R	67	63	94	5.6	*A*
	Subtotal	1,682	1,676	100	9.1	*A*
Total		4,363	4,338	99	18.0	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	1	0	0		
	R	14	12	87	11.1	*B*
	Subtotal	15	12	80	11.1	*B*
EB	***L***	***56***	***57***	***101***	***15.4***	***C***
	T	2,020	2,003	99	3.8	*A*
	Subtotal	2,076	2,060	99	4.1	*A*
WB	T	1,668	1,665	100	3.1	*A*
	R	51	48	94	2.2	*A*
	Subtotal	1,719	1,713	100	3.1	*A*
Total		3,810	3,785	99	3.7	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	61.0	*E*
	T	8	9	109	61.6	*E*
	R	18	20	113	15.7	*B*
	Subtotal	46	47	102	41.8	*D*
SB	L	21	22	105	52.0	*D*
	T	14	14	104	50.8	*D*
	R	39	43	111	8.9	*A*
	Subtotal	74	79	107	28.3	*C*
EB	L	156	152	97	34.4	*C*
	T	1,813	1,793	99	4.4	*A*
	R	52	53	102	3.0	*A*
	Subtotal	2,021	1,998	99	6.6	*A*
WB	L	8	9	109	24.1	*C*
	T	1,661	1,654	100	7.8	*A*
	R	67	67	100	4.8	*A*
	Subtotal	1,736	1,730	100	7.8	*A*
Total		3,876	3,854	99	8.0	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NE Project Access/NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	24	100	1.9	*A*
	T	21	23	110	0.6	*A*
	R	52	52	100	0.4	*A*
	Subtotal	97	99	102	0.8	*A*
SB	L	5	4	76	1.6	*A*
	T	35	39	111	0.1	*A*
	R	3	4	133	0.0	*A*
	Subtotal	43	47	109	0.2	*A*
EB	***L***	***2***	***1***	***50***	***5.9***	***A***
	R	8	10	121	2.7	*A*
	Subtotal	10	11	110	3.0	*A*
WB	L	9	8	86	4.2	*A*
	R	5	5	95	3.0	*A*
	Subtotal	14	13	93	3.7	*A*
Total		165	170	103	1.0	*A*

Intersection: 600 West & SE Project Access/SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	84	81	96	1.8	*A*
	T	91	92	101	1.2	*A*
	R	56	57	101	0.9	*A*
	Subtotal	231	230	100	1.3	*A*
SB	L	5	5	95	1.9	*A*
	T	44	46	106	0.2	*A*
	R	4	5	125	0.2	*A*
	Subtotal	53	56	106	0.4	*A*
EB	R	23	26	113	2.7	*A*
	Subtotal	23	26	113	2.7	*A*
WB	***L***	***7***	***6***	***83***	***6.1***	***A***
	R	5	6	114	3.0	*A*
	Subtotal	12	12	100	4.6	*A*
Total		320	324	101	1.4	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	153	99	58.6	*E*
	T	24	25	104	46.9	*D*
	R	79	80	101	15.4	*B*
	Subtotal	258	258	100	44.1	*D*
SB	L	26	22	85	52.9	*D*
	T	46	48	104	48.6	*D*
	R	39	39	101	7.9	*A*
	Subtotal	111	109	98	34.9	*C*
EB	L	37	36	98	38.6	*D*
	T	1,751	1,756	100	11.7	*B*
	R	64	62	97	6.6	*A*
	Subtotal	1,852	1,854	100	12.1	*B*
WB	L	43	42	98	28.0	*C*
	T	1,541	1,553	101	7.4	*A*
	R	29	31	106	1.9	*A*
	Subtotal	1,613	1,626	101	7.8	*A*
Total		3,834	3,847	100	13.0	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	100	4.7	A
	T	190	193	102	6.3	A
	R	22	25	112	3.6	A
	Subtotal	221	227	103	5.9	A
SB	L	12	11	92	4.5	A
	T	162	159	98	5.7	A
	R	5	6	120	3.3	A
	Subtotal	179	176	98	5.5	A
EB	L	2	2	100	3.8	A
	T	16	16	100	5.3	A
	R	16	16	100	2.8	A
	Subtotal	34	34	100	4.0	A
WB	L	13	10	77	4.4	A
	T	13	14	108	5.2	A
	R	17	18	104	3.0	A
	Subtotal	43	42	98	4.1	A
Total		477	479	100	5.5	A

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	230	236	102	0.9	A
	R	19	19	99	0.7	A
	Subtotal	249	255	102	0.9	A
SB	L	7	6	86	4.4	A
	T	184	179	97	1.5	A
	Subtotal	191	185	97	1.6	A
WB	***L***	***14***	***14***	***100***	***6.6***	***A***
	R	5	7	140	4.0	A
	Subtotal	19	21	111	5.7	A
Total		460	461	100	1.4	A

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	240	244	102	1.4	*A*
	R	27	29	106	1.2	*A*
	Subtotal	267	273	102	1.4	*A*
SB	L	4	4	100	1.9	*A*
	T	194	189	97	1.0	*A*
	Subtotal	198	193	97	1.0	*A*
WB	***L***	***84***	***88***	***105***	***8.7***	***A***
	R	10	12	120	5.0	*A*
	Subtotal	94	100	106	8.3	*A*
Total		560	566	101	2.5	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	94	103	110	69.3	*E*
	T	118	120	101	52.0	*D*
	R	22	23	103	12.3	*B*
	Subtotal	234	246	105	55.5	*E*
SB	L	74	75	102	62.4	*E*
	T	127	130	102	48.9	*D*
	R	68	64	94	21.3	*C*
	Subtotal	269	269	100	46.1	*D*
EB	L	88	87	99	58.9	*E*
	T	2,014	2,001	99	14.3	*B*
	R	100	95	95	4.4	*A*
	Subtotal	2,202	2,183	99	15.6	*B*
WB	L	53	55	104	79.3	*E*
	T	2,163	2,167	100	18.3	*B*
	R	60	65	109	15.5	*B*
	Subtotal	2,276	2,287	100	19.7	*B*
Total		4,981	4,985	100	22.7	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***14***	***93***	***307.1***	***F***
	R	61	61	100	204.4	*F*
	Subtotal	76	75	99	223.6	*F*
EB	L	11	11	100	22.9	*C*
	T	2,100	2,090	100	4.0	*A*
	Subtotal	2,111	2,101	100	4.1	*A*
WB	T	2,216	2,225	100	3.2	*A*
	R	19	18	94	2.2	*A*
	Subtotal	2,235	2,243	100	3.2	*A*
Total		4,421	4,419	100	7.7	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	100	64.6	*E*
	T	12	12	100	58.8	*E*
	R	17	19	110	18.2	*B*
	Subtotal	33	35	106	37.4	*D*
SB	L	77	74	96	65.2	*E*
	T	13	14	110	52.7	*D*
	R	150	154	103	17.1	*B*
	Subtotal	240	242	101	33.9	*C*
EB	L	56	55	99	26.8	*C*
	T	2,026	2,013	99	3.1	*A*
	R	33	37	111	1.5	*A*
	Subtotal	2,115	2,105	100	3.7	*A*
WB	L	15	14	93	46.1	*D*
	T	2,081	2,085	100	8.3	*A*
	R	40	40	99	4.5	*A*
	Subtotal	2,136	2,139	100	8.5	*A*
Total		4,524	4,521	100	7.9	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NE Project Access/NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	18	18	99	1.7	*A*
	T	30	30	99	0.2	*A*
	R	6	6	100	0.2	*A*
	Subtotal	54	54	100	0.7	*A*
SB	L	5	5	100	1.3	*A*
	T	38	39	102	0.1	*A*
	R	2	3	150	0.0	*A*
	Subtotal	45	47	104	0.2	*A*
EB	L	9	7	78	4.1	*A*
	R	34	34	99	3.0	*A*
	Subtotal	43	41	95	3.2	*A*
WB	***L***	***35***	***35***	***99***	***4.6***	***A***
	R	5	7	140	3.0	*A*
	Subtotal	40	42	105	4.3	*A*
Total		183	184	100	2.0	*A*

Intersection: 600 West & SE Project Access/SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	42	99	2.0	*A*
	T	49	48	98	0.9	*A*
	R	17	19	110	0.7	*A*
	Subtotal	108	109	101	1.3	*A*
SB	L	5	4	80	2.7	*A*
	T	101	101	100	1.7	*A*
	R	2	2	100	0.3	*A*
	Subtotal	108	107	99	1.7	*A*
EB	R	102	102	100	5.2	*A*
	Subtotal	102	102	100	5.2	*A*
WB	***L***	***37***	***39***	***105***	***6.6***	***A***
	R	5	6	120	3.8	*A*
	Subtotal	42	45	107	6.2	*A*
Total		360	363	101	3.1	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	165	163	99	67.8	*E*
	T	49	50	103	54.3	*D*
	R	75	83	111	20.9	*C*
	Subtotal	289	296	102	52.4	*D*
SB	L	88	84	95	59.9	*E*
	T	53	53	100	51.9	*D*
	R	91	90	99	11.4	*B*
	Subtotal	232	227	98	38.8	*D*
EB	L	54	56	104	71.2	*E*
	T	1,954	1,941	99	13.3	*B*
	R	111	105	95	8.6	*A*
	Subtotal	2,119	2,102	99	14.6	*B*
WB	L	56	53	95	42.8	*D*
	T	1,879	1,886	100	10.4	*B*
	R	44	46	104	2.7	*A*
	Subtotal	1,979	1,985	100	11.1	*B*
Total		4,618	4,610	100	16.8	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	78	4.4	*A*
	T	185	182	98	6.2	*A*
	R	25	27	108	3.3	*A*
	Subtotal	220	217	99	5.8	*A*
SB	L	10	9	88	4.8	*A*
	T	200	202	101	6.0	*A*
	R	10	9	88	3.3	*A*
	Subtotal	220	220	100	5.8	*A*
EB	L	5	6	114	3.9	*A*
	T	5	5	95	5.1	*A*
	R	25	27	108	2.8	*A*
	Subtotal	35	38	109	3.3	*A*
WB	L	55	54	98	4.7	*A*
	T	10	11	107	5.2	*A*
	R	20	24	122	3.2	*A*
	Subtotal	85	89	105	4.4	*A*
Total		562	564	100	5.4	*A*

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	216	211	97	1.0	*A*
	R	20	19	96	0.7	*A*
	Subtotal	236	230	97	1.0	*A*
SB	L	5	4	76	3.6	*A*
	T	276	278	101	1.5	*A*
	Subtotal	281	282	100	1.5	*A*
WB	***L***	***5***	***4***	***76***	***8.1***	***A***
	R	5	8	152	4.0	*A*
	Subtotal	10	12	120	5.4	*A*
Total		528	524	99	1.3	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	225	218	97	1.7	*A*
	R	65	68	105	1.3	*A*
	Subtotal	290	286	99	1.6	*A*
SB	L	10	11	107	3.9	*A*
	T	270	270	100	1.1	*A*
	Subtotal	280	281	100	1.2	*A*
WB	***L***	***30***	***32***	***106***	***8.9***	***A***
	R	10	13	127	5.1	*A*
	Subtotal	40	45	113	7.8	*A*
Total		611	612	100	1.9	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	160	158	99	85.1	*F*
	T	120	124	103	44.9	*D*
	R	55	56	101	18.5	*B*
	Subtotal	335	338	101	59.3	*E*
SB	L	105	104	99	51.8	*D*
	T	146	147	101	39.4	*D*
	R	50	54	108	10.2	*B*
	Subtotal	301	305	101	38.5	*D*
EB	L	95	93	98	54.4	*D*
	T	2,025	1,988	98	15.8	*B*
	R	80	78	97	4.9	*A*
	Subtotal	2,200	2,159	98	17.1	*B*
WB	L	10	12	117	52.1	*D*
	T	1,725	1,721	100	13.6	*B*
	R	75	72	96	11.9	*B*
	Subtotal	1,810	1,805	100	13.8	*B*
Total		4,647	4,607	99	21.2	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***5***	***5***	***95***	***48.3***	***E***
	R	10	12	117	9.4	*A*
	Subtotal	15	17	113	20.8	*C*
EB	L	50	50	100	27.7	*D*
	T	2,136	2,106	99	4.4	*A*
	Subtotal	2,186	2,156	99	4.9	*A*
WB	T	1,801	1,798	100	1.8	*A*
	R	50	53	106	1.5	*A*
	Subtotal	1,851	1,851	100	1.8	*A*
Total		4,052	4,024	99	3.6	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	21	84	64.7	*E*
	T	5	5	95	52.9	*D*
	R	20	20	101	13.8	*B*
	Subtotal	50	46	92	41.3	*D*
SB	L	5	4	76	75.1	*E*
	T	5	5	95	63.8	*E*
	R	20	20	101	14.3	*B*
	Subtotal	30	29	97	31.2	*C*
EB	L	90	86	96	36.3	*D*
	T	1,996	1,980	99	3.5	*A*
	R	55	52	94	2.2	*A*
	Subtotal	2,141	2,118	99	4.8	*A*
WB	L	10	10	98	31.9	*C*
	T	1,806	1,808	100	5.0	*A*
	R	25	27	108	3.4	*A*
	Subtotal	1,841	1,845	100	5.1	*A*
Total		4,062	4,038	99	5.6	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	60	58	96	0.4	*A*
	Subtotal	60	58	97	0.4	*A*
WB	***L***	***10***	***10***	***98***	***4.1***	***A***
	Subtotal	10	10	100	4.1	*A*
Total		70	68	96	0.9	*A*

Intersection: 600 West & SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	60	59	98	1.1	*A*
	R	60	60	100	0.8	*A*
	Subtotal	120	119	99	0.9	*A*
SB	T	10	10	98	0.6	*A*
	Subtotal	10	10	100	0.6	*A*
WB	***L***	***20***	***19***	***96***	***4.2***	***A***
	Subtotal	20	19	95	4.2	*A*
Total		151	148	98	1.4	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	160	160	100	59.9	*E*
	T	30	32	106	45.5	*D*
	R	80	82	102	16.9	*B*
	Subtotal	270	274	101	45.3	*D*
SB	L	30	26	86	47.0	*D*
	T	55	56	101	44.1	*D*
	R	45	46	102	8.6	*A*
	Subtotal	130	128	98	31.9	*C*
EB	L	45	44	98	42.0	*D*
	T	1,910	1,902	100	11.0	*B*
	R	65	64	99	6.1	*A*
	Subtotal	2,020	2,010	100	11.5	*B*
WB	L	45	43	96	35.3	*D*
	T	1,635	1,632	100	8.8	*A*
	R	35	37	105	2.1	*A*
	Subtotal	1,715	1,712	100	9.3	*A*
Total		4,136	4,124	100	13.5	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	4.7	A
	T	205	200	97	6.6	A
	R	35	34	96	3.7	A
	Subtotal	250	244	98	6.1	A
SB	L	10	10	100	4.8	A
	T	175	170	97	5.7	A
	R	10	11	110	3.1	A
	Subtotal	195	191	98	5.5	A
EB	L	5	5	100	4.6	A
	T	20	18	89	5.3	A
	R	20	20	99	2.8	A
	Subtotal	45	43	96	4.1	A
WB	L	20	21	104	4.5	A
	T	15	16	107	5.5	A
	R	10	10	100	3.1	A
	Subtotal	45	47	104	4.5	A
Total		536	525	98	5.6	A

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	245	240	98	1.1	A
	R	20	21	104	0.8	A
	Subtotal	265	261	98	1.1	A
SB	L	10	9	90	3.7	A
	T	206	202	98	1.5	A
	Subtotal	216	211	98	1.6	A
WB	***L***	***15***	***18***	***120***	***7.2***	***A***
	R	5	4	80	3.2	A
	Subtotal	20	22	110	6.5	A
Total		501	494	99	1.5	A

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	255	250	98	1.4	*A*
	R	30	32	106	1.1	*A*
	Subtotal	285	282	99	1.4	*A*
SB	L	5	5	100	3.0	*A*
	T	215	213	99	1.5	*A*
	Subtotal	220	218	99	1.5	*A*
WB	***L***	***85***	***83***	***98***	***11.2***	***B***
	R	10	11	110	6.3	*A*
	Subtotal	95	94	99	10.6	*B*
Total		600	594	99	2.9	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	95	91	96	67.7	*E*
	T	125	119	95	48.6	*D*
	R	25	24	95	15.6	*B*
	Subtotal	245	234	96	52.6	*D*
SB	L	85	81	95	64.3	*E*
	T	136	137	101	49.8	*D*
	R	80	79	99	23.8	*C*
	Subtotal	301	297	99	46.8	*D*
EB	L	100	105	105	60.8	*E*
	T	2,150	2,141	100	15.3	*B*
	R	105	109	104	5.6	*A*
	Subtotal	2,355	2,355	100	16.9	*B*
WB	L	50	52	105	83.5	*F*
	T	2,261	2,243	99	20.1	*C*
	R	60	57	95	18.1	*B*
	Subtotal	2,371	2,352	99	21.5	*C*
Total		5,271	5,238	99	23.8	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***10***	***67***	***912.7***	***F***
	R	40	23	57	744.1	*F*
	Subtotal	55	33	60	795.2	*F*
EB	L	10	9	90	26.1	*D*
	T	2,251	2,238	99	4.5	*A*
	Subtotal	2,261	2,247	99	4.6	*A*
WB	T	2,330	2,328	100	3.2	*A*
	R	20	19	94	1.8	*A*
	Subtotal	2,350	2,347	100	3.2	*A*
Total		4,666	4,627	99	11.7	*B*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	78.2	*E*
	T	5	5	100	58.3	*E*
	R	20	22	109	19.5	*B*
	Subtotal	30	31	103	33.3	*C*
SB	L	10	9	90	71.1	*E*
	T	6	6	104	52.4	*D*
	R	70	75	108	18.3	*B*
	Subtotal	86	90	105	25.9	*C*
EB	L	15	13	87	29.9	*C*
	T	2,215	2,195	99	4.4	*A*
	R	35	37	105	3.1	*A*
	Subtotal	2,265	2,245	99	4.5	*A*
WB	L	20	24	119	37.3	*D*
	T	2,275	2,265	100	7.8	*A*
	R	15	17	113	5.6	*A*
	Subtotal	2,310	2,306	100	8.1	*A*
Total		4,692	4,672	100	6.9	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	10	9	90	0.1	*A*
	Subtotal	10	9	90	0.1	*A*
WB	***L***	***40***	***44***	***109***	***4.0***	***A***
	Subtotal	40	44	110	4.0	*A*
Total		50	53	105	3.4	*A*

Intersection: 600 West & SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	11	10	93	0.7	*A*
	R	25	26	103	0.6	*A*
	Subtotal	36	36	100	0.6	*A*
SB	T	40	44	109	1.1	*A*
	Subtotal	40	44	110	1.1	*A*
WB	***L***	***45***	***45***	***99***	***4.6***	***A***
	Subtotal	45	45	100	4.6	*A*
Total		122	125	103	2.2	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	175	174	100	70.1	*E*
	T	60	62	104	52.0	*D*
	R	80	81	102	24.3	*C*
	Subtotal	315	317	101	54.9	*D*
SB	L	100	98	98	62.7	*E*
	T	60	62	104	49.8	*D*
	R	110	114	104	13.8	*B*
	Subtotal	270	274	101	39.4	*D*
EB	L	70	69	99	80.9	*F*
	T	2,061	2,044	99	11.9	*B*
	R	115	114	99	8.3	*A*
	Subtotal	2,246	2,227	99	13.9	*B*
WB	L	60	65	109	47.4	*D*
	T	2,025	2,019	100	12.2	*B*
	R	50	49	98	3.4	*A*
	Subtotal	2,135	2,133	100	13.1	*B*
Total		4,964	4,951	100	17.6	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	4.8	*A*
	T	187	185	99	6.0	*A*
	R	19	20	107	3.2	*A*
	Subtotal	216	214	99	5.7	*A*
SB	L	16	14	89	4.6	*A*
	T	206	203	98	6.1	*A*
	R	10	10	98	3.2	*A*
	Subtotal	232	227	98	5.9	*A*
EB	L	5	5	95	4.2	*A*
	T	5	5	95	4.9	*A*
	R	25	26	104	2.8	*A*
	Subtotal	35	36	103	3.3	*A*
WB	L	41	40	98	4.5	*A*
	T	10	12	117	5.4	*A*
	R	22	24	109	3.0	*A*
	Subtotal	73	76	104	4.2	*A*
Total		557	553	99	5.4	*A*

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	212	209	99	0.8	*A*
	R	20	17	86	0.6	*A*
	Subtotal	232	226	97	0.8	*A*
SB	L	7	7	97	3.5	*A*
	T	265	262	99	1.5	*A*
	Subtotal	272	269	99	1.6	*A*
WB	***L***	***5***	***5***	***95***	***6.4***	***A***
	R	6	8	128	3.4	*A*
	Subtotal	11	13	118	4.6	*A*
Total		515	508	99	1.3	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	219	214	98	1.6	*A*
	R	68	66	97	1.2	*A*
	Subtotal	287	280	98	1.5	*A*
SB	L	14	12	87	3.0	*A*
	T	256	253	99	1.2	*A*
	Subtotal	270	265	98	1.3	*A*
WB	***L***	***30***	***31***	***102***	***7.4***	***A***
	R	11	11	98	3.9	*A*
	Subtotal	41	42	102	6.5	*A*
Total		598	587	98	1.8	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	160	152	95	65.9	*E*
	T	121	117	97	39.8	*D*
	R	59	60	101	16.1	*B*
	Subtotal	340	329	97	47.5	*D*
SB	L	101	102	101	53.8	*D*
	T	138	136	99	39.9	*D*
	R	47	46	98	9.8	*A*
	Subtotal	286	284	99	40.0	*D*
EB	L	93	92	99	53.7	*D*
	T	2,095	2,094	100	16.0	*B*
	R	80	82	102	4.9	*A*
	Subtotal	2,268	2,268	100	17.1	*B*
WB	L	12	14	114	63.6	*E*
	T	1,748	1,729	99	13.3	*B*
	R	73	74	101	12.2	*B*
	Subtotal	1,833	1,817	99	13.6	*B*
Total		4,728	4,698	99	20.1	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***5***	***4***	***76***	***69.6***	***F***
	R	16	18	114	13.3	*B*
	Subtotal	21	22	105	23.5	*C*
EB	L	57	61	107	29.2	*D*
	T	2,198	2,200	100	5.6	*A*
	Subtotal	2,255	2,261	100	6.2	*A*
WB	T	1,817	1,804	99	1.9	*A*
	R	54	55	101	1.2	*A*
	Subtotal	1,871	1,859	99	1.9	*A*
Total		4,148	4,142	100	4.4	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	21	84	61.6	*E*
	T	13	14	110	54.3	*D*
	R	20	21	106	23.2	*C*
	Subtotal	58	56	97	45.4	*D*
SB	L	25	23	92	62.6	*E*
	T	18	20	111	51.6	*D*
	R	44	45	103	10.8	*B*
	Subtotal	87	88	101	33.6	*C*
EB	L	161	162	101	167.8	*F*
	T	1,988	1,986	100	8.4	*A*
	R	55	55	100	4.0	*A*
	Subtotal	2,204	2,203	100	20.0	*B*
WB	L	10	12	117	45.1	*D*
	T	1,802	1,789	99	5.4	*A*
	R	70	68	97	3.4	*A*
	Subtotal	1,882	1,869	99	5.6	*A*
Total		4,230	4,216	100	14.5	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NE Project Access/NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	24	100	1.9	*A*
	T	23	26	113	0.6	*A*
	R	60	56	93	0.4	*A*
	Subtotal	107	106	99	0.8	*A*
SB	L	5	5	95	1.8	*A*
	T	36	37	102	0.1	*A*
	R	3	4	133	0.0	*A*
	Subtotal	44	46	105	0.3	*A*
EB	L	2	1	50	4.2	*A*
	R	8	8	97	3.1	*A*
	Subtotal	10	9	90	3.2	*A*
WB	***L***	***10***	***11***	***107***	***4.3***	***A***
	R	5	5	95	2.8	*A*
	Subtotal	15	16	107	3.8	*A*
Total		178	177	100	1.1	*A*

Intersection: 600 West & SE Project Access/SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	83	87	105	2.0	*A*
	T	102	101	99	1.4	*A*
	R	60	58	96	0.9	*A*
	Subtotal	245	246	100	1.5	*A*
SB	L	5	6	114	2.1	*A*
	T	46	48	105	0.3	*A*
	R	4	4	100	0.2	*A*
	Subtotal	55	58	105	0.5	*A*
EB	R	22	22	100	2.8	*A*
	Subtotal	22	22	100	2.8	*A*
WB	***L***	***20***	***19***	***96***	***6.0***	***A***
	R	5	6	114	2.9	*A*
	Subtotal	25	25	100	5.3	*A*
Total		347	351	101	1.7	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	163	163	100	61.0	*E*
	T	27	30	111	48.3	*D*
	R	80	79	98	18.1	*B*
	Subtotal	270	272	101	47.1	*D*
SB	L	27	26	96	45.7	*D*
	T	50	55	110	46.0	*D*
	R	40	37	93	9.0	*A*
	Subtotal	117	118	101	34.3	*C*
EB	L	41	40	98	43.0	*D*
	T	1,926	1,926	100	11.3	*B*
	R	66	68	103	5.8	*A*
	Subtotal	2,033	2,034	100	11.7	*B*
WB	L	45	46	102	42.4	*D*
	T	1,679	1,666	99	8.8	*A*
	R	31	35	112	2.1	*A*
	Subtotal	1,755	1,747	100	9.6	*A*
Total		4,175	4,171	100	13.8	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	4.8	*A*
	T	212	212	100	6.9	*A*
	R	26	26	99	3.8	*A*
	Subtotal	248	247	100	6.5	*A*
SB	L	13	12	92	4.9	*A*
	T	178	180	101	5.8	*A*
	R	10	10	100	3.5	*A*
	Subtotal	201	202	100	5.6	*A*
EB	L	5	5	100	4.3	*A*
	T	20	19	94	5.3	*A*
	R	20	22	109	2.9	*A*
	Subtotal	45	46	102	4.0	*A*
WB	L	15	12	80	4.4	*A*
	T	15	18	120	5.2	*A*
	R	18	18	99	3.0	*A*
	Subtotal	48	48	100	4.2	*A*
Total		543	543	100	5.7	*A*

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	242	241	99	1.1	*A*
	R	20	20	99	0.8	*A*
	Subtotal	262	261	100	1.1	*A*
SB	L	11	11	100	3.7	*A*
	T	202	203	100	1.5	*A*
	Subtotal	213	214	100	1.6	*A*
WB	***L***	***15***	***14***	***93***	***7.0***	***A***
	R	6	6	100	4.5	*A*
	Subtotal	21	20	95	6.3	*A*
Total		497	495	100	1.5	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	250	250	100	1.5	*A*
	R	32	38	118	1.1	*A*
	Subtotal	282	288	102	1.4	*A*
SB	L	7	5	71	3.4	*A*
	T	210	210	100	1.3	*A*
	Subtotal	217	215	99	1.3	*A*
WB	***L***	***89***	***90***	***101***	***10.1***	***B***
	R	12	12	100	5.9	*A*
	Subtotal	101	102	101	9.6	*A*
Total		601	605	101	2.8	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	95	94	99	68.9	*E*
	T	123	124	101	49.6	*D*
	R	27	30	110	16.3	*B*
	Subtotal	245	248	101	52.9	*D*
SB	L	83	82	99	66.5	*E*
	T	138	142	103	50.4	*D*
	R	79	78	99	24.3	*C*
	Subtotal	300	302	101	48.0	*D*
EB	L	97	101	104	64.1	*E*
	T	2,193	2,238	102	15.9	*B*
	R	105	106	101	5.7	*A*
	Subtotal	2,395	2,445	102	17.4	*B*
WB	L	55	53	97	84.6	*F*
	T	2,351	2,314	98	21.4	*C*
	R	62	61	99	20.6	*C*
	Subtotal	2,468	2,428	98	22.8	*C*
Total		5,408	5,423	100	25.0	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***6***	***40***	***1166.0***	***F***
	R	64	30	47	1009.6	*F*
	Subtotal	79	36	46	1035.7	*F*
EB	L	15	15	100	34.8	*D*
	T	2,288	2,334	102	5.0	*A*
	Subtotal	2,303	2,349	102	5.2	*A*
WB	T	2,403	2,399	100	3.7	*A*
	R	24	28	115	2.1	*A*
	Subtotal	2,427	2,427	100	3.7	*A*
Total		4,809	4,812	100	15.5	*C*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	79.3	*E*
	T	17	16	93	61.1	*E*
	R	20	20	99	25.9	*C*
	Subtotal	42	40	95	45.3	*D*
SB	L	80	81	102	64.1	*E*
	T	19	17	91	53.0	*D*
	R	156	160	103	20.9	*C*
	Subtotal	255	258	101	36.6	*D*
EB	L	62	61	99	43.2	*D*
	T	2,206	2,238	101	6.4	*A*
	R	35	40	113	4.0	*A*
	Subtotal	2,303	2,339	102	7.3	*A*
WB	L	20	22	109	40.6	*D*
	T	2,266	2,262	100	9.6	*A*
	R	43	44	102	5.7	*A*
	Subtotal	2,329	2,328	100	9.8	*A*
Total		4,929	4,965	101	10.4	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NE Project Access/NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	18	16	88	1.7	*A*
	T	32	32	99	0.3	*A*
	R	10	10	100	0.3	*A*
	Subtotal	60	58	97	0.7	*A*
SB	L	5	4	80	1.2	*A*
	T	39	41	104	0.1	*A*
	R	2	3	150	0.0	*A*
	Subtotal	46	48	104	0.2	*A*
EB	L	9	8	89	4.3	*A*
	R	34	38	111	3.1	*A*
	Subtotal	43	46	107	3.3	*A*
WB	***L***	***40***	***42***	***104***	***4.6***	***A***
	R	5	6	120	3.4	*A*
	Subtotal	45	48	107	4.5	*A*
Total		195	200	102	2.1	*A*

Intersection: 600 West & SE Project Access/SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	44	104	2.1	*A*
	T	55	52	95	1.1	*A*
	R	25	24	95	0.8	*A*
	Subtotal	122	120	98	1.4	*A*
SB	L	5	4	80	2.8	*A*
	T	107	114	107	2.6	*A*
	R	2	2	100	0.4	*A*
	Subtotal	114	120	105	2.6	*A*
EB	R	102	100	98	7.2	*A*
	Subtotal	102	100	98	7.2	*A*
WB	***L***	***45***	***44***	***97***	***8.5***	***A***
	R	5	5	100	6.4	*A*
	Subtotal	50	49	98	8.3	*A*
Total		388	389	100	4.1	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	177	169	96	68.6	*E*
	T	54	54	100	50.7	*D*
	R	80	83	104	23.5	*C*
	Subtotal	311	306	98	53.2	*D*
SB	L	90	95	106	59.0	*E*
	T	54	58	108	49.7	*D*
	R	99	101	102	14.4	*B*
	Subtotal	243	254	105	39.1	*D*
EB	L	63	62	99	77.1	*E*
	T	2,124	2,154	101	12.5	*B*
	R	120	127	106	10.0	*A*
	Subtotal	2,307	2,343	102	14.1	*B*
WB	L	60	59	99	49.5	*D*
	T	2,053	2,052	100	12.4	*B*
	R	45	48	106	3.3	*A*
	Subtotal	2,158	2,159	100	13.2	*B*
Total		5,018	5,062	101	17.4	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	78	5.2	A
	T	187	187	100	6.1	A
	R	27	26	96	3.4	A
	Subtotal	224	221	99	5.7	A
SB	L	16	15	95	4.9	A
	T	206	205	99	6.1	A
	R	10	11	107	3.2	A
	Subtotal	232	231	100	5.9	A
EB	L	5	4	76	4.7	A
	T	5	5	95	5.3	A
	R	25	30	120	3.0	A
	Subtotal	35	39	111	3.5	A
WB	L	62	65	105	5.0	A
	T	10	12	117	5.7	A
	R	22	24	109	3.3	A
	Subtotal	94	101	107	4.7	A
Total		586	592	101	5.5	A

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	219	217	99	0.9	A
	R	20	20	101	0.7	A
	Subtotal	239	237	99	0.9	A
SB	L	7	7	97	3.1	A
	T	286	294	103	1.5	A
	Subtotal	293	301	103	1.5	A
WB	***L***	***5***	***5***	***95***	***8.3***	***A***
	R	6	7	112	3.7	A
	Subtotal	11	12	109	5.6	A
Total		544	550	101	1.3	A

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	228	225	99	1.6	*A*
	R	68	72	106	1.2	*A*
	Subtotal	296	297	100	1.5	*A*
SB	L	14	14	102	3.1	*A*
	T	278	284	102	1.3	*A*
	Subtotal	292	298	102	1.4	*A*
WB	***L***	***30***	***30***	***99***	***8.4***	***A***
	R	11	14	124	4.4	*A*
	Subtotal	41	44	107	7.1	*A*
Total		628	639	102	1.9	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	160	161	101	74.3	*E*
	T	123	120	98	45.7	*D*
	R	59	56	95	15.6	*B*
	Subtotal	342	337	99	54.4	*D*
SB	L	112	113	101	52.6	*D*
	T	146	152	104	39.7	*D*
	R	50	51	102	12.0	*B*
	Subtotal	308	316	103	39.8	*D*
EB	L	95	97	102	55.3	*E*
	T	2,093	2,054	98	16.6	*B*
	R	80	84	105	4.9	*A*
	Subtotal	2,268	2,235	99	17.8	*B*
WB	L	12	11	90	54.5	*D*
	T	1,745	1,727	99	13.9	*B*
	R	77	82	106	11.2	*B*
	Subtotal	1,834	1,820	99	14.0	*B*
Total		4,753	4,708	99	21.3	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***5***	***5***	***95***	***61.1***	***F***
	R	16	17	108	17.3	*C*
	Subtotal	21	22	105	27.3	*D*
EB	L	57	54	94	28.8	*D*
	T	2,207	2,174	98	5.8	*A*
	Subtotal	2,264	2,228	98	6.4	*A*
WB	T	1,818	1,808	99	1.8	*A*
	R	54	55	101	1.3	*A*
	Subtotal	1,872	1,863	100	1.8	*A*
Total		4,158	4,113	99	4.4	*A*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	25	100	61.3	*E*
	T	8	8	97	69.4	*E*
	R	20	20	101	20.3	*C*
	Subtotal	53	53	100	47.1	*D*
SB	L	18	16	90	64.3	*E*
	T	7	7	97	37.6	*D*
	R	38	36	95	10.1	*B*
	Subtotal	63	59	94	28.1	*C*
EB	L	162	156	96	125.4	*F*
	T	1,996	1,967	99	6.2	*A*
	R	55	54	98	3.4	*A*
	Subtotal	2,213	2,177	98	14.7	*B*
WB	L	10	10	98	41.3	*D*
	T	1,809	1,802	100	5.1	*A*
	R	64	67	105	3.7	*A*
	Subtotal	1,883	1,879	100	5.2	*A*
Total		4,212	4,168	99	11.2	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NE Project Access/NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	26	96	1.8	*A*
	T	0	0	0		
	R	60	58	96	0.5	*A*
	Subtotal	87	84	97	0.9	*A*
EB	R	10	10	98	2.6	*A*
	Subtotal	10	10	100	2.6	*A*
WB	***L***	***10***	***11***	***107***	***3.8***	***A***
	Subtotal	10	11	110	3.8	*A*
Total		108	105	97	1.4	*A*

Intersection: 600 West & SE Project Access/SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	87	86	99	1.8	*A*
	T	88	85	97	1.3	*A*
	R	60	61	101	0.9	*A*
	Subtotal	235	232	99	1.4	*A*
SB	T	22	22	102	0.4	*A*
	Subtotal	22	22	100	0.4	*A*
EB	R	22	19	86	2.8	*A*
	Subtotal	22	19	86	2.8	*A*
WB	***L***	***20***	***20***	***101***	***5.5***	***A***
	Subtotal	20	20	100	5.5	*A*
Total		298	293	98	1.7	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	163	162	100	59.4	*E*
	T	30	31	102	47.0	*D*
	R	80	84	105	16.5	*B*
	Subtotal	273	277	101	45.0	*D*
SB	L	30	29	96	49.0	*D*
	T	55	56	101	47.2	*D*
	R	45	45	100	8.7	*A*
	Subtotal	130	130	100	34.3	*C*
EB	L	45	41	91	43.5	*D*
	T	1,923	1,898	99	10.9	*B*
	R	66	65	99	5.6	*A*
	Subtotal	2,034	2,004	99	11.4	*B*
WB	L	45	46	102	35.6	*D*
	T	1,675	1,669	100	9.0	*A*
	R	35	32	91	2.5	*A*
	Subtotal	1,755	1,747	100	9.6	*A*
Total		4,193	4,158	99	13.7	*B*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & 1000 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	110	4.7	A
	T	213	216	101	6.6	A
	R	44	44	99	3.6	A
	Subtotal	267	271	101	6.0	A
SB	L	13	13	100	5.0	A
	T	178	177	99	5.9	A
	R	10	11	110	3.3	A
	Subtotal	201	201	100	5.7	A
EB	L	5	5	100	4.8	A
	T	20	19	94	5.2	A
	R	20	20	99	3.0	A
	Subtotal	45	44	98	4.2	A
WB	L	24	22	91	4.9	A
	T	15	13	87	5.5	A
	R	18	21	115	3.0	A
	Subtotal	57	56	98	4.3	A
Total		571	572	100	5.6	A

Intersection: 800 West & NW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	260	263	101	1.1	A
	R	20	19	94	0.8	A
	Subtotal	280	282	101	1.1	A
SB	L	11	9	82	4.4	A
	T	212	211	99	1.5	A
	Subtotal	223	220	99	1.6	A
WB	***L***	***15***	***14***	***93***	***6.6***	***A***
	R	6	6	100	4.2	A
	Subtotal	21	20	95	5.9	A
Total		525	522	99	1.5	A

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 West & SW Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	268	268	100	1.5	*A*
	R	32	33	102	1.2	*A*
	Subtotal	300	301	100	1.5	*A*
SB	L	7	6	86	3.3	*A*
	T	220	217	99	1.3	*A*
	Subtotal	227	223	98	1.4	*A*
WB	***L***	***89***	***89***	***100***	***9.8***	***A***
	R	12	13	108	7.7	*A*
	Subtotal	101	102	101	9.5	*A*
Total		628	626	100	2.7	*A*

Intersection: 800 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	95	94	99	73.2	*E*
	T	127	128	101	50.5	*D*
	R	27	28	103	16.6	*B*
	Subtotal	249	250	100	55.2	*E*
SB	L	89	87	98	66.1	*E*
	T	140	141	101	50.0	*D*
	R	80	78	98	22.8	*C*
	Subtotal	309	306	99	47.6	*D*
EB	L	100	101	101	67.7	*E*
	T	2,190	2,190	100	16.4	*B*
	R	105	108	103	6.3	*A*
	Subtotal	2,395	2,399	100	18.1	*B*
WB	L	55	56	102	85.1	*F*
	T	2,349	2,299	98	20.9	*C*
	R	73	72	99	18.8	*B*
	Subtotal	2,477	2,427	98	22.3	*C*
Total		5,430	5,382	99	25.2	*C*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 800 North (S.R. 52) & South Hospital Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***8***	***53***	***952.6***	***F***
	R	64	34	53	730.3	*F*
	Subtotal	79	42	53	772.6	*F*
EB	L	15	13	87	29.9	*D*
	T	2,292	2,296	100	4.8	*A*
	Subtotal	2,307	2,309	100	4.9	*A*
WB	T	2,413	2,394	99	3.6	*A*
	R	24	26	107	1.9	*A*
	Subtotal	2,437	2,420	99	3.6	*A*
Total		4,823	4,771	99	13.0	*B*

Intersection: 600 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	68.9	*E*
	T	7	7	100	53.9	*D*
	R	20	21	104	21.9	*C*
	Subtotal	32	32	100	34.8	*C*
SB	L	68	67	99	62.8	*E*
	T	10	10	95	57.3	*E*
	R	153	151	99	21.2	*C*
	Subtotal	231	228	99	35.0	*C*
EB	L	56	52	93	38.6	*D*
	T	2,216	2,218	100	5.7	*A*
	R	35	34	96	3.9	*A*
	Subtotal	2,307	2,304	100	6.4	*A*
WB	L	20	17	84	37.4	*D*
	T	2,279	2,264	99	9.0	*A*
	R	36	37	102	5.5	*A*
	Subtotal	2,335	2,318	99	9.2	*A*
Total		4,906	4,882	100	9.3	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 600 West & NE Project Access/NW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	1.6	*A*
	R	10	10	100	0.1	*A*
	Subtotal	30	29	97	1.1	*A*
EB	R	43	40	92	2.9	*A*
	Subtotal	43	40	93	2.9	*A*
WB	***L***	***40***	***42***	***104***	***4.1***	***A***
	Subtotal	40	42	105	4.1	*A*
Total		114	111	98	2.9	*A*

Intersection: 600 West & SE Project Access/SW Commercial Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	44	41	93	1.9	*A*
	T	30	29	96	1.0	*A*
	R	25	26	103	0.7	*A*
	Subtotal	99	96	97	1.3	*A*
SB	T	84	82	98	1.9	*A*
	Subtotal	84	82	98	1.9	*A*
EB	R	102	101	99	5.2	*A*
	Subtotal	102	101	99	5.2	*A*
WB	***L***	***45***	***45***	***99***	***6.2***	***A***
	Subtotal	45	45	100	6.2	*A*
Total		331	324	98	3.4	*A*

SimTraffic LOS Report

Project: Orem - Timpanogos MOB and ASC TIS
Analysis Period: *Alternate Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2530*

Intersection: 400 West & 800 North (S.R. 52)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	177	178	101	70.4	*E*
	T	60	58	97	51.7	*D*
	R	80	82	103	25.6	*C*
	Subtotal	317	318	100	55.4	*E*
SB	L	100	96	96	61.2	*E*
	T	60	61	102	50.1	*D*
	R	110	110	100	14.4	*B*
	Subtotal	270	267	99	39.4	*D*
EB	L	70	69	99	75.2	*E*
	T	2,113	2,116	100	12.6	*B*
	R	120	118	98	9.2	*A*
	Subtotal	2,303	2,303	100	14.3	*B*
WB	L	60	59	99	52.4	*D*
	T	2,048	2,030	99	12.5	*B*
	R	50	53	107	3.6	*A*
	Subtotal	2,158	2,142	99	13.4	*B*
Total		5,046	5,030	100	17.9	*B*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Existing (2023) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB				SB					EB					WB					
	L	R	T	TR	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50	50	100		50			50	75		50						50			
02: 800 West & NW Hospital Access																				
03: 800 West & SW Hospital Access									25							75				
04: 800 West & 800 North (S.R. 52)	225	50	225		150			75	175	175		75	325		50				275	300
05: 800 North (S.R. 52) & South Hospital Access						50				75										
06: 600 West & 800 North (S.R. 52)	125			75			50			75										
07: 600 West & NW Commercial Access																50				
08: 600 West & SW Commercial Access																50				
09: 400 West & 800 North (S.R. 52)	200	100	175		75			75	100	75		100	275		75				225	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Existing (2023) Background - Mitigated

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB				SB					EB					WB					
	L	R	T	TR	L	LR	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50	50	100		50		25	75			50						50			
02: 800 West & NW Hospital Access																				
03: 800 West & SW Hospital Access								50								50				
04: 800 West & 800 North (S.R. 52)	225	75	225		150		75	175		175		75	325		50				250	250
05: 800 North (S.R. 52) & South Hospital Access						50				75			100							
06: 600 West & 800 North (S.R. 52)	75			50					50	100			125	125					175	150
07: 600 West & NW Commercial Access																50				
08: 600 West & SW Commercial Access																50				
09: 400 West & 800 North (S.R. 52)	200	100	175		75		75	100		75		100	250		75				225	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Existing (2023) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB				SB						EB					WB					
	L	R	T	TR	L	LR	LT	LTR	R	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50	50	100		50				25	75		50						50			
02: 800 West & NW Hospital Access																	50				
03: 800 West & SW Hospital Access																	75				
04: 800 West & 800 North (S.R. 52)	150	50	175		150				100	175	175		75	325		150				425	450
05: 800 North (S.R. 52) & South Hospital Access						175															
06: 600 West & 800 North (S.R. 52)				50				125													
07: 600 West & NW Commercial Access																	50				
08: 600 West & SW Commercial Access							75										125				
09: 400 West & 800 North (S.R. 52)	200	125	225		150				100	175	150		150	325		100			50	300	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Existing (2023) Background - Mitigated

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB				SB					EB					WB					
	L	R	T	TR	L	LR	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50	75	100		50			75			50						50			
02: 800 West & NW Hospital Access																50				
03: 800 West & SW Hospital Access								50								75				
04: 800 West & 800 North (S.R. 52)	150	50	175		150		100	175		175		75	325		150				425	450
05: 800 North (S.R. 52) & South Hospital Access						350														
06: 600 West & 800 North (S.R. 52)				50	50				75	50			100	75	50				175	150
07: 600 West & NW Commercial Access																50				
08: 600 West & SW Commercial Access																75				
09: 400 West & 800 North (S.R. 52)	225	100	225		150		100	175		125		150	325		100				300	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Existing (2023) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB					SB					EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50		50	100		50			25	75		50						50			
02: 800 West & NW Hospital Access																					
03: 800 West & SW Hospital Access																	75				
04: 800 West & 800 North (S.R. 52)	200		75	200		150			75	175	175		50	325		50				200	200
05: 800 North (S.R. 52) & South Hospital Access							50				75										
06: 600 West & 800 North (S.R. 52)	75				75	75			50	50	150			150	150	50			100	200	
07: 600 West & NE Project Access/NW Commercial Access												50						50			
08: 600 West & SE Project Access/SW Commercial Access		50											50					50			
09: 400 West & 800 North (S.R. 52)	175		100	125		75			75	100	75		100	250		75				225	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Existing (2023) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB					SB					EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50		50	100		50				75		50						50			
02: 800 West & NW Hospital Access																	50				
03: 800 West & SW Hospital Access										50							75				
04: 800 West & 800 North (S.R. 52)	175		50	200		150			100	175	200		100	350		175				425	450
05: 800 North (S.R. 52) & South Hospital Access							350				50										
06: 600 West & 800 North (S.R. 52)					75	125			125	50	75			100	75	75			50	225	
07: 600 West & NE Project Access/NW Commercial Access												75						75			
08: 600 West & SE Project Access/SW Commercial Access		25						50					75					50			
09: 400 West & 800 North (S.R. 52)	200		100	225		150			100	150	125		150	325		100				300	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Future (2028) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB				SB					EB					WB					
	L	R	T	TR	L	LR	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50	50	100		50		50	75			50						50			
02: 800 West & NW Hospital Access																50				
03: 800 West & SW Hospital Access								50								75				
04: 800 West & 800 North (S.R. 52)	250	100	350		150		75	175		200		100	350		50				275	275
05: 800 North (S.R. 52) & South Hospital Access						50				75			75							
06: 600 West & 800 North (S.R. 52)	75			75					75	125			125	125	50				125	100
07: 600 West & NW Commercial Access																50				
08: 600 West & SW Commercial Access																50				
09: 400 West & 800 North (S.R. 52)	200	100	175		75		75	100		100		125	275		75				250	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Future (2028) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB				SB						EB					WB					
	L	R	T	TR	L	LR	LT	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50	75	100		50			50	75			50						50			
02: 800 West & NW Hospital Access																	50				
03: 800 West & SW Hospital Access									50								100				
04: 800 West & 800 North (S.R. 52)	175	50	175		150			100	175		200		100	375		175				475	500
05: 800 North (S.R. 52) & South Hospital Access						450					50			75							
06: 600 West & 800 North (S.R. 52)				75	50					100	50			175	175	75				200	200
07: 600 West & NW Commercial Access																	75				
08: 600 West & SW Commercial Access																	50				
09: 400 West & 800 North (S.R. 52)	225	100	275		150			100	175		125		100	275		125			50	325	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Future (2028) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB					SB					EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50		50	100		50			50	100		50						50			
02: 800 West & NW Hospital Access																	50				
03: 800 West & SW Hospital Access										50							75				
04: 800 West & 800 North (S.R. 52)	200		75	225		175			75	175	200		75	350		50				250	275
05: 800 North (S.R. 52) & South Hospital Access							75				100			125							
06: 600 West & 800 North (S.R. 52)	75				75	75			50	75	250			600	350	50			50	125	
07: 600 West & NE Project Access/NW Commercial Access												50						50			
08: 600 West & SE Project Access/SW Commercial Access		50											50					50			
09: 400 West & 800 North (S.R. 52)	200		100	175		75			75	100	75		100	250		75				250	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Alternate Future (2028) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB					SB				EB					WB					
	L	LTR	R	T	TR	L	LR	R	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50		50	100		50		50	75		50						75			
02: 800 West & NW Hospital Access																50				
03: 800 West & SW Hospital Access									50							75				
04: 800 West & 800 North (S.R. 52)	225		100	300		175		75	175	200		75	350		50				250	275
05: 800 North (S.R. 52) & South Hospital Access							75			100			175							
06: 600 West & 800 North (S.R. 52)	75				75	50		50		250			500	275	50			50	125	
07: 600 West & NE Project Access/NW Commercial Access											50						50			
08: 600 West & SE Project Access/SW Commercial Access												50					50			
09: 400 West & 800 North (S.R. 52)	200		100	175		75		75	100	75		100	250		75			50	250	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Future (2028) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB					SB					EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50		50	100		50			50	75		50						50			
02: 800 West & NW Hospital Access																	50				
03: 800 West & SW Hospital Access										50							100				
04: 800 West & 800 North (S.R. 52)	150		50	200		150			100	200	225		125	375		175				525	550
05: 800 North (S.R. 52) & South Hospital Access							400				50			75							
06: 600 West & 800 North (S.R. 52)					100	125			125	50	100			175	200	75			75	250	
07: 600 West & NE Project Access/NW Commercial Access												50						75			
08: 600 West & SE Project Access/SW Commercial Access		50						50					75					75			
09: 400 West & 800 North (S.R. 52)	225		125	250		150			100	150	125		100	250		100			50	350	

SimTraffic Queueing Report

Project: Orem - Timpanogos MOB and ASC TIS

Analysis: Alternate Future (2028) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2530

Intersection	NB					SB					EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR
01: 800 West & 1000 North	50		75	100		50			50	75		50						50			
02: 800 West & NW Hospital Access																	50				
03: 800 West & SW Hospital Access										50							100				
04: 800 West & 800 North (S.R. 52)	175		50	200		150			100	200	200		125	400		200				525	525
05: 800 North (S.R. 52) & South Hospital Access							475				50										
06: 600 West & 800 North (S.R. 52)					75	125			125	25	100			200	175	50			50	275	
07: 600 West & NE Project Access/NW Commercial Access												75						75			
08: 600 West & SE Project Access/SW Commercial Access		25						50					75					50			
09: 400 West & 800 North (S.R. 52)	225		125	275		150			125	175	125		100	275		100			50	350	

APPENDIX E

Crash History Summary

CRASH SUMMARY REPORT

Orem Timpanogos MOB and ASC

Created on June 22, 2023
Created by Jordi Berrett
Data extents: June 20, 2018 to June 20, 2023

Applied Filters

Crash Date Time (Year) | ≤≥ | 2017 - 2022 | Shape: Polygon

Total Crashes	111	Fatal Crashes	1

UDOT Crash Summary		Crashes
Total Crashes	111	100.00%
Intersection Related	85	76.58%
Distracted Driving	12	10.81%
CMV Involved	7	6.31%
Speed Related	6	5.41%
Pedestrian Involved	4	3.60%
Roadway Departure	3	2.70%
Pedalcycle Involved	2	1.80%
+ 5 more	3	2.70%

Crash Verified		Crashes
True	106	95.50%
False	5	4.50%

Crash Severity		Crashes
No injury/PDO	75	67.57%
Possible injury	19	17.12%
Suspected Minor Injury	14	12.61%
Suspected Serious Injury	2	1.80%
Fatal	1	0.90%

Injury Level		People
No injury	214	79.55%

Possible injury	35	13.01%
Suspected Minor Injury	17	6.32%
Suspected Serious Injury	2	0.74%
Fatal	1	0.37%
Unknown	0	0.00%

Manner of Collision		Crashes
Front to Rear	50	45.05%
Angle	41	36.94%
Not Applicable/Single Vehicle	10	9.01%
Head On (front-to-front)	5	4.50%
Sideswipe Same Direction	2	1.80%
Unknown	2	1.80%
Parked Vehicle	1	0.90%
+ 4 more	0	0%

Crash Date Time (Year)		Crashes
2022	33	29.73%
2021	39	35.14%
2020	18	16.22%
2019	11	9.91%
2018	10	9.01%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	9	8.11%
Straight Ahead (Westbound) & Straight Ahead (Westbound)	9	8.11%
Turning Left (Westbound) & Straight Ahead (Eastbound)	9	8.11%
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	8	7.21%
Turning Left (Eastbound) & Straight Ahead (Westbound)	5	4.50%
Turning Left (Southbound) & Straight Ahead (Eastbound)	5	4.50%
Straight Ahead (Eastbound) & Straight Ahead (Eastbound)	4	3.60%
Turning Left (Northbound) & Straight Ahead (Westbound)	4	3.60%
+ 992 more	48	43.20%

Roadway Surface Condition		Crashes
Dry	98	88.29%
Wet	9	8.11%
Snow	3	2.70%
Ice/Frost	1	0.90%
+ 11 more	0	0%

Weather Condition		Crashes
Clear	88	79.28%

Cloudy	13	11.71%
Rain	7	6.31%
Snowing	3	2.70%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	223	93.70%
Collision With Parked Motor Vehicle	3	1.26%
Pedestrian	3	1.26%
Other Non-Fixed Object*	2	0.84%
Pedacycle	2	0.84%
Curb	1	0.42%
Fire Hydrant	1	0.42%
Other Fixed Object*	1	0.42%
+ 47 more	2	0.84%

Light Condition		Crashes
Daylight	81	72.97%
Dark - Lighted	20	18.02%
Dusk	5	4.50%
Dark - Not Lighted	3	2.70%
Dawn	2	1.80%
+ 3 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	31	27.93%
Countermeasure: Left Turn Phase Change	29	26.13%
Countermeasure: Active Transportation Improvement	6	5.41%
Countermeasure: Right Turn Lane	5	4.50%
Countermeasure: Pave Or Widen Shoulder	3	2.70%
Countermeasure: Roundabout or Signal	3	2.70%
Countermeasure: Clear Zone Improvements	1	0.90%
Countermeasure: Intersection Lighting	1	0.90%
+ 7 more	1	0.90%

For more information, contact Cheryl Vargas at
(801) 229-7183 or chvargas@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Dec 6, 2023
4:30 pm

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

SITE PLAN – Approving the site plan of HCA Timpanogos ASC located generally at 650 West 800 North in the C3 zone.

There will be two (2) new buildings built on this property. One will be a new surgical building (used for out patient surgery) and the other will be a medical office building. Joint access will be provided through the Timpanogos Hospital site.

Additional information can be viewed on orem.org/planning under "Current Planning (Public Hearing Notices)" tab.

TIMPANOGOS REGIONAL MEDICAL SERVICES
INC
ONE PARK PLAZA
NASHVILLE, TN 37203

For more information, contact Cheryl Vargas at
(801) 229-7183 or chvargas@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Dec 6, 2023
4:30 pm

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

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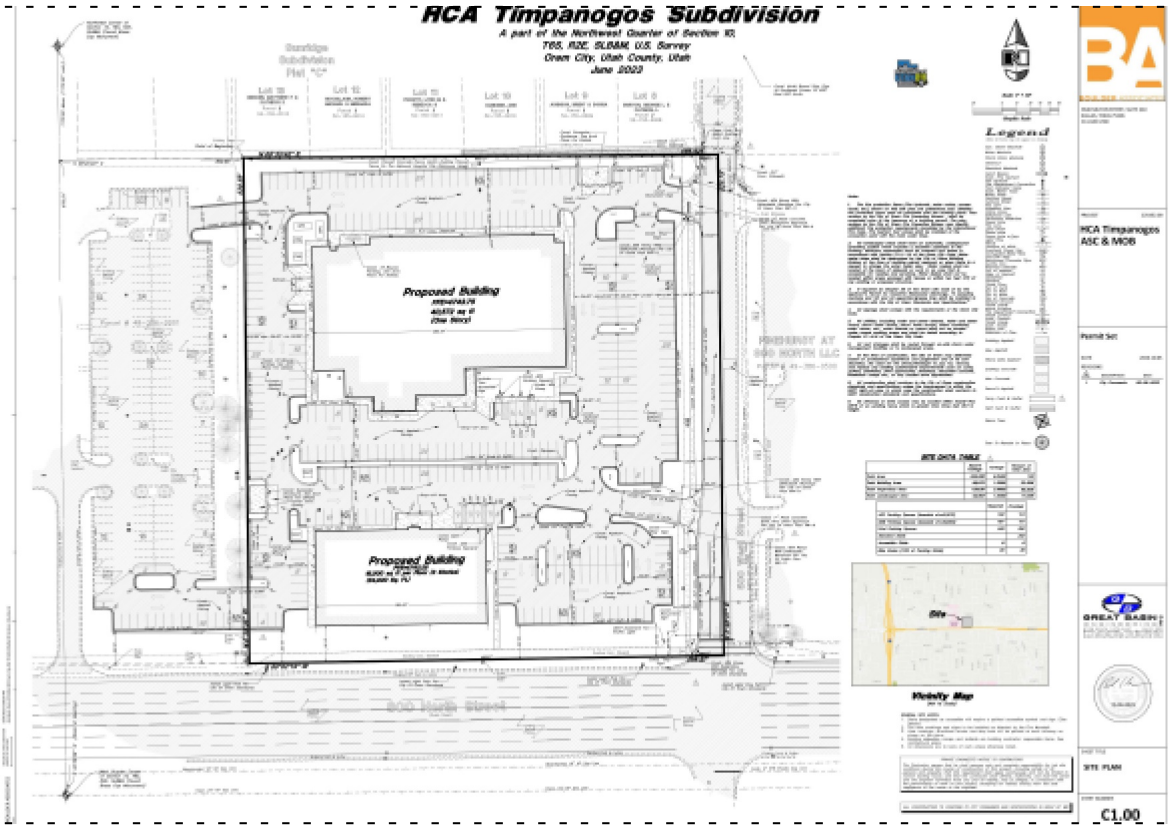
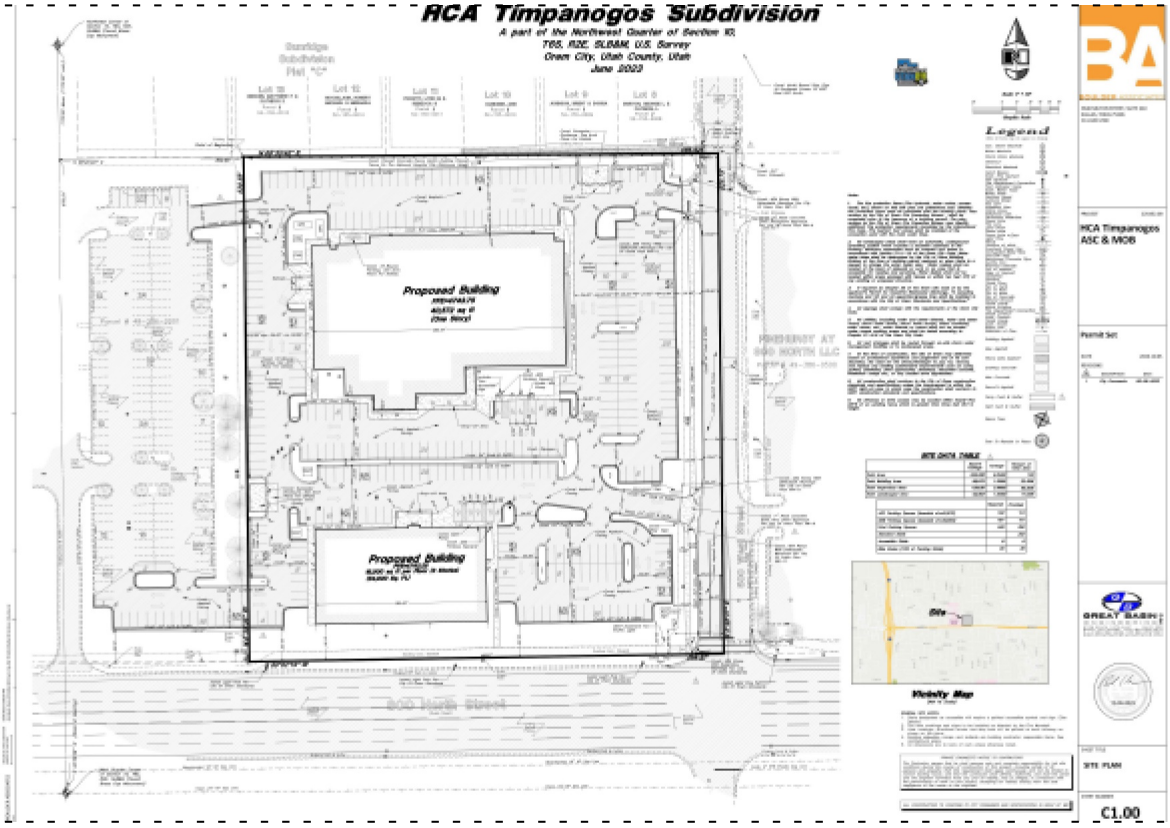
TIMPANOGOS REGIONAL MEDICAL SERVICES
INC
%DUCHARME MCMILLEN & ASSOCIATES
PO BOX 80610
INDIANAPOLIS, IN 46280



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



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

TIMPANOGOS REGIONAL MEDICAL SERVICES INC
ONE PARK PLAZA
NASHVILLE, TN 37203

EQUINOX VENTURES LLC
PO BOX 740
OREM, UT 84059

TIMPANOGOS REGIONAL MEDICAL SERVICES INC
%DUCHARME MCMILLEN & ASSOCIATES
PO BOX 80610
INDIANAPOLIS, IN 46280

PINEHURST AT 800 NORTH LLC
10 E SOUTH TEMPLE # 900
SALT LAKE CITY, UT 84133

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

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

JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

DAVE YOUNG
173 S COUNTRYSIDE LANE
OREM, UT 84058

LANAE MILLETT
288 W 1500 N
OREM, UT 84057

NEW DAY INVESTMENT LLC
327 W 2800 N
LEHI, UT 84043

LAMBERT & SUMSION ASSOCIATES LC
380 E 400 S
SPRINGVILLE, UT 84663

GREEN, ALAN J
396 E 1130 S
PROVO, UT 84606

FWS2 LLC
--OR CURRENT RESIDENT--
472 W 800 NORTH
OREM, UT 84057

NEW DAY INVESTMENT LLC
--OR CURRENT RESIDENT--
474 W 800 NORTH
OREM, UT 84057

CAC DENTAL PROPERTIES LLC
--OR CURRENT RESIDENT--
476 W 800 NORTH
OREM, UT 84057

BURTON HOLDINGS LLC
--OR CURRENT RESIDENT--
480 W 800 NORTH
OREM, UT 84057

JESSUP, HOLDEN D & ADELE K (ET AL)
--OR CURRENT RESIDENT--
482 W 800 NORTH
OREM, UT 84057

PINEHURST 202 LLC
--OR CURRENT RESIDENT--
484 W 800 NORTH
OREM, UT 84057

JERSEY LAKE INVESTMENTS LLC
--OR CURRENT RESIDENT--
486 W 800 NORTH
OREM, UT 84057

JERSEY LAKE INVESTMENTS LLC
486 W 800 N STE 201
OREM, UT 84057

JESSUP, HOLDEN D & ADELE K (ET AL)
--OR CURRENT RESIDENT--
488 W 800 NORTH
OREM, UT 84057

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

PINEHURST 504 LLC
--OR CURRENT RESIDENT--
502 W 800 NORTH
OREM, UT 84057

PINEHURST 504 LLC
--OR CURRENT RESIDENT--
504 W 800 NORTH
OREM, UT 84057

PINEHURST 504 LLC
504 W 800 N STE 102
OREM, UT 84057

SACO PROPERTIES LC
--OR CURRENT RESIDENT--
506 W 800 NORTH
OREM, UT 84057

SACO PROPERTIES LC
508 W 800 N
OREM, UT 84057

HOLLAND, BRYAN J & TERESA K
--OR CURRENT RESIDENT--
512 W 800 NORTH
OREM, UT 84057

HOLLAND, BRYAN J & TERESA K
--OR CURRENT RESIDENT--
514 W 800 NORTH
OREM, UT 84057

FERRON, DANIEL E
516 W 780 N
OREM, UT 84057

WMS PROPERTIES LLC
--OR CURRENT RESIDENT--
516 W 800 NORTH
OREM, UT 84057

WMS PROPERTIES LLC
518 W 800 N
OREM, UT 84057

SKOUSEN, JAMES A & KALIN G (ET AL)
519 W 920 N
OREM, UT 84057

COMMON AREA
--OR CURRENT RESIDENT--
520 W 800 NORTH
OREM, UT 84057

WOLFF, LARRY LEE (ET AL)
522 N 80 W
LINDON, UT 84042

LITCHFIELD, ALLEN WAYNE & GLADYS ANN
531 W 920 N
OREM, UT 84057

FERRON, DANIEL E
--OR CURRENT RESIDENT--
532 W 780 NORTH
OREM, UT 84057

RANSOM, KENNETH W & JULIE TAYLOR
534 W 920 N
OREM, UT 84057

BARRIOS, ANA ETELVINA
541 W 780 N
OREM, UT 84057

BECKSTRAND, ELOAH DAWN
543 W 920 N
OREM, UT 84057

BILLS, VICKI
548 W 920 N
OREM, UT 84057

OUR OFFICES LLC
--OR CURRENT RESIDENT--
552 W 800 NORTH
OREM, UT 84057

OUR OFFICES LLC
--OR CURRENT RESIDENT--
554 W 800 NORTH
OREM, UT 84057

WILSON, WILLIAM & HALLIE
555 W 920 N
OREM, UT 84057

INDIE OREM LLC
--OR CURRENT RESIDENT--
556 W 800 NORTH
OREM, UT 84057

INDIE OREM LLC
--OR CURRENT RESIDENT--
558 W 800 NORTH
OREM, UT 84057

INDIE OREM LLC
--OR CURRENT RESIDENT--
560 W 800 NORTH
OREM, UT 84057

EQUINOX VENTURES LLC
--OR CURRENT RESIDENT--
562 W 800 NORTH
OREM, UT 84057

EQUINOX VENTURES LLC
--OR CURRENT RESIDENT--
564 W 800 NORTH
OREM, UT 84057

WTM HOLDINGS LLC
--OR CURRENT RESIDENT--
566 W 800 NORTH
OREM, UT 84057

WTM HOLDINGS LLC
566 W 800 N STE 203
OREM, UT 84057

PHAM, THE & BAYLEE
567 W 920 N
OREM, UT 84057

MOORE, VICTORIA PIATTI (ET AL)
--OR CURRENT RESIDENT--
568 W 800 NORTH
OREM, UT 84057

WOLFF, LARRY LEE (ET AL)
--OR CURRENT RESIDENT--
574 W 760 NORTH
OREM, UT 84057

BUXTON, DAVID R & BECKY B
574 W 920 N
OREM, UT 84057

JOHNSON, CELESTE & GABRIEL
575 W 760 N
OREM, UT 84057

DOWLING, KEVIN C
575 W 800 N
OREM, UT 84057

MORGAN, KYLE & REBECCA
579 W 920 N
OREM, UT 84057

ACOSTA, MANUEL & ISABEL
580 W 760 N
OREM, UT 84057

YOUNG, PHILLIP H & KATHLEEN W (ET AL)
581 W 760 N
OREM, UT 84057

REYES, JOSE A (ET AL)
--OR CURRENT RESIDENT--
584 W 760 NORTH
OREM, UT 84057

BELEM VENTURES LLC
--OR CURRENT RESIDENT--
585 W 760 NORTH
OREM, UT 84057

MCGINNIS, BRYAN
590 W 760 N
OREM, UT 84057

WOLFF, LARRY LEE (ET AL)
--OR CURRENT RESIDENT--
591 W 760 NORTH
OREM, UT 84057

BEKEARIAN, HAROUT & GADARINE (ET AL)
610 W 920 N
OREM, UT 84057

JOHNSON, BRENT & DONNA
621 W 920 N
OREM, UT 84057

STEWART, MICHAEL K & YOLANDA
622 W 920 N
OREM, UT 84057

SHURTLIFF, JEFFREY L & WHITNEY D
629 W 960 N
OREM, UT 84057

REITZ, ROBERT M & STACI L
630 W 960 N
OREM, UT 84057

KUNDSEN, ANN
633 W 920 N
OREM, UT 84057

RAYBURN, KENNETH DEAN & KAREN (ET AL)
634 W 920 N
OREM, UT 84057

TAYLOR, ERIC MICHAEL (ET AL)
635 W 960 N
OREM, UT 84057

QUINTERO, CAMILLE KLEMETSON
636 W 960 N
OREM, UT 84057

DEBBY LAURET
641 S 1920 W
OREM, UT 84059

PICKETT, LYNN M & REBECCA S
645 W 920 N
OREM, UT 84057

GILES, STEVEN & CHERENE (ET AL)
645 W 960 N
OREM, UT 84057

SEAMAN, SHEDLY CLARK & DAYLYN T (ET AL)
646 W 920 N
OREM, UT 84057

ANDERSON, STEVEN R & DIANA JUNE (ET AL)
646 W 960 N
OREM, UT 84057

MADELINE KOMEN
653 W. 1360 NORTH
OREM, UT 84057

MCCULLAGH, ROBERT MICHAEL & MERANDA
657 W 920 N
OREM, UT 84057

NORD, L DEE & WENDY A
--OR CURRENT RESIDENT--
657 W 960 NORTH
OREM, UT 84057

BULLOCK, GREGORY SCOTT & JONYCE JOHNSON (ET AL)
658 W 920 N
OREM, UT 84057

CARTER, ANDREW J & AMY L (ET AL)
658 W 960 N
OREM, UT 84057

BEKKER, MATTHEW F & KATHRYN K
669 W 920 N
OREM, UT 84057

ORTHOPEDIC SUBSPECIALTY INVESTMENTS LLC
--OR CURRENT RESIDENT--
674 W 800 NORTH
OREM, UT 84057

ORTHOPEDIC SUBSPECIALTY INVESTMENTS LLC
674 W 820 N
OREM, UT 84057

HCPI/UTAH LLC
--OR CURRENT RESIDENT--
678 W 800 NORTH
OREM, UT 84057

BELEM VENTURES LLC
679 N 500 E
CENTERVILLE, UT 84014

ORTHOPEDIC SUBSPECIALTY INVESTMENTS LLC
--OR CURRENT RESIDENT--
680 W 800 NORTH
OREM, UT 84057

BERLIN, JOHN W & DIANE G
--OR CURRENT RESIDENT--
681 W 920 NORTH
OREM, UT 84057

LAMBERT & SUMSION ASSOCIATES LC
--OR CURRENT RESIDENT--
684 W 800 NORTH
OREM, UT 84057

HCPI/UTAH LLC
--OR CURRENT RESIDENT--
686 W 800 NORTH
OREM, UT 84057

LARSEN, SHANE & MELISSA
693 W 920 N
OREM, UT 84057

HCPI/UTAH LLC
--OR CURRENT RESIDENT--
694 W 800 NORTH
OREM, UT 84057

JORGENSEN, LYDIA & COLBY
694 W 920 N
OREM, UT 84057

HCPI/UTAH LLC
--OR CURRENT RESIDENT--
696 W 800 NORTH
OREM, UT 84057

HCPI/UTAH LLC
--OR CURRENT RESIDENT--
700 W 800 NORTH
OREM, UT 84057

UVP-TIMP LC
--OR CURRENT RESIDENT--
720 W 800 NORTH
OREM, UT 84057

CAC DENTAL PROPERTIES LLC
726 E 175 N
LINDON, UT 84042

JESSUP, HOLDEN D & ADELE K (ET AL)
733 NORTHAMPTON DR
PALO ALTO, CA 94303

HCPI/UTAH LLC
--OR CURRENT RESIDENT--
734 W 800 NORTH
OREM, UT 84057

TIMPANOGOS REGIONAL MEDICAL SERVICES INC
--OR CURRENT RESIDENT--
750 W 800 NORTH
OREM, UT 84057

LAIRD, KEVIN J
759 N 550 W
OREM, UT 84057

DURAND, LUIS (ET AL)
760 N 600 W
OREM, UT 84057

BOARD OF EDUCATION ALPINE SCHOOL DISTRICT
--OR CURRENT RESIDENT--
765 N 600 WEST
OREM, UT 84057

LUNDBERG, AMY ROWBURY
771 N 550 W
OREM, UT 84057

LONG, DEBRA A
783 N 550 W
OREM, UT 84057

PACHER, KEVIN ANDRES
792 N 550 W
OREM, UT 84057

LONG, DANIEL C & AJA N
795 N 550 W
OREM, UT 84057

FWS2 LLC
898 N 1200 W
OREM, UT 84057

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

MURRAY LOW
904 S. 725 WEST
OREM, UT 84058

BURTON, GEORGE L & PATRICIA L
911 N 600 W
OREM, UT 84057

RAYMOND, ROBERT SCOTT & LORI BUDGE
912 N 600 W
OREM, UT 84057

WIERSEMA, SCOTT A & MELANIE
928 N 600 W
OREM, UT 84057

HEAPS, TERI LYNN
938 N 680 W
OREM, UT 84057

SKOUSEN, JAMES A & KALIN G (ET AL)
--OR CURRENT RESIDENT--
939 N 520 WEST
OREM, UT 84057

JEPSON, LONNY L & ZOIE
940 N 600 W
OREM, UT 84057

BEKEARIAN, NISHAN
941 N 600 W
OREM, UT 84057

SANDGREN, CHARLES T & MIGNON H
942 N 560 W
OREM, UT 84057

MEANS, BRADLEY L & DEBORAH K
943 N 560 W
OREM, UT 84057

WHITELEY, STEVEN J & ANN L
943 N 680 W
OREM, UT 84057

WILLIAM, CLIFTON W II (ET AL)
950 N 680 W
OREM, UT 84057

MALZER, RONALD R & LINDA D
952 N 600 W
OREM, UT 84057

ARNOLDSEN, JOHN & SARAH
953 N 600 W
OREM, UT 84057

NIUMEITOLU, LITIA M
--OR CURRENT RESIDENT--
954 N 560 WEST
OREM, UT 84057

ANDERSON, LEE W & CHRISTINE H
955 N 560 W
OREM, UT 84057

GAUNT, JARED R & LORI J
955 N 680 W
OREM, UT 84057

THORNE, DAVID GARY & SHANNON JEAN
963 N 560 W
OREM, UT 84057

BULLOCK, C SCOTT & KAREN W
964 N 600 W
OREM, UT 84057

PIEROTTI, KAREN EDWARDS
965 N 600 W
OREM, UT 84057

WANG, CHUAN
967 N 680 W
OREM, UT 84057

WILLIAMS, RUSSELL W
970 N 680 W
OREM, UT 84057

LEE, LEO G & D'ON W
976 N 600 W
OREM, UT 84057

GREEN, ALAN J
--OR CURRENT RESIDENT--
977 N 600 WEST
OREM, UT 84057

BRADFORD, DANIEL S & KERRI M
979 N 680 W
OREM, UT 84057

BERLIN, JOHN W & DIANE G
1067 N 440 W
OREM, UT 84057

GERALD CRISMON
1069 S. 545 EAST
OREM, UT 84097

TERRY PETERSON
1125 LYNNWOOD DRIVE
OREM, UT 84097

OUR OFFICES LLC
1125 N 1575 W
PROVO, UT 84604

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

NORD, L DEE & WENDY A
1275 N 1270 W
PROVO, UT 84604

ASH, RON G & PEGGY E
1298 S 1950 W
SANTAQUIN, UT 84655

UVP-TIMP LC
1355 N UNIVERSITY AV # 220
PROVO, UT 84604

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

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

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

HCPI/UTAH LLC
%PROPERTY TAX DEPT
1920 MAIN ST STE 1200
IRVINE, CA 92614

INDIE OREM LLC
%GREGORY, VAL
4577 NORTHGATE DR
PROVO, UT 84604

MOORE, VICTORIA PIATTI (ET AL)
%MACIEL, MARY C
5284 HIDDENCREST CT
CONCORD, CA 94521

BURTON HOLDINGS LLC
6268 W ADONIS DR
HIGHLAND, UT 84003

NIUMEITOLU, LITIA M
9633 S GARNET DR
SANDY, UT 84094

HOLLAND, BRYAN J & TERESA K
12276 MANNIX RD
SAN DIEGO, CA 92129

PINEHURST 202 LLC
14773 S SUMMIT RIDGE DR
HERRIMAN, UT 84096

REYES, JOSE A (ET AL)
27987 LOST SPRINGS RD
CANYON COUNTRY, CA 91387

Legislative	Planning Commission December 6, 2023	Item 3.7
	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: In 1984, the City Council granted a conditional use permit for the subject property which allowed the property to be used for hospital services. The original intent was that the property would be used "for psychiatric and addictive disease rehabilitation." The original conditional use permit limited the hospital use to 80 beds. In 2001, the City Council amended the original conditional use permit to allow a total of 127 beds and also approved the use of a secondary school on the property for the use of juveniles who reside at the facility. The applicant would now like to construct a building addition on the property that would house an additional 24 beds.

Because a hospital use is no longer a conditional use in the R12 zone, in order to allow the construction of the additional 24-bed building, the property would need to be rezoned to allow this use. The applicant therefore proposes the creation of a new PD-52 zone that is designed to allow the existing hospital use and the additional building addition that the applicant would like to construct on the property. Under the provisions of the proposed PD-52 zone, no other uses would be allowed on the property other than hospital services and secondary school uses. The PD-52 zone would also require that the property be developed and maintained in conformance with the concept plan. Any deviation from the site layout and building elevations shown in the concept plan would have to go through a rezoning process before it would be allowed.

A rezone of the property to PD-52 would effectively supersede the original conditional use permit and would make hospital services a permitted use instead of a conditional use as it has been since 1984. This would have the effect of eliminating the conditions that were made part of the original 1984 conditional use permit. One of the conditions included as part of the 1984 conditional use permit was that "no person (1) who has criminal charges pending against him or (2) who is involuntarily committed for treatment as a result of conviction for or arising from criminal activity shall be treated or housed at the hospital." If the subject property is rezoned to the PD-52 zone, this condition will have no further effect.

The facility operated by the applicant on the property is a secure "lockdown" facility and therefore the applicant believes that these restrictions are no longer necessary. Furthermore, the applicant believes that these original restrictions are impractical as hospitals do not generally check to see if a person has criminal charges pending before admitting them and individuals in need of the services of a psychiatric hospital will sometimes have pending charges arising from a criminal incident such as disorderly conduct or assault.

If the property is rezoned to PD-52, the applicant will need to obtain site plan approval for the new building 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 of any new structure in the PD-52 zone is 15 feet from slab to top of parapet, this will apply to the new addition.

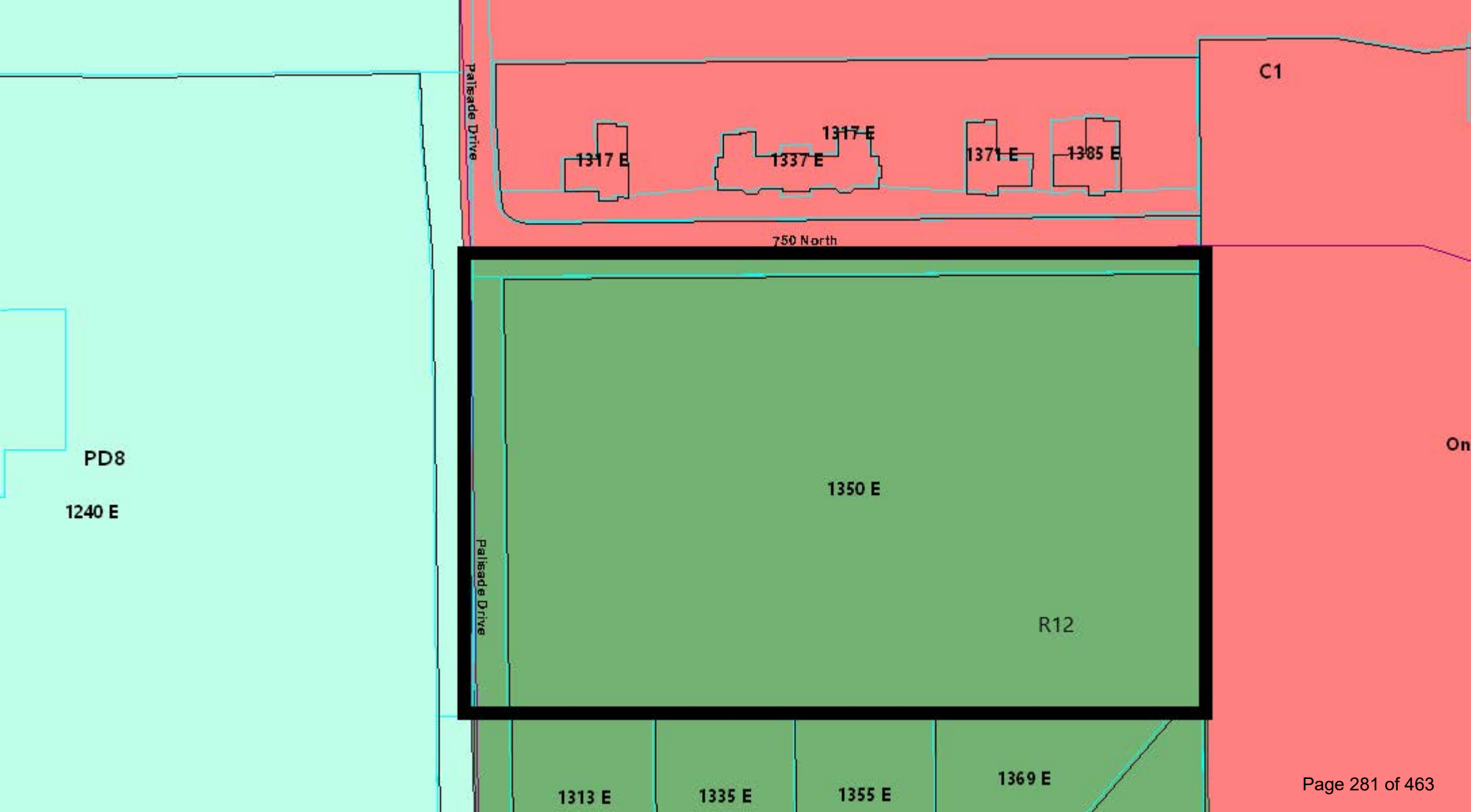
Setbacks: The addition will be about 80 feet from the south property line.

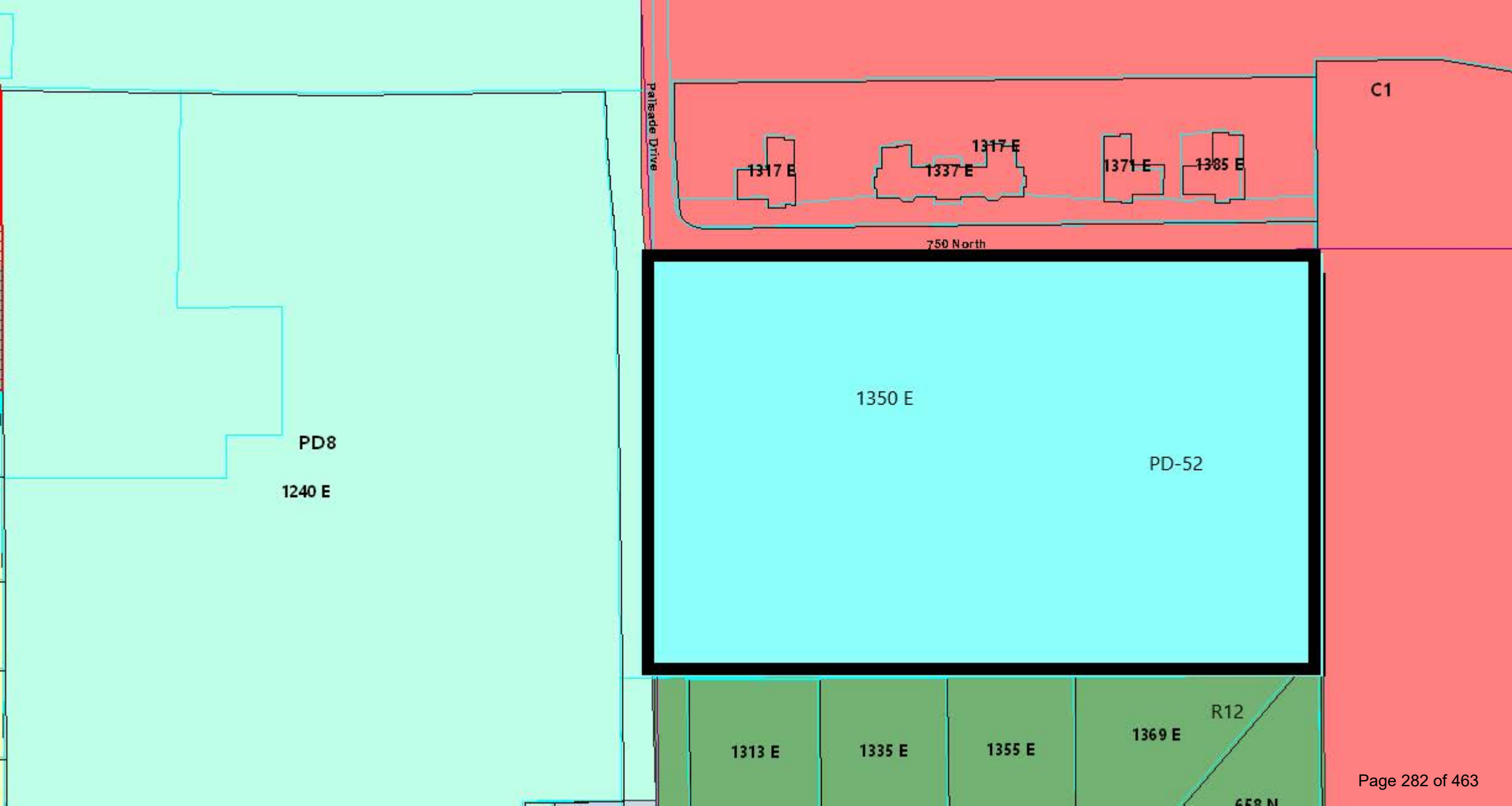
Architecture: The façade of the addition will be of similar masonry materials as is found on the current building.

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. A minimum total of 139 stalls are required.

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
1300 E
1400 E
Palisade Drive
Palisade Drive
750 North
1317 E
1337 E
1371 E
1385 E
1350 E
1313 E
1335 E
1355 E
1369 E
658 N
One


Palisade Drive
1317 E
1337 E
1371 E
1385 E
C1
750 North
PD8
1240 E
1350 E
Palisade Drive
R12
On
1313 E
1335 E
1355 E
1369 E


Palisade Drive
C1
1317 E
1337 E
1317 E
1371 E
1385 E
750 North
1350 E
PD-52
PD8
1240 E
1313 E
1335 E
1355 E
1369 E
R12

CHAPTER 22. ZONING

Article 22-11. PD Zone

22-11-65. PD-52 Zone (Behavioral Health Hospital) – 1350 East 750 North

A. **Purpose.** The purpose of the PD-52 zone is to allow an existing behavioral hospital to remain and allow an additional 24-bed expansion to be constructed at approximately 1350 East 750 North, Orem, Utah as shown in Appendix "ZZ".

B. **Concept Plan.** Property in the PD-52 zone shall be developed in conformance with the concept plan included as Appendix "ZZ" of the Orem City Code which is incorporated herein by reference and made a part hereof. No request for development within the PD-52 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.

C. **Permitted Uses.** Hospital Services (SLU 6511) and Secondary Schools (SLU 6812) are permitted uses in the PD-52 zone. All other uses are prohibited. The total number of beds related to the hospital use shall be limited to a maximum of 104 beds and the total number of beds for all uses in the zone shall be limited to a maximum of 154 beds.

D. **Final Plat.** Any final plat must conform to all development standards and requirements of Chapter 17.

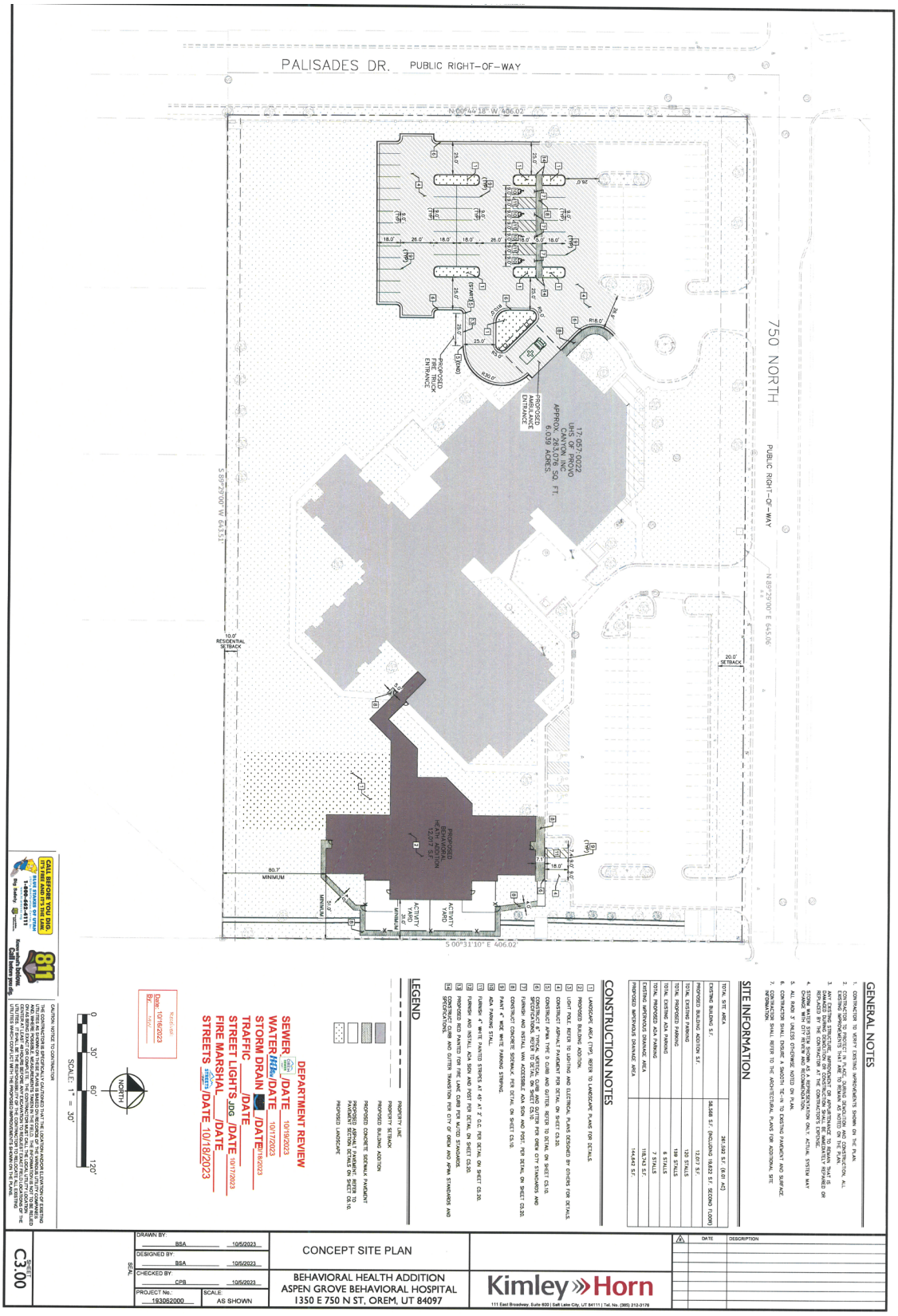
E. **Site Plan.** All development standards and site plan requirements of Section 22-14-20 shall apply to any development in the PD-52 zone. All public improvements shown on an approved site plan or amended site plan shall be completed within two (2) years of the date of approval of the site plan or recording of the final plat, whichever is later.

F. **Development Standards and Requirements.** The following development standards and requirements shall apply to all development in the PD-52 zone:

1. **Height.** The height of any structure or portion thereof shall not exceed the height of said structure (or portion thereof) shown in Appendix ZZ. 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.** All buildings shall be set back a distance from all streets, exterior property lines and other buildings as shown in Appendix ZZ. In accordance with Appendix ZZ, the setbacks of the 24-bed addition shall be at least 80 feet from the south property line and the new parking lot area to the west of the current structure shall be at least 110 feet from the south property line.
3. **Architectural Style**. Development in the PD-52 zone shall incorporate an aesthetically pleasing

architectural and design theme that conforms to the style and quality shown in Appendix ZZ. The facade *of* the new 24-bed addition shall be of similar masonry materials as the existing building.

4. **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.
5. **Utilities.** All structures shall be served by the public sewer system and public water supply. All utilities shall be placed underground. No water or sewer lines shall be placed under covered parking areas.
6. **Landscaping.** Landscaping shall be provided as generally shown in the concept plan and in accordance with Section 22-14-13. All land not covered by buildings, driveways, sidewalks or parking areas shall be permanently landscaped with trees, shrubs, lawn, or living ground cover.
7. **Lighting Plan.** Any development in the PD-52 zone shall include a lighting plan. There shall be no direct glare onto adjacent properties. All parking lots shall be well lit and in accordance with Appendix "ZZ". The lighting plan shall be designed to:
    a. discourage crime;
    b. enhance the safety of the pedestrians and guests of the PD-52 development; and
    c. enhance the appearance and design of the project.
8. **Parking.** A minimum of 139 parking stalls shall be provided in the PD-52 zone as shown in Appendix ZZ. The new addition parking requirement is based on the specific parking requirement of one (1) parking space for every two (2) beds. All parking spaces, parking areas and driveways shall be paved with asphalt, concrete and/or concrete pavers and shall be designed to allow for proper drainage.
9. **Minimum Lot Size**. The minimum lot size in the PD-52 zone shall be six (6.00) acres.
10. **Storage Areas and Solid Waste Receptacles.** All outside storage areas and solid waste receptacles which are not located within a building shall be enclosed on three sides with the same materials as used on the exterior of the main structures within the development and shall have sight-obscuring gates.
11. **Masonry Wall**. A seven foot (7') high masonry wall is required along all property lines that adjoin a residential zone. However, the height of the masonry wall shall be reduced to three feet in clear vision areas.
12. **Storm Water Facilities Plan.** Development in the PD-52 zone shall conform to all current City storm water ordinances, standards, and specifications. Roof drainage shall discharge through landscaped areas where practical.
13. **Signs** All signage in the PD-52 zone shall comply with Chapter 14 of the Orem City Code.
14. **Site Maintenance.** The site shall be maintained free from trash, weeds, garbage, paper and other refuse.



GENERAL NOTES

1. CONTRACTOR TO VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN.
2. CONTRACTOR TO PROTECT IN PLACE DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS NOT SHOWN TO BE REMOVED.
3. ANY EXISTING STRUCTURE, IMPROVEMENT OR APPURTENANCE TO REMAIN THAT IS DAMAGED BY THE CONTRACTOR, AT THE CONTRACTOR'S EXPENSE, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
4. STORM WATER SYSTEM SHOWN AS A REPRESENTATION ONLY. ACTUAL SYSTEM MAY CHANGE WITH CITY REVIEW AND RECOMMENDATION.
5. ALL ROAD X UNDER CONCRETE NOTED ON PLAN.
6. ALL ROADWAY IMPROVEMENTS SHALL BE CONSTRUCTED PER CITY STANDARDS.
7. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.

SITE INFORMATION

TOTAL SITE AREA	281,382 S.F. (6.61 AC)
EXISTING BUILDING S.F.	38,386 S.F. (INCLUDING 18,622 S.F. SECOND FLOOR)
PROPOSED BUILDING ADDITION S.F.	12,017 S.F.
TOTAL EXISTING PARKING	120 STALLS
TOTAL PROPOSED PARKING	198 STALLS
TOTAL EXISTING ADA PARKING	6 STALLS
TOTAL PROPOSED ADA PARKING	7 STALLS
EXISTING IMPERVIOUS DRAINAGE AREA	116,742 S.F.
PROPOSED IMPERVIOUS DRAINAGE AREA	144,642 S.F.

CONSTRUCTION NOTES

1. LANDSCAPE AREA (TYP.). REFER TO LANDSCAPE PLANS FOR DETAILS.
2. PROPOSED BUILDING ADDITION.
3. LIGHT POLE. REFER TO LIGHTING AND ELECTRICAL PLANS DESIGNED BY OTHERS FOR DETAILS.
4. CONSTRUCT ASPHALT PAVEMENT PER DETAIL ON SHEET C3.20.
5. CONSTRUCT 6" P.C.C. CURB AND GUTTER. REFER TO DETAIL ON SHEET C3.10.
6. CONSTRUCT 6" P.C.C. CURB AND GUTTER PER DETAIL ON SHEET C3.10. REFER TO DETAIL ON SHEET C3.10.
7. FURNISH AND INSTALL VAN ACCESSIBLE ADA SIGN AND POST, PER DETAIL ON SHEET C3.20.
8. CONSTRUCT CONCRETE SIDEWALK PER DETAIL ON SHEET C3.10.
9. PAINT 4" WIDE WHITE PARKING STRIPING.
10. ADA PARKING STALL.
11. FURNISH 4" WHITE PAINTED STRIPES AT 45° AT 2' O.C. PER DETAIL ON SHEET C3.20.
12. FURNISH AND INSTALL ADA SIGN AND POST PER DETAIL ON SHEET C3.20.
13. PROPOSED RED PAINTED CURB AND STRIPING PER DETAIL ON SHEET C3.20.
14. 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
PROPOSED LANDSCAPE

DEPARTMENT REVIEW

SEWER _____ /DATE 10/19/2023
WATER _____ /DATE 10/17/2023
STORM DRAIN _____ /DATE 10/19/2023
TRAFFIC _____ /DATE _____
STREET LIGHTS .DOC _____ /DATE 10/17/2023
FIRE MARSHAL _____ /DATE _____
STREETS _____ /DATE 10/18/2023

Revision
Date: 10/19/2023
By: JWW

CALL BEFORE YOU DIG
IT'S FREE AND IT'S THE LAW
811
Know what's below. Call before you dig.

CAUTION: NOTICE TO CONTRACTOR
THE LOCATIONS 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. IT IS POSSIBLE THAT THERE MAY BE UTILITIES AS SHOWN OR THOSE NOT SHOWN ON THESE PLANS OF WHICH THE OWNER AND THE ENGINEER ARE NOT AWARE. THE EXACT LOCATION OF ALL UTILITIES SHOWN ON THESE PLANS SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL CONTACT BLUE STAKES OF UTAH AT 811 OR 1-800-662-4111 AT LEAST 48 HOURS BEFORE ANY EXCAVATION IS BEGUN. THE CONTRACTOR SHALL CALL THE LOCAL UTILITY LOCATION REPRESENTATIVE FOR ANY UTILITIES NOT MEMBERS OF BLUE STAKES OF UTAH. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES AS NECESSARY TO AVOID CONFLICTS WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

DRAWN BY: BSA	10/5/2023
DESIGNED BY: BSA	10/5/2023
CHECKED BY: CPB	10/5/2023
PROJECT No.: 193062000	SCALE: AS SHOWN

SEAL

CONCEPT SITE PLAN

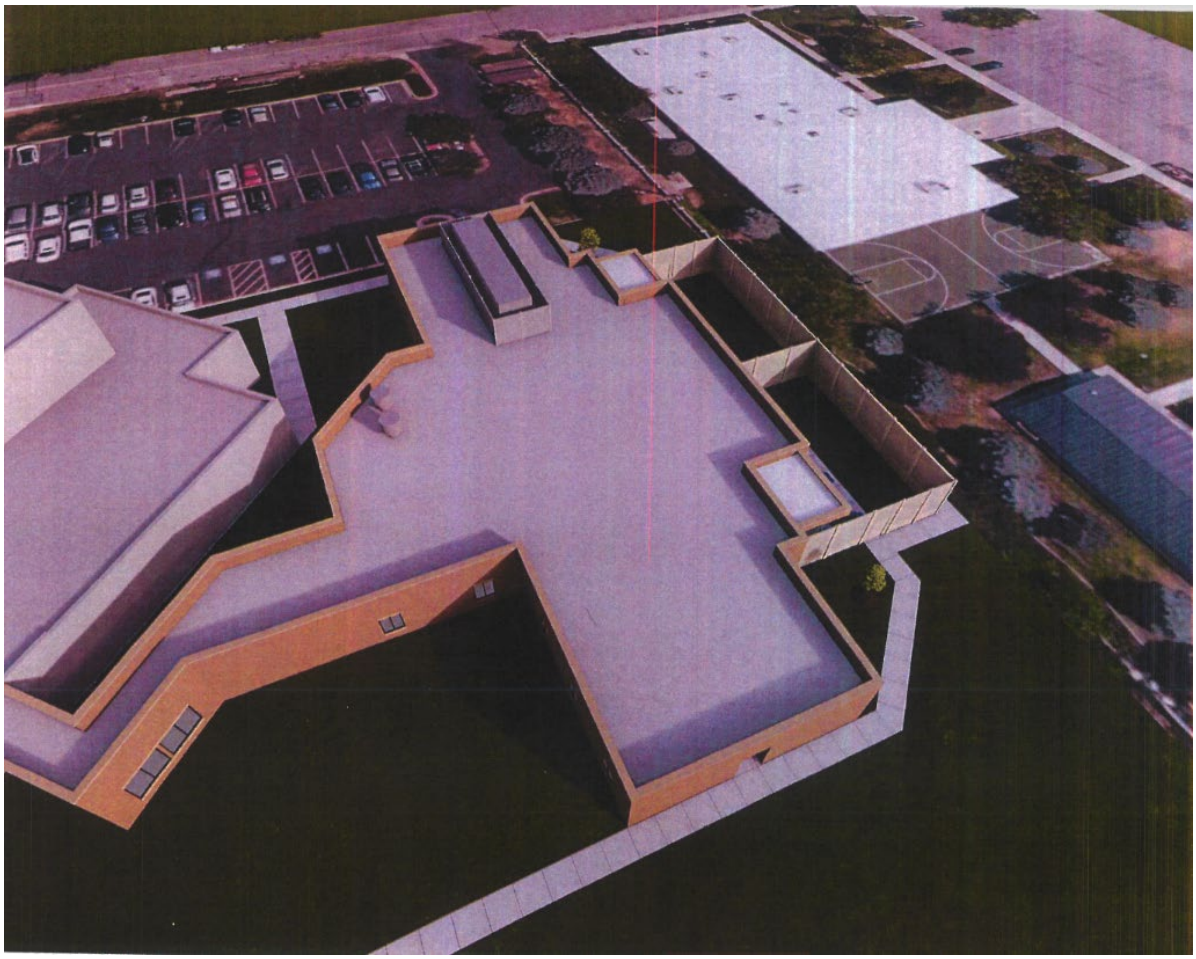
BEHAVIORAL HEALTH ADDITION
ASPEN GROVE BEHAVIORAL HOSPITAL
1350 E 750 N ST, OREM, UT 84097

Kimley»Horn
111 East Broadway, Suite 800 | Salt Lake City, UT 84111 | Tel. No. (385) 212-3170

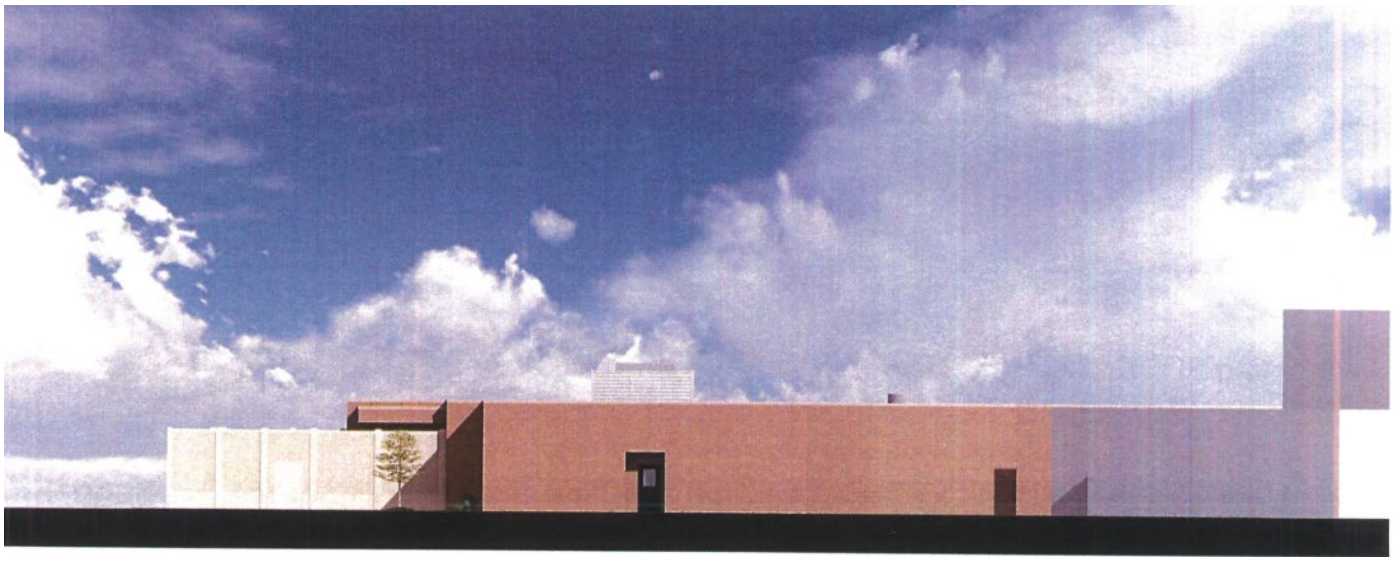
	DATE	DESCRIPTION
1		

SHEET C3.00

24 Bed Addition



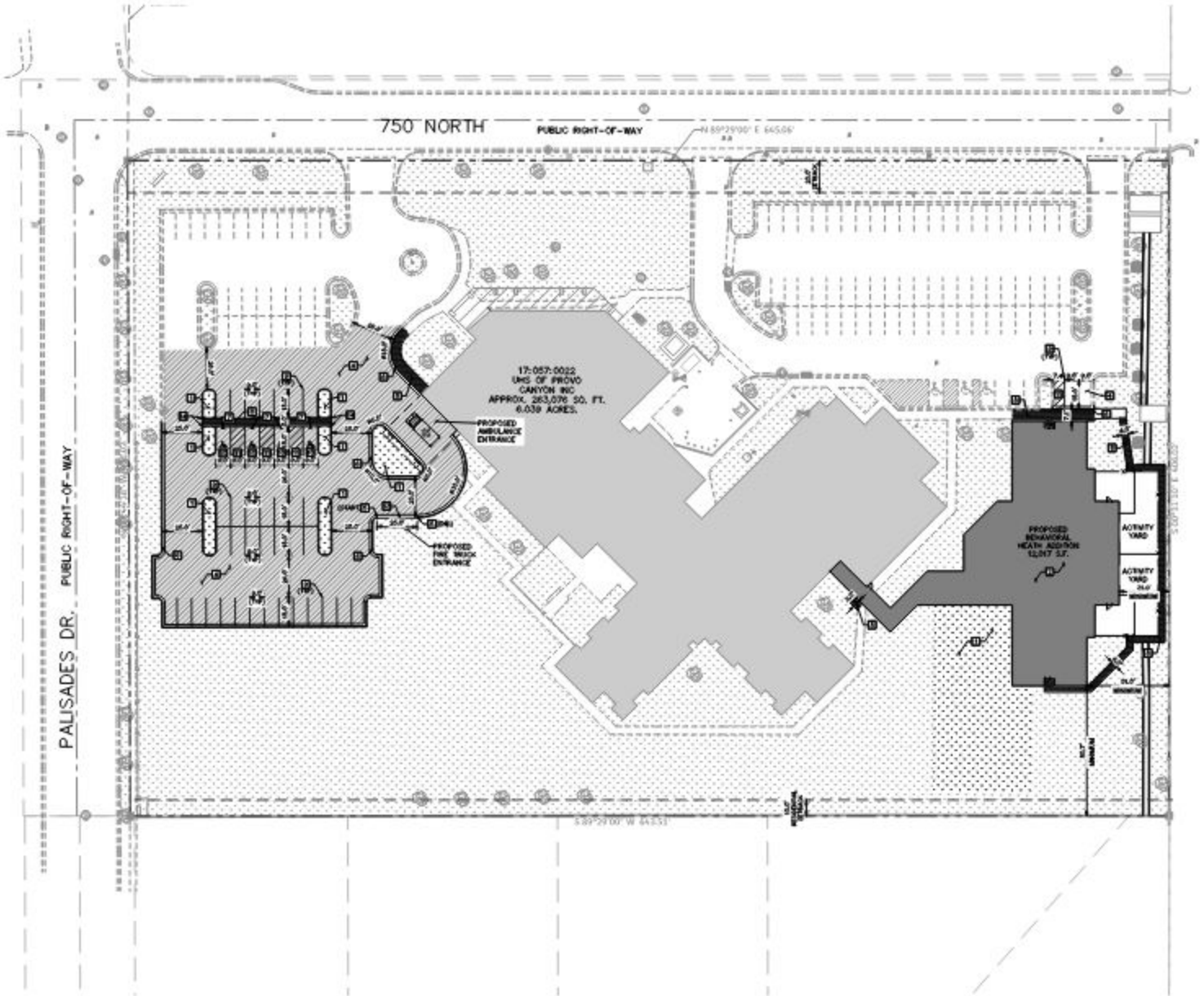
24 Bed Addition



24 Bed Addition

Existing Elevation

Existing Elevation



GENERAL NOTES

1. CONTRACTOR TO VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLANS.
2. CONTRACTOR TO PROTECT IN PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLANS.
3. ANY EXISTING STRUCTURES, 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.
4. STORM WATER SYSTEM SHOWN AS A REPRESENTATION ONLY. ACTUAL SYSTEM MAY CHANGE WITH CITY REVIEW AND RECOMMENDATION.
5. ALL RADII 3' UNLESS OTHERWISE NOTED ON PLAN.
6. CONTRACTOR SHALL ENSURE A SMOOTH TIE-IN TO EXISTING PAVEMENT AND SURFACE.
7. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.

SITE INFORMATION

TOTAL SITE AREA	263,076 S.F. (6.04 AC)
EXISTING BUILDING S.F.	88,948 S.F. (80,631SF/G 18,622 S.F. SECOND FLOOR)
PROPOSED BUILDING ADDITION S.F.	12,317 S.F.
TOTAL EXISTING PARKING	120 STALLS
TOTAL PROPOSED PARKING	111 STALLS
TOTAL EXISTING ADA PARKING	6 STALLS
TOTAL PROPOSED ADA PARKING	7 STALLS
EXISTING IMPERVIOUS DRAINAGE AREA	118,740 S.F.
PROPOSED IMPERVIOUS DRAINAGE AREA	144,642 S.F.

CONSTRUCTION NOTES

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

NORTH

0 30' 60' 120'

SCALE: 1" = 30'

CALL BEFORE YOU DIG. IT'S FREE AND IT'S THE LAW. BLUE STAKES OF UTAH 1-800-662-4111 811 Know what's below. Call before you dig.

UNION 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 UTILITY NOTIFICATION CENTER AT LEAST 24 HOURS BEFORE ANY EXCAVATION TO REQUEST THE EXACT LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT EACH OF THE UTILITIES WHICH COMPLETE WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

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CONCEPT SITE PLAN

BEHAVIORAL HEALTH ADDITION
ASPEN GROVE BEHAVIORAL HOSPITAL
1350 E 750 N ST. OREM, UT 84097

PROVO CANYON BEHAVIORAL HOSPITAL

Neighborhood Sign in

Name	City Credentials/Title	Address Organization	Email	Phone
Kristin Smith	~~[illegible]~~ Orem	451 E. Wassail Orem		
George Bills	Provo	1573 W 1970 No 84604		
Jerry Crismon	Orem	1069 S. 545 E 84097		
Huffaker	Orem	1355 E 660 N		
Hawkins	Orem	1335 E. 660 No.		
Cameron	Orem	658 N. Bella Vista		
Arthurs	Orem	651 N Bella Vista Dr		
Jarvis	Orem	1369 E 660 N		
LaNae Millett	Orem			
Mike Carpenter	Orem	1734 N 350 W		

Neighborhood Meeting

6/7/2023

See attached agenda

Concerns:

Kevin Hawkins- Real Estate Developer

- Kevin acknowledges the need for the 24 bed expansion but is concerned about proper planning.
- Enjoys his quiet, but 2 years ago he had teenage visitors that jumped his fence and was hiding in his yard. He assumed they were patients but they were not PCBH patients.
- Concerned that we are rezoning from Residential to Commercial.
- Commercial zoning does not have protection for neighborhood.
- Plan Development is the way to go. That way the neighborhood has more say and if PCBH leaves it is not zoned Commercial.
- Single story, what does that mean? The gym is single story, what are the dimensions?

Gentleman in the back

- Appreciate the services that PCBH provides and knows that it is needed because it does save lives.
- Commercial zoning is the concern.
- It will allow any commercial development to come.
- A Plan Development is more desirable.
- Will the noise level increase? No there will be no increase of noise.
- Has had a history or an adolescent was hiding in shrubs from residential down the hill. Possibly Heritage?
- There is a safety concern.
- Biggest problem is the zoning to commercial.
- Open to Plan Development zoning.

Bruce Cameron- Developer

- Commercial zoning is the main concern.
- A Plan Development is a better way to go.
- If we go with a Plan Development would like to turn the addition more Northeast.
- Rotate to the Northeast and put parking in the corner instead.
- Went to city and they had nothing, is PCBH talking with the city? *PCBH is seeking neighborhood input before making application to the city.*
- Changing to commercial zoning affects the future.
- The plan is not a problem.
- Would not want to deny the addition, but would like to minimize the effect on the property owners.
- With a Plan Development the neighborhood could say that the property can only be used as a Psychiatric Hospital and no other uses. *Neighbors have appreciation of that fact.*

Mrs. Jarvis

- Bought her house because of her back yard. This addition will affect her the most because it is her back yard.
- Her peace is taken away.
- The patients can see in her house and yard if they were closer, her and her grandchildren could no longer use the yard they moved there for.

We are here to present and listen to the concerns. We want to be good neighbors.

Meeting was adjourned at 7:00PM.

George Bills

From: George Bills <george@gardnerassoc.net>
Sent: Tuesday, June 6, 2023 10:35 AM
To: 'Kirk Beecher'
Subject: RE: Neighborhood Meeting - Behavioral Hospital addition

Thank you for reaching out. The access will remain the same. The parking will need to be increased due to the new women's health addition. The parking lot on the west side of the building will be expanded to the south to accommodate the new required parking.

I hope that helps. If you have any additional questions, please don't hesitate to write, or call.

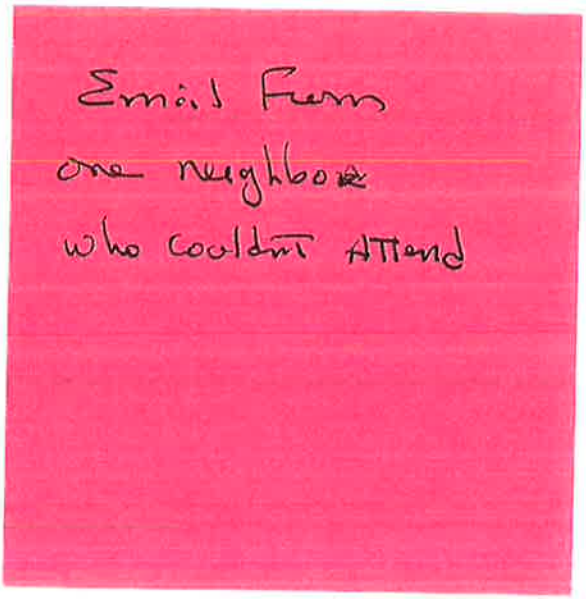
Thank you.

From: Kirk Beecher <Kirk@cuwcd.gov>
Sent: Tuesday, June 6, 2023 7:58 AM
To: george@gardnerassoc.net
Subject: Neighborhood Meeting - Behavioral Hospital addition

George,
I will not be able to attend your meeting tomorrow night and had a question that we have about the proposed expansion. How will this proposed expansion impact parking and access? Other that, we don't have any issues with the expansion.
Thanks, Kirk Beecher

Please note: My email address has changed to: kirk@cuwcd.gov

Kirk D. Beecher, P.E.
Lands Project Manager
Central Utah Water Conservancy District
801-361-3946 (cell) | 801-226-7193 (office)
kirk@cuwcd.gov
1426 E 750 N, Suite 400 | Orem, UT 84097



1

TRAFFIC IMPACT STUDY

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:
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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:	Project Access Driveways:
1. 800 North / Palisades Drive	A. 750 North / Access A
2. 750 North / Palisades Drive	B. 750 North / Access B
	C. 750 North / Access C

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Figure ES-1
Study Area Intersections and Access Locations

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.

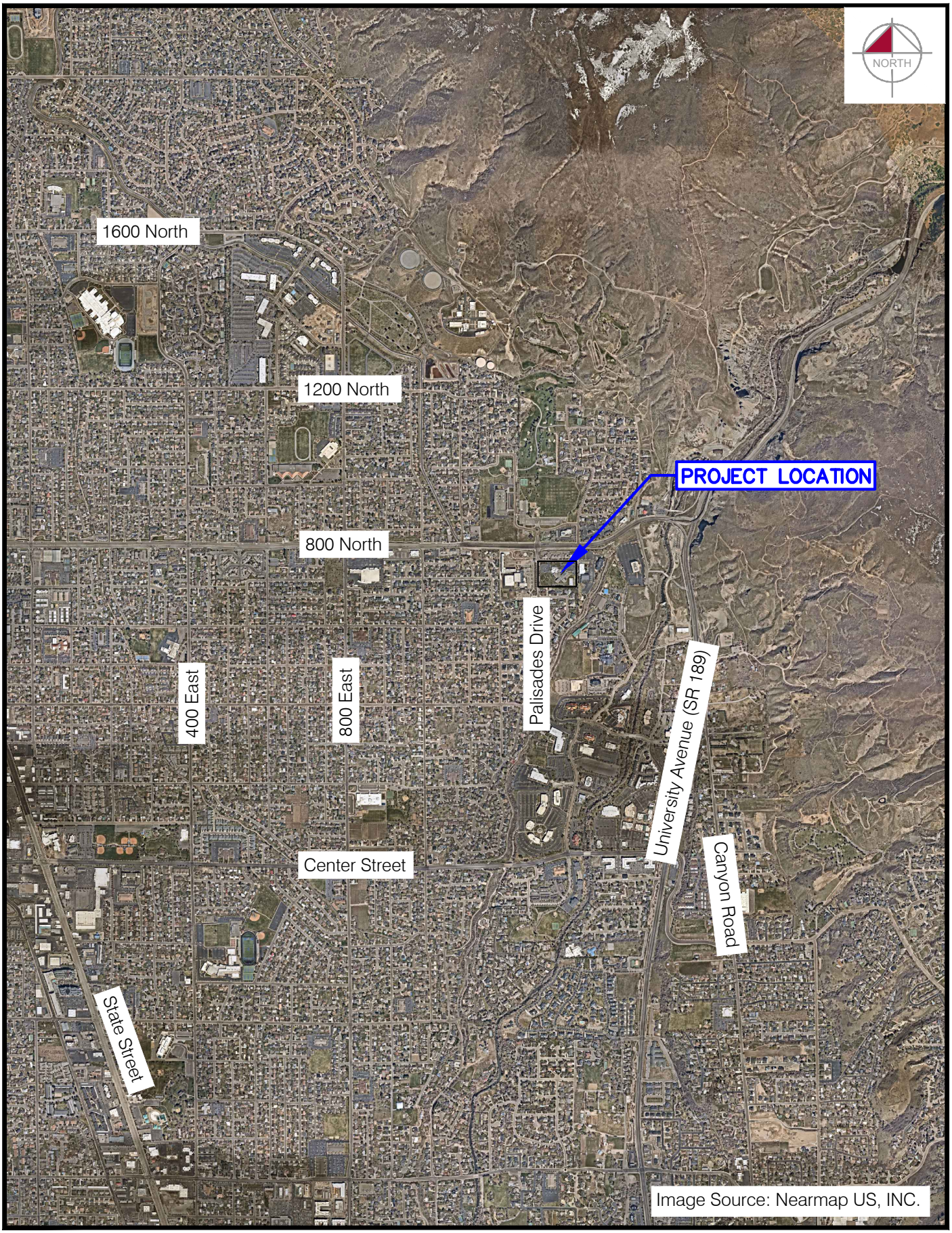

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Figure 1
Vicinity Map

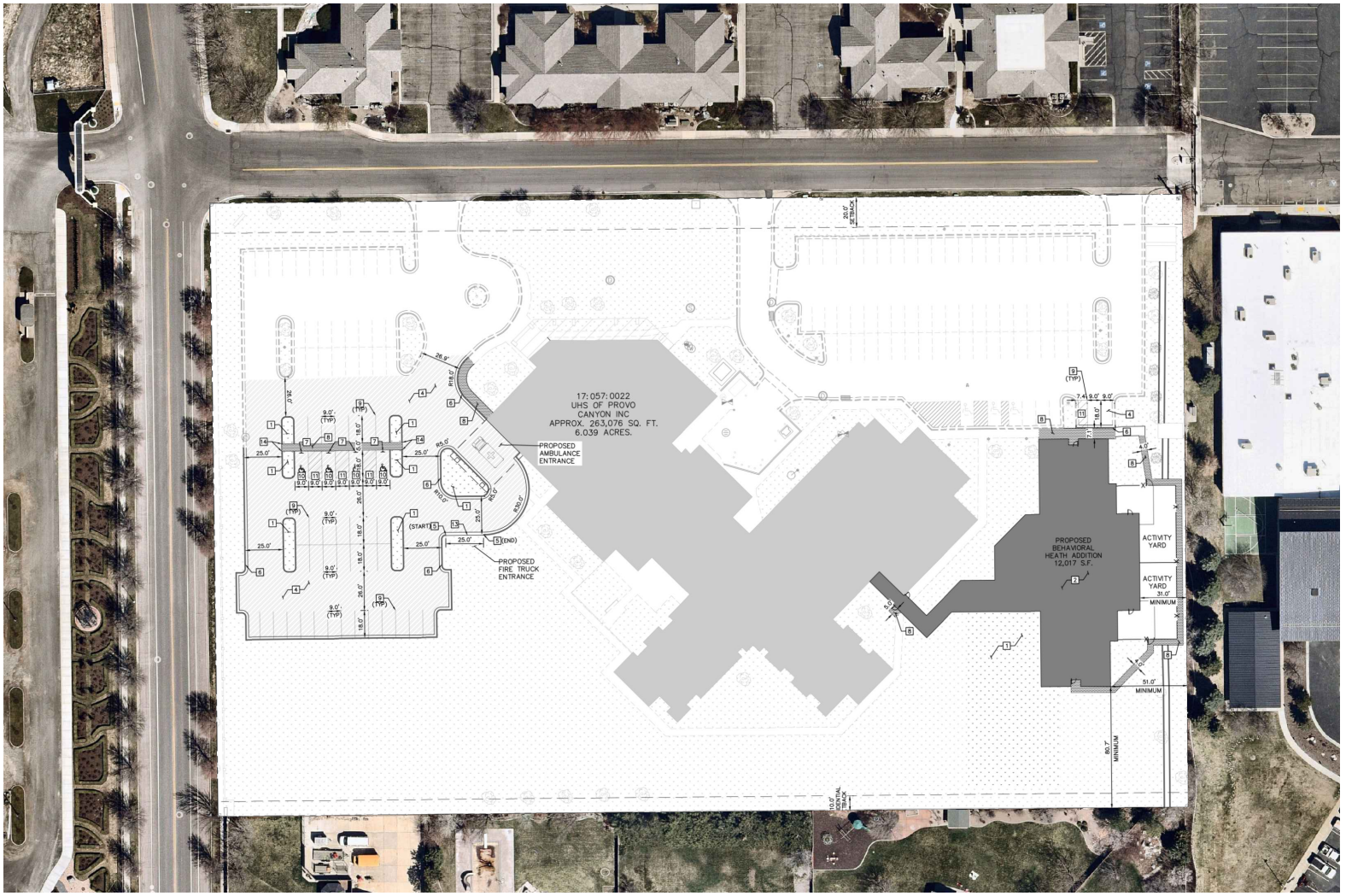

Image Source: Stengel-Hill Architecture

Figure 2
Conceptual Site Plan

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**.

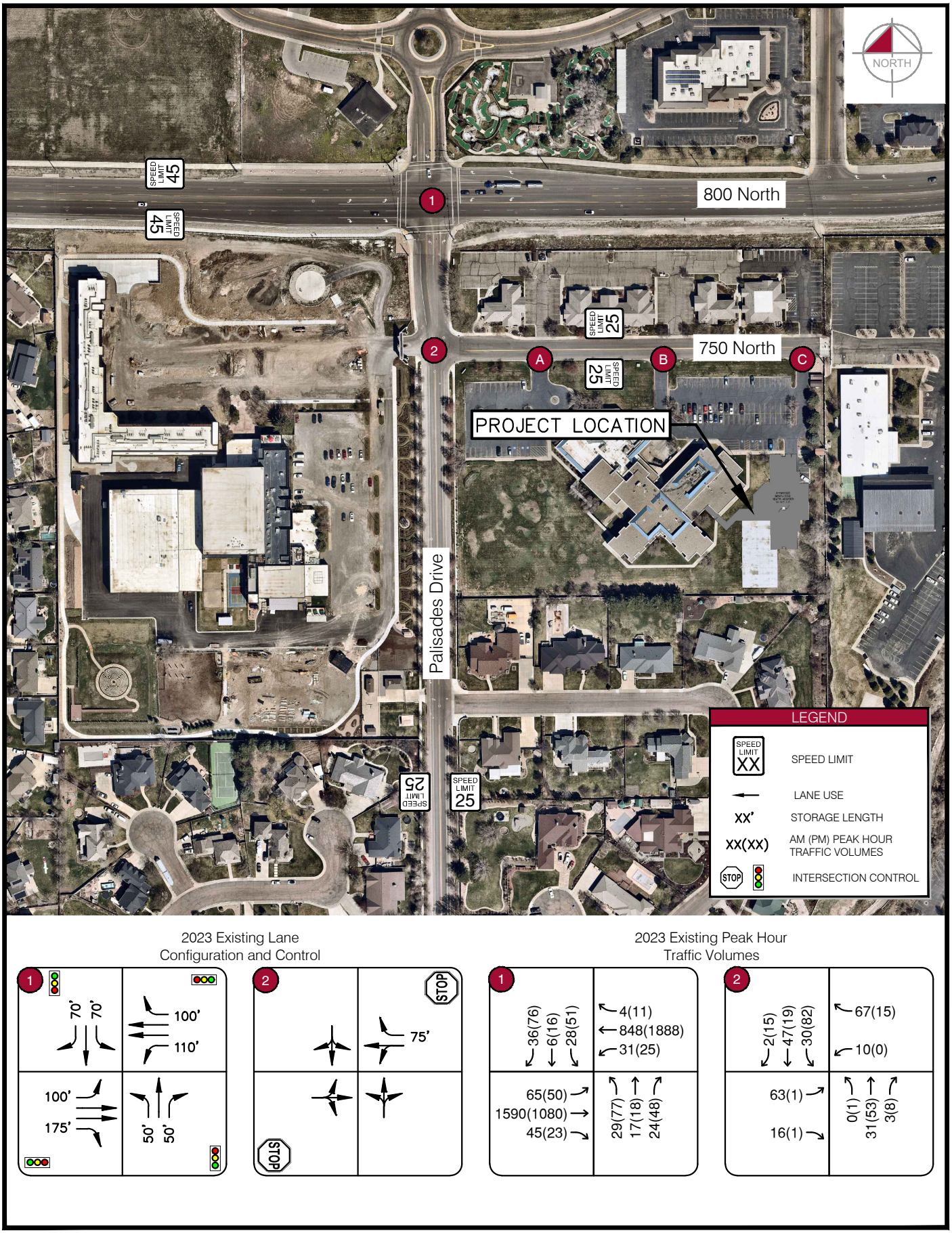

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Figure 3
2023 Existing Conditions

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.

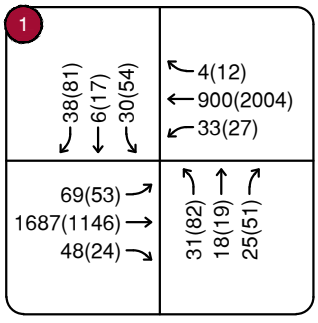
4.2. Planned Improvements

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**.



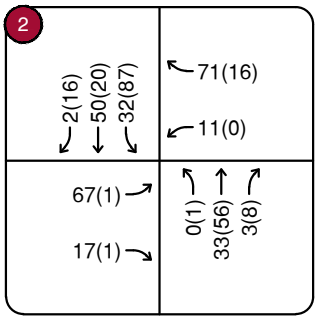


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Figure 4
2025 Background Peak Hour Traffic Volumes

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.

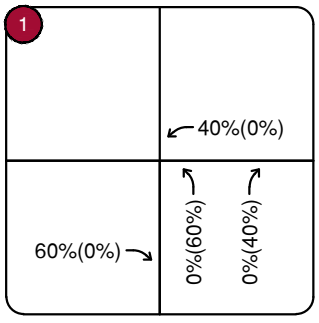
Trips were assigned using the lane geometry and intersection control shown in **Figure 3** as well as the project trip distribution and estimated traffic generation provided in **Figure 5** and **Table 1**, respectively. Project trip assignment is illustrated in **Figure 5**.

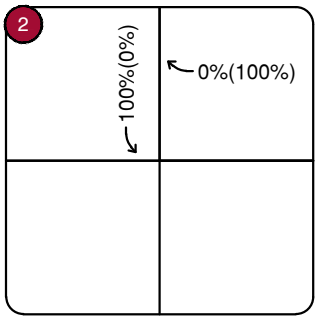
4.7. 2025 Background Plus Project Traffic Volumes

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.

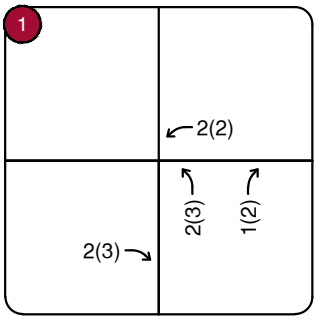
The 2025 background plus project peak hour traffic volumes are illustrated in **Figure 6**.

Project Trip Distribution





Project Trip Assignment



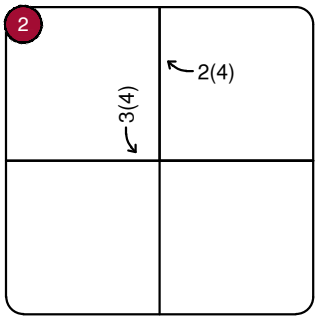


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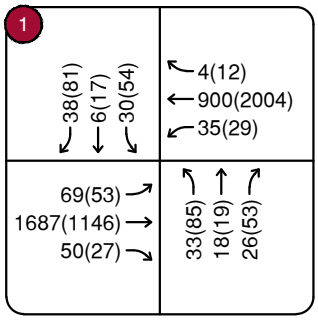
Figure 5
Project Trip Distribution and Assignment



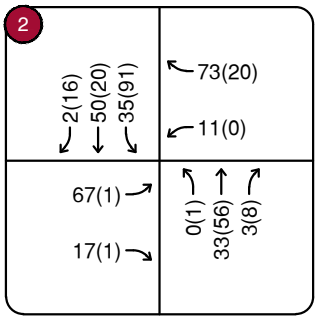


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Figure 6
2025 Background Plus Project Peak Hour Traffic Volumes

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

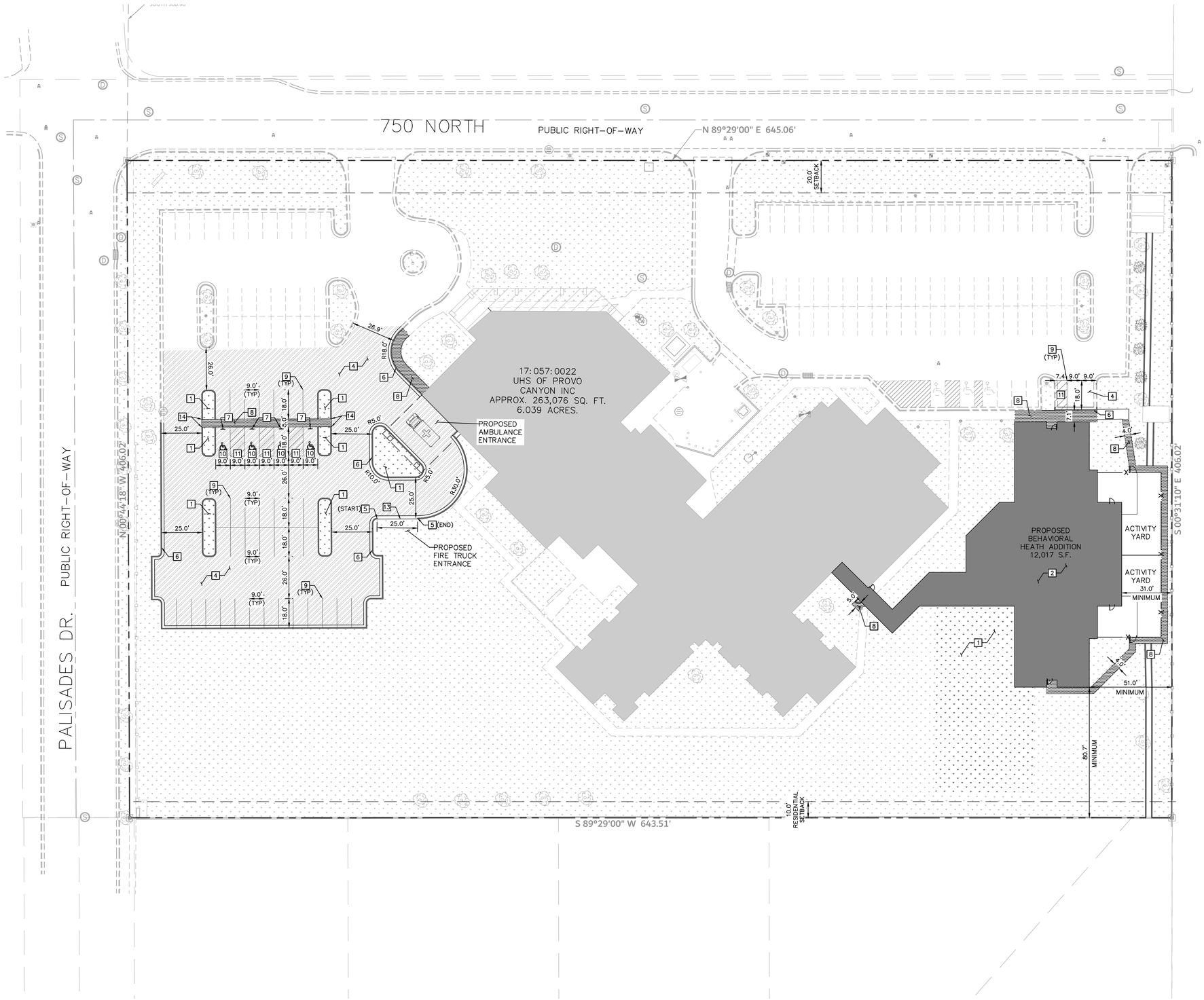
The expansion to the Provo Canyon Behavior Hospital is anticipated to generate 62 daily trips, with five new trips occurring in the AM peak hour and eight new trips occurring in the PM peak hour of a typical weekday. It is not expected that the minor increase in traffic generation will degrade the current 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

1. CONTRACTOR TO VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN.
2. CONTRACTOR TO PROTECT IN PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
3. 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.
4. STORM WATER SYSTEM SHOWN AS A REPRESENTATION ONLY. ACTUAL SYSTEM MAY CHANGE WITH CITY REVIEW AND RECOMMENDATION.
5. ALL RADII 3' UNLESS OTHERWISE NOTED ON PLAN.
6. CONTRACTOR SHALL ENSURE A SMOOTH TIE-IN TO EXISTING PAVEMENT AND SURFACE.
7. 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

1. LANDSCAPE AREA (TYP), REFER TO LANDSCAPE PLANS FOR DETAILS.
2. PROPOSED BUILDING ADDITION.
3. LIGHT POLE. REFER TO LIGHTING AND ELECTRICAL PLANS DESIGNED BY OTHERS FOR DETAILS.
4. CONSTRUCT ASPHALT PAVEMENT PER DETAIL ON SHEET C5.20.
5. CONSTRUCT APWA TYPE D CURB AND GUTTER. REFER TO DETAIL ON SHEET C5.10.
6. CONSTRUCT 6" TYPICAL VERTICAL CURB AND GUTTER PER OREM CITY STANDARDS AND SPECIFICATIONS. REFER TO DETAIL ON SHEET C5.10.
7. FURNISH AND INSTALL VAN ACCESSIBLE ADA SIGN AND POST. PER DETAIL ON SHEET C5.20.
8. CONSTRUCT CONCRETE SIDEWALK. PER DETAIL ON SHEET C5.10.
9. PAINT 4" WIDE WHITE PARKING STRIPING.
10. ADA PARKING STALL.
11. FURNISH 4" WHITE PAINTED STRIPES AT 45° AT 2' O.C. PER DETAIL ON SHEET C5.20.
12. FURNISH AND INSTALL ADA SIGN AND POST PER DETAIL ON SHEET C5.20.
13. PROPOSED RED PAINTED FOR FIRE LANE CURB PER MUTCD STANDARDS.
14. 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

NORTH

0 30' 60' 120'

SCALE: 1" = 30'

CALL BEFORE YOU DIG. IT'S FREE AND IT'S THE LAW.
BLUE STAKES OF UTAH Utility Notification Center, Inc.
1-800-662-4111
www.bluestakes.org
Dig Safely.

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

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.

	DATE	DESCRIPTION
1	10/05/2023	VALIDATION SET

Kimley»Horn
111 East Broadway, Suite 600 | Salt Lake City, UT 84111 | Tel. No. (385) 212-3176

HORIZONTAL CONTROL

BEHAVIORAL HEALTH ADDITION
ASPEN GROVE BEHAVIORAL HOSPITAL
1350 E 750 N ST, OREM, UT 84097

DRAWN BY: BSA	10/5/2023	
DESIGNED BY: BSA	10/5/2023	
CHECKED BY: CPB	10/5/2023	
PROJECT No.: 193062000	SCALE: AS SHOWN	

SEAL

SHEET
C3.00

Date: 10/5/2023 4:29 PM User: ALLSOP, BRAYDEN
Path: K:\UCO_CIVIL\193062000 PROVO CANYON BEHAVIORAL HOSPITAL\CADD\PLANSHEETS\HC.DWG
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 by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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 Tot	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 Tot	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 Tot	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 Tot	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
Interection 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**

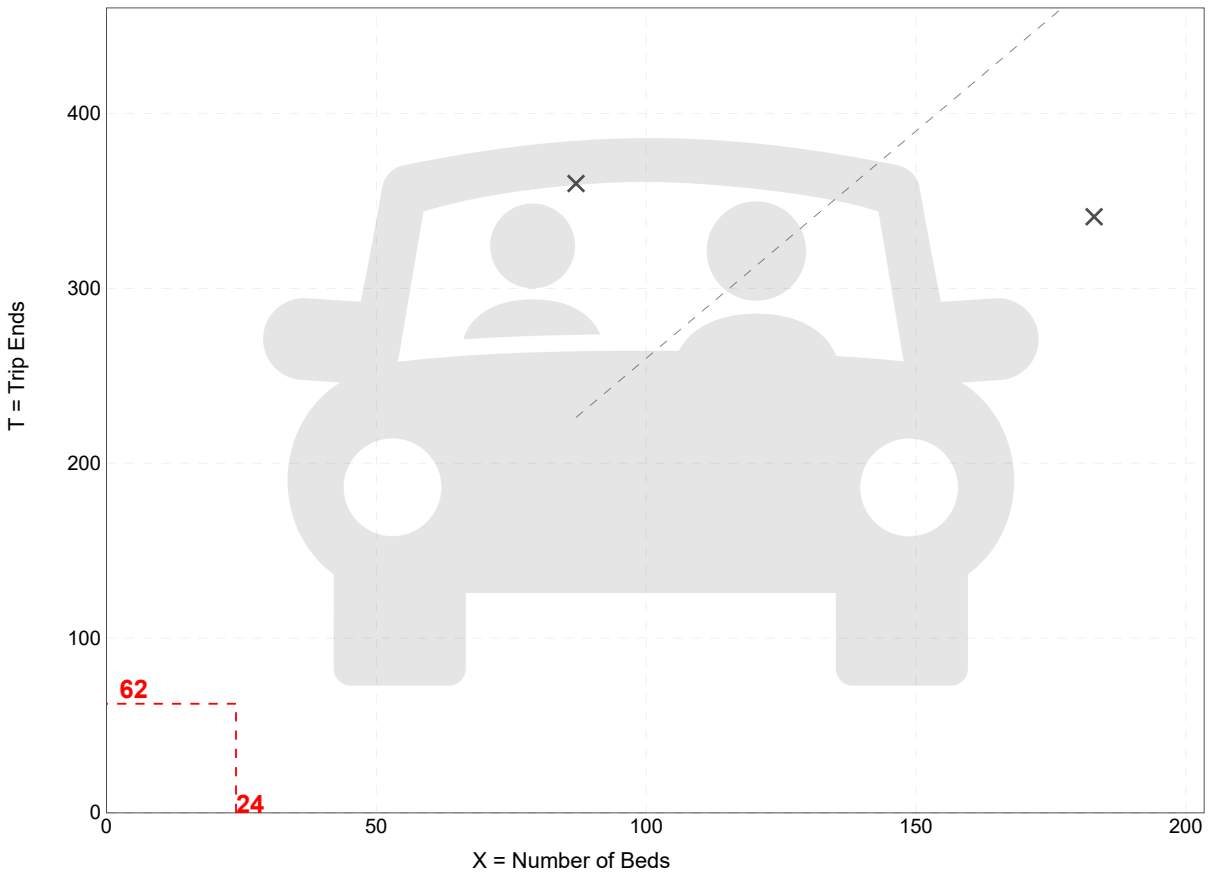
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Beds: 135
Directional Distribution: 50% entering, 50% exiting

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



Fitted Curve Equation: Not Given

R^2= **

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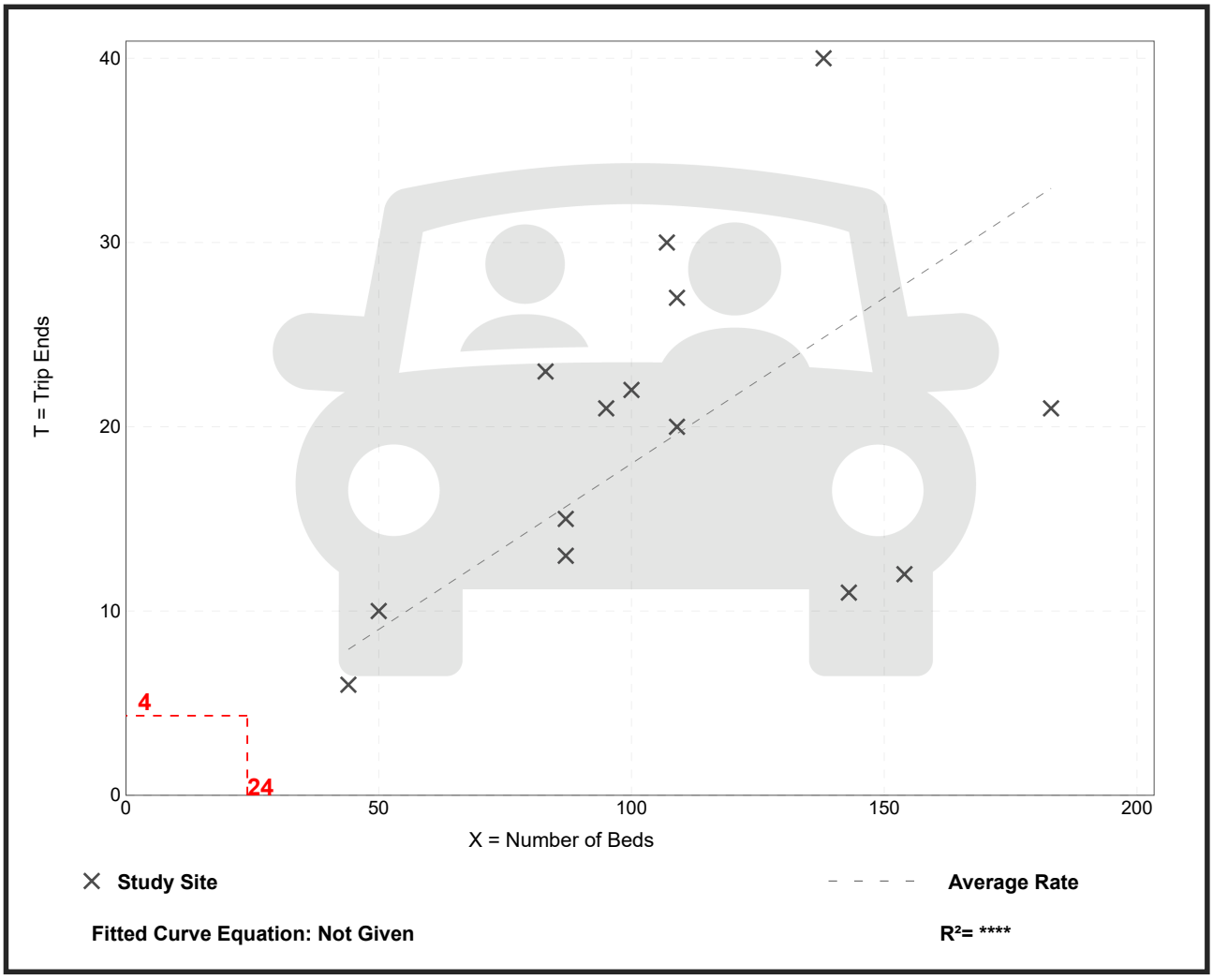
Assisted Living
(254)

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



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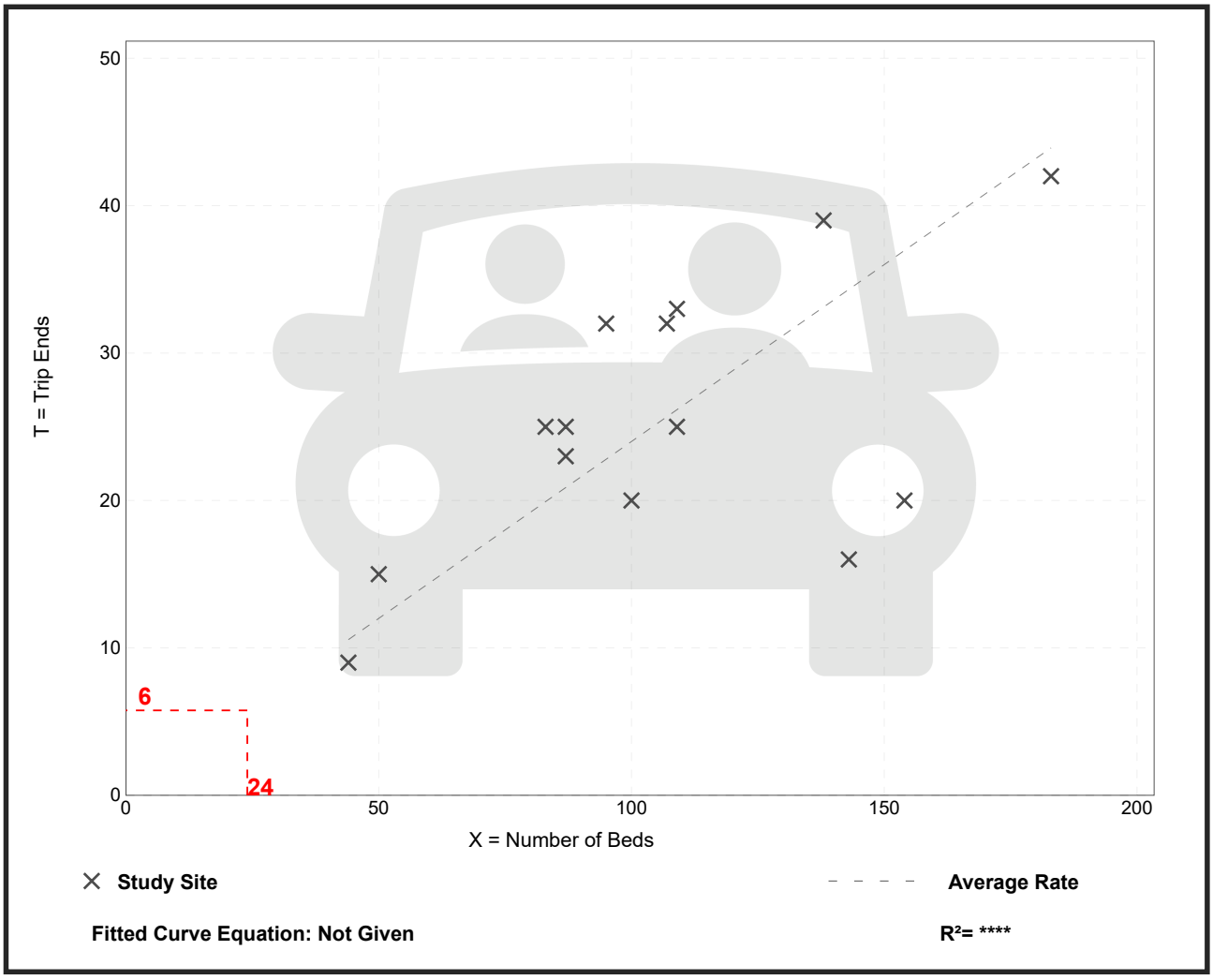
Assisted Living
(254)

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



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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+I1), 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

Intersection	
Int Delay, s/veh	6.4

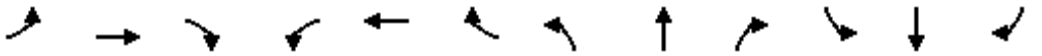
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	0	16	10	0	67	0	31	3	30	47	2
Future Vol, veh/h	63	0	16	10	0	67	0	31	3	30	47	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	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+I1), 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									

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	EBLn1	WBLn1	WBLn2	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	0	-
HCM Lane LOS	A	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+I1), 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									

Intersection	
Int Delay, s/veh	6.5

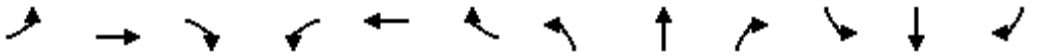
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	0	17	11	0	71	0	33	3	32	50	2
Future Vol, veh/h	67	0	17	11	0	71	0	33	3	32	50	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	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+I1), 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									

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+I1), 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									

Intersection	
Int Delay, s/veh	6.6

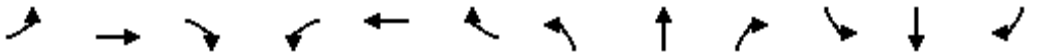
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	0	17	11	0	73	0	33	3	35	50	2
Future Vol, veh/h	67	0	17	11	0	73	0	33	3	35	50	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	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+I1), 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

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	EBLn1	WBLn1	WBLn2	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	0	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1	0.2	-	-

For more information, contact Makayla Wagstaff at
(801) 229-7239 or mkwagstaff@orem.gov

City Council Chambers, 56 N State Street

City Council
Tue, Dec 12, 2023
6:00 pm

Planning Commission
Wed, Dec 6, 2023
4:30 pm

*** IMPORTANT DEVELOPMENT NOTICE ***

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).

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

For more information, contact Makayla Wagstaff at
(801) 229-7239 or mkwagstaff@orem.gov

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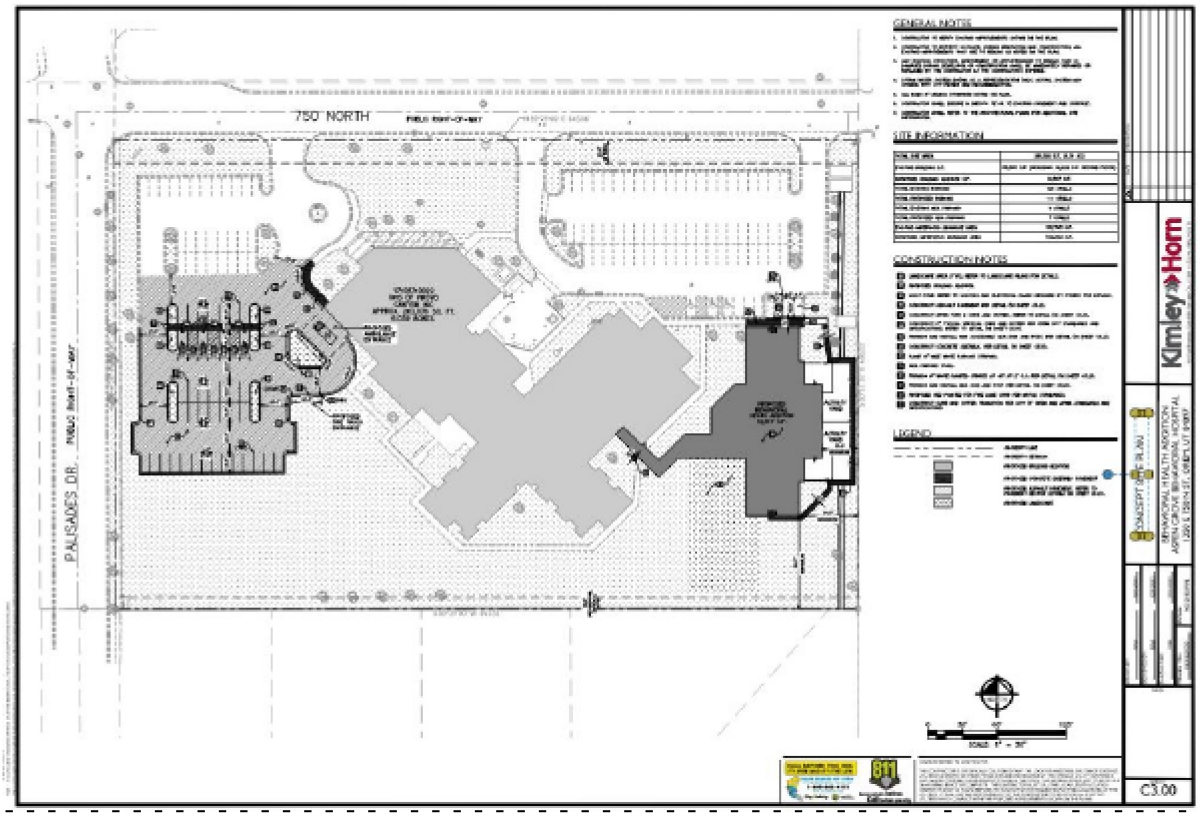
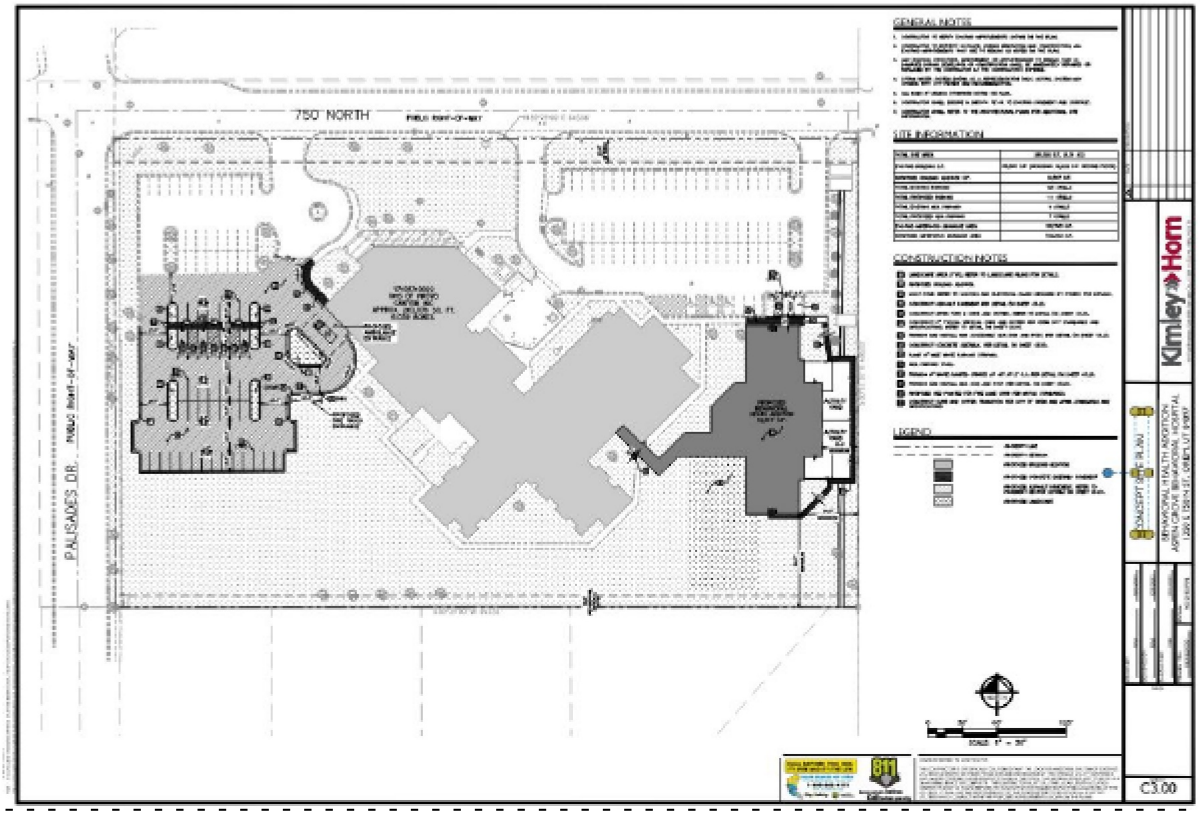
HAWKINS, KEVIN B & JEAN
7076 S ALTON WAY BLDG H
CENTENNIAL, CO 80112



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, 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

OREM Legislative	Planning Commission December 6, 2023	Item 3.8
	MAP AMENDMENT – Amending the Lakeview Area Street Connection Master Plan to eliminate the street connections between 1430 South/400 West and 360 West/1600 South.	Prepared By: Cheryl Vargas Applicant: **Jay Liechty**

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 448 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation: **High Density Residential**
- Current Zone: **R12 & R8**
- Acreage: **11.9**
- Neighborhood: **Lakeview**

ACTION:

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

REQUEST: The applicant requests the City amend the Lakeview Area Street Connection Master Plan to eliminate the street connections between 1430 South/400 West and 360 West/1600 South.

BACKGROUND: The applicant is proposing to eliminate two street connections between 1430 South and 1600 South which are in the Lakeview Area Street Connection Master Plan. One connection would provide connectivity between 1430 South and 400 West. The second connection to be eliminated is between 360 West and 1600 South.

The street connections need to be in place to prevent parcels in the area from becoming landlocked. The identified street connections also complete a grid network to mitigate intersection congestion at Sandhill Road and Main Street. The street connections enhance emergency response time and opportunities for water and sewer utility connections. Currently there are 10 separate parcels that are on a septic tank system that could connect into a City sewer system with the opportunity of a street connection. With the elimination of street connections, traffic isn't evenly distributed on the street network resulting in reduced levels of service and the need for signalized intersections. Staff supports street connections and the completion of a grid network.

If this elimination of required street connections is approved, the applicant could proceed with the proposed concept plan, however, if not approved the street connection from 1430 South and 400 West would be required for street connectivity as described above.

Traffic (items are in reference to the new concept plan requested at 10.18.23 Planning Commission):

General Comment

1. This plan does not meet the adopted access management/ connectivity plan.

Single-Family Subdivision

1. The City has discussed not allowing more access on Sandhill Road (this comment is in reference to the vacant land to the west and suggestions on ways they may develop in the future with access to Sandhill Road). The 1550 South connection shown may need to be removed. This removal may cause maximum cul-de-sac issues (650').

2. The cul-de-sac on 360 West does not address the three lots to the west that are still landlocked.

Cabin Rental Area

1. The Sub-local roads need to be at least 28' wide. The submittal shows 24' at one location but it does not show what the other road widths are.
2. This area may exceed the maximum 650' access length.

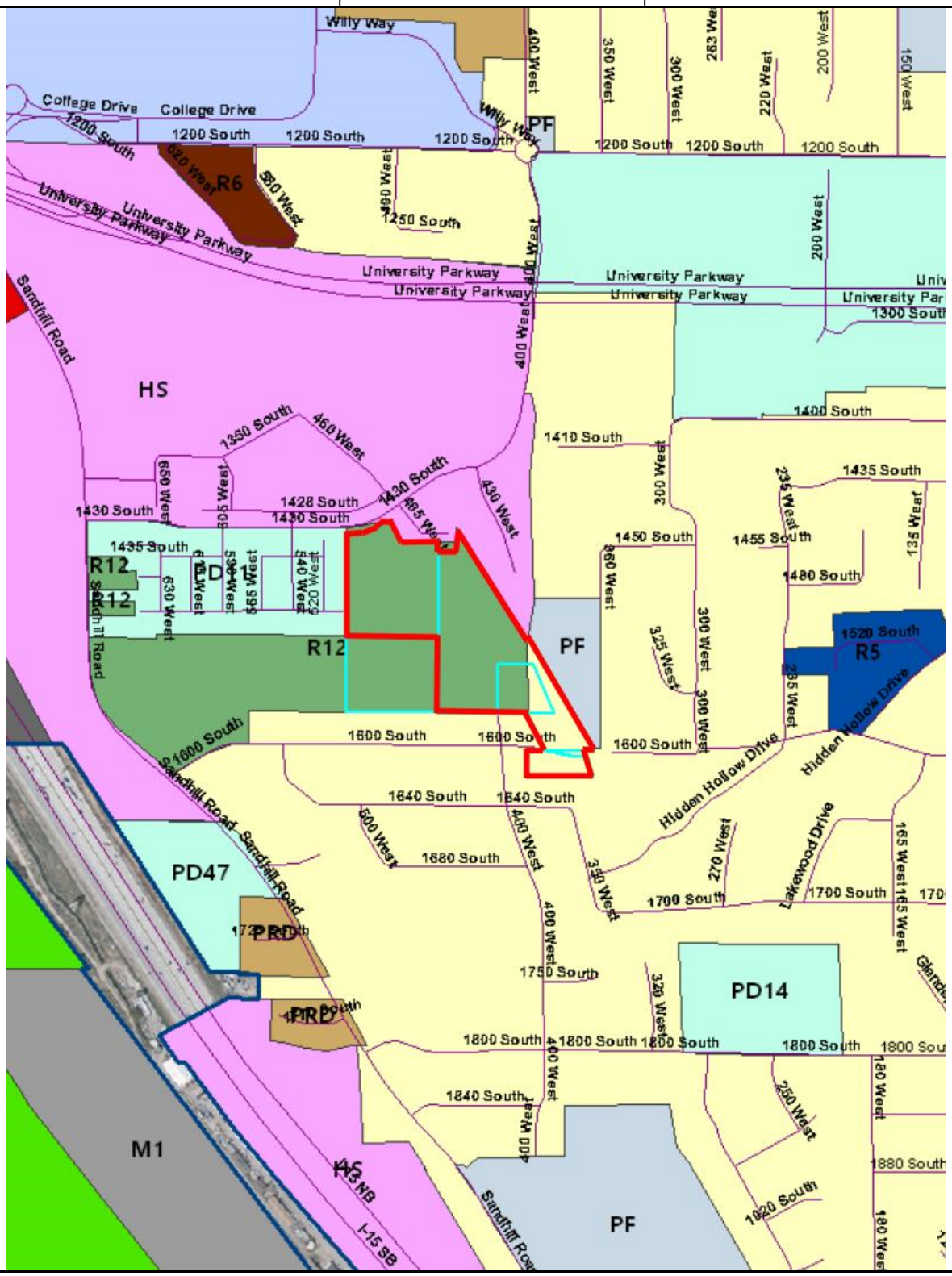
Retail/Restaurant/Event Center Area

1. The diagonal parking near the entrance off 1430 South has been removed on the new concept plan. This stops vehicles from backing into the entrance.
2. Traffic circulation and parking has been modified for the better on the new concept plan.
3. There are dimensions that are needed for the turnaround near the pickle ball courts for traffic. Whether this is a U-turn area or a three-point turn for people to turn around will need to be clarified (neither of these configurations would be allowed by ordinance).
4. There is an issue with the parking on the north side of the Event Center. This may need to be moved north to the south side of retail space. This would open up the drive aisle to line up with the cabin area road. ADA parking may need to be moved to the west side of the building.

RECOMMENDATION: Staff recommends the Planning Commission consider a recommendation to the City Council to amend the Lakeview Area Street Connection Master Plan to eliminate the street connections between 1430 South/400 West and 360 West/1600 South.

University Parkway
University Parkway
University Parkway
University Parkway
University Parkway
400 West
200 West
1300 South
1400 South
1410 South
1350 South
1350 South
460 West
1400 South
650 West
650 West
605 West
1430 South
1428 South
1428 South
1430 South
1430 South
1430 South
405 West
430 West
300 West
1435 South
1435 South
1435 South
1435 South
1475 South
630 West
615 West
590 West
590 West
565 West
540 West
520 West
520 West
1520 South
1520 South
1450 South
1455 South
235 West
235 West
185 West
185 West
1480 South
360 West
300 West
325 West
300 West
1520 South
235 West
Hidden Hollow Drive
1600 South
1600 South
1600 South
1600 South
1600 South
1600 South
1600 South
Sandhill Road
Sandhill Road
Sandhill Road
Sandhill Road
Sandhill Road
400 West
1640 South
1640 South
1640 South
500 West
400 West
350 West
350 West
1700 South
1680 South
270 West
Lakewood Drive
165 West
1700 South
1700 South
1700 South
165 West
I-15 NB
1725 South
400 West
1750 South
320 West
1770 South
1800 South
1800 South
1800 South
1800 South
1800 South

Sherwood Haven



Legend

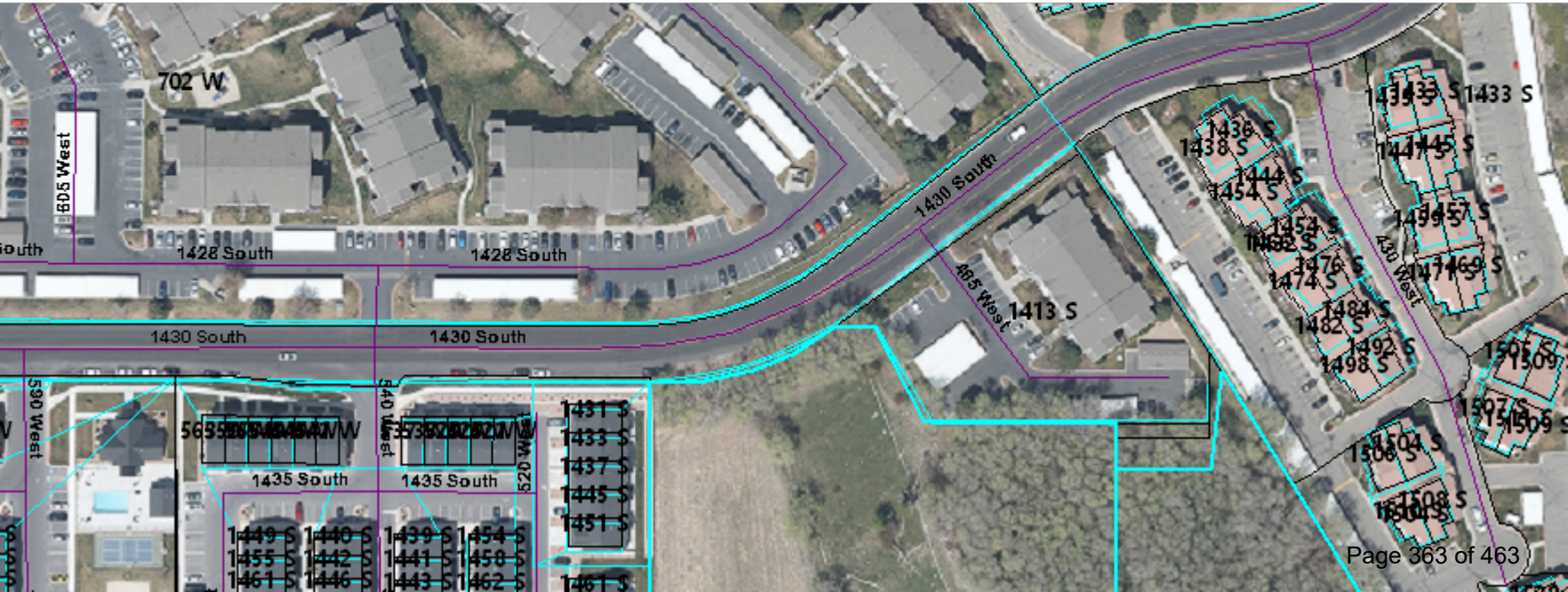
Rezone & Map Amendment
Zone: R12 to HS
Acres: 15.02

NEIGHBORHOOD
Lakeview

1430 S 400 West
Parcels

460 West
400 West
1410 South
300 West
200 West
1430 South
1428 South
365 West
250 West
1430 South
1435 South
1450 South
1455 South
360 West
340 West
1520 South
1520 South
350 West
325 West
230 West
1600 South
1600 South
1600 South
400 West
1640 South
1640 South
1640 South
350 West
400 West
1680 South

Sherwood Haven
Jay Liechty
Applying to remove these four red circles - connections from this Map.


702 W
605 West
1428 South
1428 South
1430 South
1430 South
1430 South
590 West
540 West
520 West
1435 South
1435 South
1431 S
1433 S
1437 S
1445 S
1451 S
1449 S
1440 S
1439 S
1454 S
1455 S
1442 S
1441 S
1458 S
1461 S
1446 S
1443 S
1462 S
1461 S
1413 S
465 West
1436 S
1438 S
1444 S
1454 S
1454 S
1476 S
1474 S
1484 S
1482 S
1492 S
1498 S
1433 S
1445 S
1457 S
1469 S
430 West
1504 S
1506 S
1508 S
1509 S

NO.	REVISIONS	BY	DATE
5			
4			
3			
2			
1			

DESIGNED BY: DATE:
DRAWN BY: DATE:
CHECKED BY: DATE:
APPROVED: DATE:
COGO FILE: DATE:
REV. COGO FILE: DATE:

K:\3-22-060 SHERWOOD HAVEN\CAD\Design\SHERWOOD HAVEN-CONCEPT-7-B.dwg 11/20/2023 10:41 AM

Northern ENGINEERING INC
ENGINEERING-LAND PLANNING
CONSTRUCTION MANAGEMENT
1040 E. 800 N.
OREM, UTAH 84097
(801) 802-8992

SHERWOOD HAVEN

CONCEPT SITE PLAN #7

OREM, UTAH

JOB NO. 3-22-060

SHEET NO. 1

Street view from 400 West

Street view from 1430 South

Neighborhood Petition

- for -

Development of Peterson Tree Land and Removal of Drug Influence in the Neighborhood

To Orem City,

We the neighbors living in the residential neighborhoods next to the Peterson land (9.45 acre tree property North of 400 W and 1600 S Orem UT) and the vacant Orem City land to the east of the Peterson property, support and are in favor of development of this land in a manner that would preserve our quiet, peaceful and family-friendly neighborhoods from the negative influences of high density congestion (high density apartments and University Parkway, etc) to the North of this land, and remove the drug activity happening there. The results we want from such a development are:

-No increased traffic in our neighborhoods.

-No increased parking on our neighborhood streets.

-A barrier between our neighborhoods and the high-density congestion to the North, like the undeveloped tree property currently provides.

-No through roads allowing traffic and parking problems, etc into our neighborhoods;

a) no to 400 W connecting to 1430 S (as is in the City Master Plan. Let's change the Master Plan),

b) no to 1600 S below the hill connecting to 1600 S above the hill, and

c) no to either 1600 S or 400 W below the hill connecting to 360 W above the hill.

There could be dead-ends or cul-de-sacs connecting to 1430 S or Sandhill Road.

-Keep the trees and forest to prevent noise and sight pollution, but clean it up from transients/hobos and drug activity, and properly care for the trees with pruning/trimming etc and then maintain it.

-Develop in such a way that pays for itself and guarantees it will permanently protect our neighborhoods, and maintain the peace and quiet, and family-friendly environment our neighborhoods have now.

-Removal of the "graffiti pit" which attracts drug activity and vandals.

-Development of a small neighborhood park on the city land to the East of the trees for beautification, public use and to eliminate the current high drug activity happening there, by having increased traffic from the public and lighting up the area at night etc.

-a few blocks to the East, improved security or strength to the gate in the brick wall dividing the Golden Corral parking lot from 1400 S to prevent undesirable through traffic, loitering, litter and other disruptive problems.

Thank you for your consideration and cooperation,

Save the Neighborhood!

A possible road connecting 1600 S (below the hill), to 360 W (on the hill) would allow a lot of traffic from I-15 via Sandhill Road to pass through our quiet neighborhood. Cars traveling to State Street, and even BYU etc, would use this route. Once on the hill 1400 S, 1600 S, 300 W & Hidden Hollow Drive, would be traveled. If you do not want this drastic change let the City know. Planning & Zoning (801) 229-7183; https://orem.org/planning/

Below:
Information from a recent MLS listing/sales flyer with such a proposal for the land.

CONCEPT ART

Proposed concept art for lots that could potentially be built on the property. The current state is raw land. The city of Orem has verbally discussed and agrees with this plan.

Sherwood Haven Orem Utah

Feedback from neighbors not attending the Neighborhood meetings (as of Feb 5 2023):

- Many other neighbors (14 households so far) who did not attend the meeting have said they like or are ok with this. Some have signed a petition in favor of it. Some of their comments:
    - Would like to see the 4 acre city property included in Sherwood Haven.
    - Don't care what happens to the city property. Don't care if it never is a park.
    - best idea they had heard and were very excited.
    - likes the resort idea and is looking forward to it and gives full support.
    - great place to have family reunions and church activities.
    - Can have girls camp there in the off years when don't have access to the church camp sites.
    - thanks for doing this.
    - make sure have access to their private property next to the city property.
    - it will eventually be developed let's do it now while we have a say and a neighbor is doing it.
    - likes the idea

SHERWOOD HAVEN

Follow-up Neighborhood Meeting Notice

Meeting Location: Liechty Home 345 W 1600 S, Orem, Utah 84058 -- **Date and Time:** Thursday Feb 2, 2023 8-9pm

Project Explanation: Jay Liechty, a neighbor in the Lakeview Orem area, will be applying to develop some land (North and East of the 400 W & 1600 S intersection) in the nearby Orem area. The proposed development, Sherwood Haven, will be a Commercial Development consisting of a low-impact hospitality "resort" within a forest in the city.

Jay has never been a developer, so why is he sticking his neck out to do this project and going through so much stress in the process? It is because, like you, he and his family really enjoy living in our nice, peaceful neighborhood and he wants to keep it nice and peaceful. He also wants to improve the neighborhood by cleaning up the prevalent drug and homeless activity in that area and the adjacent City Property, and to permanently resolve the threat of any through-road connecting our neighborhoods with nearby high traffic, high density, and parking problems.

A brief history of Jay's effort to preserve the neighborhood and why he is proposing this concept is as follows. A) The Liechty family moved into their home 9 years ago and shortly thereafter, in an effort to prevent 1600 S from ever connecting down off the hill, Jay purchased the house immediately to the North. That house is where the through-road would go if that connection ever happened. B) In the summer of 2021, the Southernmost 2.75 acres of the forest land where the graffiti pit is located, was going to be listed for sale and marketed heavily to condo developers. Jay was able to purchase the land instead of a very frustrated, well-established high-density townhome developer, who then tried to buy it from Jay for a substantial profit. Jay is more interested in the neighborhood than money so he turned down the offer. This developer wanted to connect 400 W below the hill to 360 W on top of the hill and put 15 units on the 2.75 acres. C) In the summer of 2022, when Bach Homes walked away from purchasing the 9.45 acre parcel adjacent to the 2.75 acres Jay had previously purchased, Jay was able to get the 9.45 parcel of land under contract and is in the process of buying it now. D) Through a lot of research, talking to experts, and listening to the neighbors' concerns about the Bach Homes residential proposal and other undesirable nearby developments from the past, etc, Jay came to the conclusion that a residential development for the 12 acre (2.75 + 9.45) forest would not be the answer to provide the permanent solution of preserving the peacefulness of the surrounding neighborhood. This is in part because a through-road would be required for a residential development, and there is no way to control who the homes are sold to (out of state parents with student children or rental companies purchasing the homes to rent), or resold to, who lives there, or who rents them (students…and how many of them per house and how long they stay), or who has mother-in-law rental apartments, etc. Required 65 ft wide city streets would wipe out most of the trees and destroy the 60-70+ year old forest barrier that preserves the peacefulness of our neighborhood. Because Sherwood Haven can only be realized by a Commercial Development, the concept requires a zone change to Highway Services Commercial for the 12 acres.

Development of this concept will be bound by a Development Agreement (Contract) with Orem City. This ensures that the land will only be used for the development of this concept as set forth in the Development Agreement. The land cannot be developed any other way without consent from the neighbors and going through the entire process of neighborhood meetings again etc. Jay's concept will have two locked gates at 400 W and 1600 S that only public servants -fire/police- can access. This ensures no through-roads connecting to any of the surrounding neighborhood. The drug and transient activity in the forest and City Property area will be eliminated by removal of the "graffiti pit" and development of the land. The majority of the trees and forest will be preserved to prevent sight and noise pollution, maintain the neighborhood's natural barrier, beautify the area, and maintain Orem City's designation as Tree City USA. A single owner (one of your neighbors - who lives adjacent to the property), instead of home buying corporations or student housing or rental groups etc, working with Orem City's rules will provide control over what happens there.

Notice: Pursuant to Orem City Code Section 22-1-5(G), this meeting is being held to discuss this project with the neighborhood and is an opportunity to review and provide feedback. This project has not been reviewed by the city and is subject to change during the review process.

PLEASE COME WITH YOUR QUESTIONS & CONCERNS (EXPRESS THEM RESPECTFULLY) AND TO PROVIDE POSITIVE SUPPORT TO HELP PRESERVE THE NEIGHBORHOOD WE ENJOY TOGETHER. THIS LAND WILL BE DEVELOPED SOON BY SOMEONE. SUPPORTING JAY'S CONCEPT WILL PRESERVE THE PEACEFULNESS OF OUR NEIGHBORHOOD. LET'S DO IT NOW WHILE WE STILL HAVE A CHANCE.

Contact: For any questions please contact: Jay Liechty 801-592-0786 jayliechty@gmail.com 345 W 1600 S Orem UT 84058

Minutes Follow up Neighborhood meeting -- Sherwood Haven Orem Utah -- Feb 2, 2023 8- 9 pm
Liechty Home 345 W 1600 South Orem UT

Presentation:
Jay Liechty

- Having this second or follow up meeting because:
  - confusion on time of first meeting since the wrong time was accidentally put on some notices, and want to make sure everyone had a chance to participate.
  - Made some changes to the concept based on feedback from the first meeting.
- Had moved reception center to the North end (as suggested at the first meeting – even though the neighbors right next to it are fine with it there) and replaced it with a Pavilion.
  - An enclosed reception center would be quieter than an open pavilion. No comments.
- Reduced the number of cabins since it had been suggested at the first meeting. No comments.
- 3 Foresters; State of Utah Forester, UT DNR Forester, and Orem City Forester and a professional tree trimming company (Rivendell Tree) had looked at the forest.
  - Could be pruned etc to be safe and insurable for this development.
- House buying companies are buying up a lot of residential houses and contributing to the housing shortage.
- Residential homes are subject to rental issues/abuses that cause increased traffic and parking problems.
- Showed images of possible look for the rental units "cabins", pavilions and reception center.
- Explained concept and asked if everyone understood why and how this concept will accomplish goal:
  - Achieve the objective to preserve the peacefulness of the neighborhoods and keep the forest,
  - No through roads,
  - Maintain a barrier (like the wall by Golden Corral does on 1400 S) between the high-density, parking and traffic problems to the North and the surrounding neighborhoods,
  - Remove the drug and transient activity in the forest and city property.
- Discussed development Agreements. Anyone with doubts or questions call or visit Jason Bench at the city.

Neighbor's input:

- 9 neighbors attended; only one new neighbor who had not attended the first time. 4 of the 5 households who were against it last time were there. The new neighbor was for it. He said thanks for doing this.
- Larry Peterson walked up and asked if the access road to his property was in the new concept.
  - No, still talking to the city about it. He said so was he.
- Does not like this. Does not feel "thoughtful." Does not want a locked gate. Doesn't feel friendly.
- Does not want a parking lot 4 houses down from where she lives.
- "Yes, there is some rental abuses, but for the most part we are a strong family neighborhood and this land is meant to be part of our neighborhood."
- "This project will take a way a lot of growth from our ward."
- Concerned about the water table for the trees since construction can possibly change that.
- "If we get what we want –residential-, we will also get what we don't want –a through street." So, what about top 25% of land developed commercial with a gated road from North, then middle 50% residential, and bottom South 25% combined with 4 acre city property made into a park?
  - Who will pay for all this? The city has no budget nor money for a park on city land, let alone on private land. It will be very expensive. No idea on how to solve.
- Why is the city property "lined" out on the concept?
  - To show it is not part of the development, but that something needs to be done with it to clean up the drug and transient problem there.
  - Possibly could work with Orem City to put in a small park in the NE corner of the city property or try and include it in the development.
- 4 acre city property was a burying ground for extensive amounts of waste concrete and asphalt for a long time.
  - Neighbors living next to it for 30 yrs saw it brought in. It was covered with shallow topsoil. Concrete chunks and rebar stick out of ground. People get hurt on it. Not very valuable nor developable land.

- The fence around the development will cut off foot traffic through the forest to UVX (public transportation) on University Parkway. “I walk through there to take the bus. I don’t want that taken away.”
- Walking through the forest is creepy; see transient hobo shanties, sleeping bags, pajamas, creepy people etc. “ I always carry my mace.”
- Likes that with a commercial resort concept can control who lives there or who is allowed in.
- With residential don’t know who will buy or live there; could be rentals and transient.
- Concerned the neighborhood or the city won’t have much of a say in what happens to the property in the future. Said Utah State Legislature is looking at passing a law right now that weakens cities’ power to preserve land and neighborhoods in favor of developers in order to provide more affordable housing. Orem was listed in the article. (See Deseret News article on 12 January 2023 titled, “Can a Freer Market Solve the Housing Crisis? Utah Lawmakers Want Cities to Get Out of Developers’ Way.”)
- Bach homes neighborhood meetings; City Council said we are neighborhood friendly.
- I want to see nice houses there.
- If its residential students will live there. In our ward I see a lot of that.
- What side of the canal is the road going on East or West?
    - East side, there is a 15-20 foot or so section of the land on the East side of the Canal.
- Trees are Chinese elms. They fall down and could damage your house. They are really a weed tree and cause insect problems. They aren’t worth saving. It’s not Sherwood Forest.
- “I strongly suggest you put a road in there and you and I (Larry Peterson) put residential in there….and build a nice tree friendly place.”
- I worry a little about noise control but I’m glad to hear you say the entire development will be managed and enforce the city laws and noise code…. I think that will be great.
- How do you build in that kind of control to keep the noise down and people in control etc…are you having security 24/7 there?
    - Hospitality has management there all the time. It has some order to it. Check people in/out. Guests acting out of line are talked to and problem fixed,
    - Built high-end, attract responsible guests; corporate events etc.
- Thanks for taking an interest in doing something to preserve our neighborhood.
- We all have hopes and dreams; Robinhood screwed up Sherwood Forest. This is just a dream that won’t happen.
- Want residential, 35 homes on 9 acres.
- Don’t want a zone change.
- “You say if residential homes go in here they will be bought up by out of state owners and have students living in them”…all the cabins in this development will become rentals. I say the majority of the residential homes won’t become rentals.”
- Concern financial stability; can rent cabins, reception center enough? Afraid it won’t happen and will end up renting to students.
    - Will have a professional management company,
    - Can reduce the price for nightly stays, if needed, like hotels do.
- Afraid if development concept is not done then could be developed into anything allowed in Highway Services.
    - Development agreement prevents that.
- Costly to revert from commercial to back residential zoning.
- “I spoke to the city engineer … he said you cannot block 400 W and 1600 S off…because 400 W connecting to 1430 S is on the city master plan.”
- Will have land-locked Larry Peterson’s property if he wants to develop it. No access onto Sandhill Rd from Larry’s property because left hand turn safety issue -blind curve.
    - He could put road in from the South off 1600 S. No that is his private property - driveway.
    - Above blind curve – Northmost section of Larry’s property- there is a straight section of Sandhill Rd, could possibly safely access Sandhill Rd there.
- “1600 S is the same, …it is “reproached” by the city to have those roads built through there.”
    - No that is our private driveway. It is not. Yes it is, the city does not own that; check the county maps.
- 400 W won’t be blocked. Cannot lock gate on 400 W; will cut off access.

    - Larry -when is the last time you and I talked about working our property together? Jay – we haven't. Larry -you haven't talked with everybody…if you had you would have been in touch with me. Jay- we have talked 5-6 times in the past…. Larry -No we haven't talked at all. Jay- you helped me get info from the city, you called your nephews and the agent selling the property for info for me
- "For decades people have been trying to develop this very valuable piece of land in the most profitable way possible. You don't want to do that. Consider not rezoning all the land so can have mixed use."
- "I want to compliment you on coming up with something that hasn't happened in the last 20 yrs in our neighborhood…..to protect it"

Neighborhood Meeting Sign in Sheet -- Sherwood Haven Development Orem UT

Meeting Location: Liechty Home 345 W 1600 S, Orem, Utah 84058 **Date and Time:** Thursday Dec 22, 2022 8-9pm

Project Explanation: Jay Liechty, a neighbor in the Lakeview Orem area, will be applying to develop some land (North and East of the 400 W & 1600 S intersection) in the nearby Orem area. The proposed development, Sherwood Haven, will be a commercial development consisting of a low-impact, hospitality "resort" somewhat similar to the Homestead in Midway UT, except it will be within a forest and in the city.There will be no through roads connecting to any of the surrounding residential neighborhood areas which will permanently prevent any increased traffic or parking problems there. The drug and transient activity in the forest and "City Property" area will be eliminated by removal of the "graffiti pit" and development of the land. The majority of the trees and forest will be preserved to prevent sight and noise pollution, as well as to beautify the area, and maintain Orem City's designation as Tree City USA. This project requires a zone change to the land to Highway Services Commercial (HS). There will be a development agreement with Orem City stating this development or one substantially similar to it will be built on the land, or the zoning will revert back to what it presently is.

Notice: Pursuant to Orem City Code Section 22-1-5(G), this meeting is being held to discuss this project with the neighborhood and is an opportunity to review and provide feedback. This project has not been reviewed by the city and is subject to change during the review process. (if not Orem UT, put City & State)

Name (*PRINT*)	Signature	Address	Phone	Email
Jay Liechty	Jay Liechty	345 W 1600 S		
Chuck McCarty	CJ	326 W 1450 S Orem		
JOHN KIMBER		423 W 1600		
John & Becky Massagli	John Massagli	1552 S 300 W OREM		
LARRY Peterson	Larry Peterson	588 W 1600 S		
Ever Mendoza	Ever Mendoza	316 W 1600 S		
		1621 W. 50. W,		
LEE Baxter	Lee Baxter	325 W 1600 S		
Doug VIERTEL	Doug Viertel	450 W 1600 S		
Janelle Brown	Janelle Brown	1661 S 400 W		
Jeff Kunz	Jeff Kunz			
Dawn Maughan	Dawn Maughan	1675 S. 400 W		
Jeff Maughan	Jeff Maughan	1675 S. 400 W		
Steven Strong	Steven Strong	1586 S. 235 W.		
Scott Strong	Scott Strong	1586 S. 235 W		
[illegible]	[illegible]	1586 S. 235 W		
Leanna Johnson	Leanna Johnson	Sandy - UT		
Marian Baxter				

Follow up Neighborhood Meeting Sign in Sheet -- Sherwood Haven Development Orem UT

Meeting Location: Liechty Home 345 W 1600 S, Orem, Utah 84058 **Date and Time:** Thursday Feb 2, 2023 8-9pm

Project Explanation: Jay Liechty, a neighbor in the Lakeview Orem area, will be applying to develop some land (North and East of the 400 W & 1600 S intersection) in the nearby Orem area. The proposed development, Sherwood Haven, will be a commercial development consisting of a low-impact, hospitality "resort" within a forest in Orem City. Two locked gates on 1600 S and 400 W are accessible to police/fire dept etc. There will be no through roads connecting to any of the surrounding residential neighborhood areas which will permanently prevent any increased traffic or parking problems there. The drug and transient activity in the forest and "City Property" area will be eliminated by removal of the "graffiti pit" and development of the land. The majority of the trees and forest will be preserved to prevent sight and noise pollution, as well as to beautify the area, and maintain Orem City's designation as Tree City USA. This project requires a zone change to the land to Highway Services Commercial (HS). Development of this concept will be bound by a Development Agreement (Contract) with Orem City. This ensures that the land will only be used for the development of this concept as set forth in the Development Agreement. The land cannot be developed any other way without consent from the neighbors and going through the entire process of neighborhood meetings again etc.

Notice: Pursuant to Orem City Code Section 22-1-5(G), this meeting is being held to discuss this project with the neighborhood and is an opportunity to review and provide feedback. This project has not been reviewed by the city and is subject to change during the review process. (if not Orem UT, put City & State)

Name (*PRINT*)	Signature	Address	Phone	Email
Jay Liechty	Jay Liechty	345 W 1600 S		
LEE BAXTER	LBX	325 W 1200 S		
DOUG VIERTEL	Doug Viertel	450 W 1600 S		
Val Lindsay	Val D Lindsay	385 W 1410 S		
Leanna Deherrera	Leanna D	Sandy, UT		
LARRY Peterson	Larry Peterson	588 W 1600 S		
Janelle Brown	J. L.	1661 S 400 W		
Dawn Maughan	D M	1675 S. 400 W.		
Jeff Maughan	J Maughan	1675 S 400 W		
DAVE SPENCER				
Ms. SPENCER				

Planning Commission
Neighbor Comments Received

Steve and Stephanie Salmon October 12, 2023

This is concerning the city property at 360 W and @1500 S. I live at 1479 S 360 W and am the last house before it dead ends into the city property. If 360 West is never connected to 400 West, the properties owned by Steve Clark and the other four landowners on the east side of the city property will be landlocked. A dirt road, as proposed to me by Jay Leichty, for access will not be suitable for future development of these properties. Access to these properties from 300 West is impossible because of the steep grade coming off the crest of the hill above these properties. Another issue with this area is the property owned by Ed Creer, which has already been cut off and is bordered on the south side by the city property. Development of this area with improved roads is needed.

Steve and Stephanie Salmon

Judy Cox October 12, 2023

Please note this email sent to Jay Liechty regarding his petition signature gathering and the Sherwood Haven project:
Mr. Liechty -

It's just come to my attention that you were the one gathering petition signatures to close off the roads at 400 South and 1430 East (?). You made no mention to us that you were Jay Liechty - the one with the Sherwood Haven development and that your interest was not really in preserving the neighborhood but rather in being able to push forward with your development. Although we are in favor of making these roads inaccessible to future commercial or high density development, we are **NOT** in favor, as stated in the attached email from Jan 30th, of your Sherwood Haven Development.

You may have already turned in your petition, but this email notices you and City council members that our signatures were not intended to support any effort to move forward with zoning changes and the development of your project.

David and Judy Cox

Judy Cox January 30, 2023
Mr. Liechty -

We may not be able to attend the neighborhood meeting on the 2nd but wanted to let you know that although this use seems much better than high density housing, we are completely opposed to a change in zoning from single family residential to Commercial zoning for your proposed "Sherwood Haven" project

If you do not develop this plan as outlined but the zoning has been changed, any other commercial developer could purchase the property and put in a development not conducive to being directly adjacent to our neighborhood. Your proposed development agreement sounds nice, but we'd need to hear from the City attorney to see if that is even possible. Unless the City provides a rock solid contract stating zoning returns automatically to the current zoning if you fail to develop as planned, we are faced with a commercial development of unknown size and entity in our neighborhood. We already have high traffic in our family neighborhood as people try to avoid Sandhill and the Parkway, with increases during the school year with students coming from rentals throughout the area headed to UVU.

We also have concerns about noise from parties coming from a "resort" development adjacent to our homes.

We appreciate your attempts to develop the land in a less intrusive way than high density, but this zoning change far exceeds anything we want to see come into the neighborhood.

David and Judy Cox
1662 South 350 West.

Dawn Maughan October 16, 2023

October 16, 2023
Dear Orem City Planning Commission,

With all due respect I ask the City of Orem to **decline** considering amending the Lakeview Area Connection Master Plan to eliminate the street connections between 1430 south/400 west and 360 west/1600 south. Please also **decline** the rezoning on subject property from R12 & R8 zones to a Highway Services (HS) zone. As a longtime resident of the community that lives on 400 west, this rezoning and development will destroy our family friendly quiet neighborhood.

First, the Orem City Council should be aware that Jay Liechty, the individual who is trying to push this through has been very deceitful in his gathering signatures to change the master plan. He sent the petition around only to encourage the elimination of the street connections. Many residents in this area were willing to sign the petition… not realizing his sneaky ambition to build an event/reception center right next door to our residential family housing. Not only an event center in our backyard, but also 42 cabins which contain 2 units each. (A total of 84 rental units in our backyard.) Please also note that Jay Liechty also lives up the hill and next door to the property of this rezone request and does not place the reception center or cabins near his property.

Mr. Liechty has also made it very difficult to attend his neighborhood planning meetings. Suspiciously, holding them on dates such as Dec 23, 2022 or during fall break. Thus, limiting his interactions with local Orem residents and keeping them away. He has also ignored many requests to alter his plans and refuses to work with the local neighborhood. His interests are for his own benefit and not for the benefit of the community.

Please note that Mr. Liechty helped us fight to keep this area residential against the Bach Homes Development. He never mentioned that he was the next buyer on the list. If he is this deceitful and conniving to the community he lives in, will he have any respect for his neighbors if this development should be approved and any respect for his neighbors when the guaranteed issues of short term rental properties arise. I do not believe he will.

Second, I do not believe this is the neighborhood for this development. We need residential homes and we support growth. Please don't destroy our neighborhood by making it an Airbnb community. Please note the article written by Cassidy Wixom for Ksl.com, "*Short-term rentals in Orem may face new regulations after GOAT Houses causes controversy.*" Please don't make this requested development of "Sherwood Haven" a future nuisance for the Orem City Council and our neighborhood.

We don't need an event center backing up to our homes. We do not want to battle the constant loud noise, the constant trespassing, the big parties, the trash, and the traffic. There is not a person in this community that wants this in their backyard or in their quiet neighborhood.

We, also have no control over who will rent these cabins. Please note that this is a property that touches quite a few homes. This development would be detrimental to the longtime quiet family community and of Orem.

Third, please do not rezone the R12 and R8 zones. Please note that our community has already been poorly impacted by Orem City rezoning, the reselling of the property after rezoning and then the poorly planned development of the Lextington Townhomes. There is literally no parking for this community, and it has become a high density housing nightmare. Once, this property gets rezoned, we lose control over will be developed.

Please save our community and keep Orem the "Family City" it is. I will be attending the Planning Commission meeting on Wed, Oct 18 at 4:30pm.

Thank you for your time,

Dawn Maughan
1675 S 400 W
Orem, Utah

Rob Moore October 17, 2023

Dear Orem Planning Commission -
I own a townhome in the neighboring Lexington complex adjacent to the proposed Sherwood Haven rezone area. My son and his family live in the townhome next to a daughter who owns another townhome in the complex. I strongly object to the proposed Sherwood Haven rezone for multiple reasons.
The rezone was originally proposed as a way to take property riddled with drug issues and problems and convert it into a family-friendly environment. The reality is that -- though some problems may exist -- the proposed rezone area is a haven of peace and tranquility in the midst of an Orem neighborhood consisting of single family homes to the east and south, and higher density neighborhoods to the north and west. The area is already very crowded and a highly trafficked commercial enterprise such as is being proposed would only overwhelm the area with additional noise and traffic.
I purchased a townhome in Lexington because I could see that Orem appeared to be committed to zoning apartments and homes in that area. Placing a commercial venture right in the middle of an Orem neighborhood would be a complete capitulation to commercial interest at the expense of those living in the area. A rental area would bring an element of transactional living that is not conducive to the values of those who have a stake in maintaining the peace and safety of the neighborhood as a place where they live and are raising families.
Orem does not have a stellar history of zoning integrity. I call on planning commission members to maintain the integrity of our neighborhood as a residential area where well-established and younger families, alongside students and working professionals can enjoy living alongside fellow residents who are committed to the wellbeing of the neighborhood and community.
Please contact me with any questions.
Respectfully,
Rob Moore
801.369.5458
rdeemoore@gmail.com

Cory Stevens October 17, 2023

As owners of two Lexington Townhomes, we wanted to voice our objection to the proposed rezoning of the R12 & R8 zones to Highway Services (HS) zone.

This is in a residential neighborhood with residential streets. The proximity to a highway a block away does not justify allowing Highway Services on residential roads in a residential neighborhood. Approving this proposal would set a precedent for allowing Highway Services to negatively encroach on residential roads and neighborhoods in Orem.

In addition, these are small residential streets that are already burdened with congested traffic. Approving this development proposal will exacerbate the traffic volume problem, further decaying the livability and property values of the adjacent residential homes and properties.

Please vote **against** this proposed development rezoning.

Thank you,
Cory and Pam Stevens

Jeff Maughan October 17, 2023

Dear Orem City Planning Commission,

I'm writing to you to ask that **decline** Jay Liechty's request to amend the Lakeview Area Street Connection Master Plan which is set as an agenda item for the Planning commission on Wednesday, Oct 18th (tomorrow) at 4:30pm. I cannot attend the meeting due to work constraints but wish to communicate to you why I feel so strongly that you should decline Mr. Liechty's request to rezone this parcel of land.

First, please know that I am not against the development of that property. Cities need to grow and I welcome new housing in our historic neighborhood at the current zoning level – single family homes. Mr. Liechty's proposal, however, is to change the zoning to **Highway Services** – proposing a convention/event center and 42 cabins. Mr. Liechty invited the neighborhood to give input at two separate meetings where the residents were adamant that we did not want a convention center adjacent to our neighborhood. We have major concerns regarding noise and light pollution, unwanted traffic, and parking (we are already dealing with a serious problem of residential overflow from the high-density Running Horse Condominiums on Sandhill). Mr. Liechty indicated that he only wants to protect our neighborhood, but when we asked him to consider just building single family homes (for which it is currently zoned), which would enrich our neighborhood, he indicated that he couldn't do that – even though there is an excellent and profitable example of that occurring less than a mile away at Jones court in the Cherry Hill neighborhood. Again, we gave him several suggestions that would make his development more suitable, but to my knowledge he's incorporated none of those suggestions into this request for a zoning change. Indeed, in my estimation he's been deceitful in how he's approached our neighborhood – for example, he sent around a petition to encourage the elimination of the street connections (1430S/400W and 360W/1600S) – which he wants for his convention center (i.e., no through traffic). Many of the residents in the neighborhood residents would love to stop a connection being built as it would increase traffic and signed the petition not realizing his duplicitous ambition to build a convention center with 42 cabins on the same property.

I note that Mr. Liechty helped us fight to keep this area residential against the Bach Homes Development and therefore fully understood our desire not to change the zoning from it current zoning of single family homes. He never once mentioned that he was considering purchasing the property and wished to build a convention center with 42 rental cabins.

Second, I would refer you to the recent article in KSL (Short-term rentals in Orem may face new regulations after GOAT House causes controversy) by Cassidy Wixom. The residents in this article are petitioning the Orem city council to add new regulations regarding short term rentals due to the apparent issues occurring at this one property due to concerns with traffic, noise, and smells – now imagine having a property with 42 short term cabin rentals adjacent to your home as Mr. Liechty is proposing here. We have reach out to Cassidy Wixom with the hopes she'll cover our concerns regarding the proposal being considered here.

Lastly, the community has major concerns about what happens if his planned convention center fails – is there really a need for another convention/event center (one with 42 cabins)? Just a

quick google search shows that there are over 20 convention/event centers in just the Orem/Provo area. What happens when Mr. Liechty can't fill the cabin with convention/ event participants? He'll still have a mortgage and investors, hence they'll more than likely become Airbnb or VRBO rentals – again imagine living next to such a property. And if he can't fill them with Airbnb/VRBO vacationers, he'll go bankrupt – but the property will at that point be designated as **Highway Services**, which means it will likely come commercial properties – again, imagine having commercial properties in your neighborhood!
We ask you to please 1) stand with the residents of this historic neighborhood and not with Mr. Liechty and **decline** his petition and 2) attend the Planning Commission meeting tomorrow so you can be aware of what is being petitioned for our historic neighborhood.
Sincerely,
Jeff Maughan
1600 S 400 W
Orem, Utah 84058
Jeff_Maughan@byu.edu

Bethann Martin October 17, 2023
I am an owner of a Lexington Towns home.

I have reviewed this proposal, and am not completely opposed, if it's true the developer will keep many of the trees, and the drainage and traffic impacts to our development are mitigated.

I have concerns of the number and scale. I think it should be scaled back in number of units so it will feel more like a Haven and less like a motel. Also, what is defined as short term? If they are more than 1 month it's going to end up illegal student housing.

Regards,

Bethann Martin

John Kimber October 18, 2023
To the Orem City Council and Planning Commission,

I live near the corner of 400 W and 1600 S. Twenty two years ago when we moved in, the moving company staff mentioned how much and how fast the cars went by and just like now, the streets did not go through. 1600 is used as a fast track to University Parkway and the freeway from all the upper residential area to the east of "the forest ".

I wish people would drive through others neighborhoods like they want them to through their own, but that does not seem to be the way life is.

City staff have on a few occasions told me over the years that for them it is just a waiting game

to get permission to make 400 W and 1600 S through streets. Our little neighborhood would suffer greatly if either of these roads were allowed to be connected.

The promises of the developer's of Sherwood Haven would put an end to these thru road risks. Although I am always skeptical of what people's real plans are or how a new zoning might be abused to the detriment of our neighborhood, I am supportive of what he has been proposing. I would also hold him to his promise that if the project does not get built as proposed that the zoning would revert back to R12 and R8 as it is now.

Thank you for your time and for your service to our fair city.

John Kimber

Angela House October 18, 2023

Ms. Vargas,

I am writing to express my strong opposition to the proposed rezoning the property located at 1430 S 400 W from R12 and R8 zones to the Highway Services zone in order to build the proposed project Sherwood Haven.

I am a relatively new resident to the area, and own a townhouse as of approximately the last 5 years in Lexington Towns, adjacent directly to the west of the proposed project. The single home residents are also an important part of my community with whom I have enjoyed association. Many of them have been in the neighborhood for 20+ years, and have a deep-rooted history in the area.

Mr. Leichty's attempt to insert a resort to accommodate as many as 600 guests for nightly rentals, conventions, weddings, etc. is in complete opposition to everything that our quiet neighborhood has worked to had to preserve. The so-called "haven" being planned is masquerading as a quiet retreat, when reality is clearly shown to be an incredibly busy, loud, and invasive resort. I can easily see the traffic being on proportions of Sundance Resort, which our quiet streets cannot accommodate without creating large lines of traffic. Nor should they even NEED to accommodate it! The residents moved here for a quiet, safe, family neighborhood, which we will be quickly robbed of if unending cars are entering and exiting using our narrow streets.

In regards to my Lexington Towns community, the number of residents within and surrounding our community already makes navigating on 1430 S challenging. It may be a small road, but it is already very busy considering the population density within it's vicinity, and the fact that the road is on the bus route. Even the commission's talk about creating a 3 lane cross section (which will certainly not fit with the current width of the road) will not be sufficient to accommodate the sudden influx of traffic.

Based on the provided concept plan, there will only be 2 streets allowing access into the property: 1430 S and the intersection at 1600 S and 400 W. With such limited access, and with plans for events such as conferences and weddings, it's clearly evident that these small residential streets will be overrun with a long line of traffic waiting to get into the gated areas to grant access to Sherwood Haven.
I also have a hard time imagining this plan has properly accounted for following necessary fire codes and standards, which is a huge safety concern. It makes me wonder what else has been overlooked in favor of profitable gain.

With the adjacent Sandhill Road, which is already too busy with its 3 lane cross-section, will undoubtedly cause massive congestion that is already at the point of explosion by the intersection of Sandhill Rd and University Parkway. This intersection is a hub for traffic entering/exiting the freeway, access to Walmart, an entrance to UVU's campus, and access to many high density residential units. Traffic at that intersection is already very difficult to navigate, but it will assuredly turn into a full-blown nightmare with so many temporary visitors overrunning the streets.

It's one thing to run the numbers behind the scenes of what will supposedly suffice according to city and state codes, and it's another to actually live in the community and know from first-hand experience what will and will not work. Flat out, Sherwood Haven will not work in the proposed area.

The forested area is a beautiful one, but it is not in a location to accommodate Sherwood Haven without causing irreparable damage to my community of family residents. This concept plan is very poorly thought out, with money being the clear bottom-line.

Your commission has the power to vote "nay" for this rezoning. Our town Orem has so little quiet space left. Just because something can physically fit in a plat of land doesn't mean that it should, especially if it is in complete opposition to its surroundings. Please use your power to preserve this land for a much better purpose than this ill-fitting and overblown retreat.

Sincerely,
Angela House

Shelbe Nelson October 18, 2023

Greetings this email is in regards to the planned meeting tonight to discuss amending the Lakeview area master plan street connections and changing the zone from residential to commercial.

I live at 472 W. 1680 S., Orem UT and I am against the proposed amendments. Please leave our zoning as residential. With the issues with the goat house in Orem that was in the news our neighborhood does not want a retreat convention center so close to our neighborhood.

We want to respect our neighborhood and want to keep the buffer from commercial. The road closures is not enough.

Warm regards
Shelbe R. Nelson

Steven Strong October 18, 2023
Dear Planning Commissioner,

I am writing to you to express my concerns over the proposed development in my neighborhood. My name is Steven Strong. I live at 1664 S 500 W. I have lived in the same neighborhood my entire life. My wife and I are raising 4 amazing children in our house. We love our neighborhood and community. We have many concerns about the proposed zoning change from R12 to Highway Commercial in our neighborhood.

I am referring to the proposal by Jay Liechty on the property at 1600 S 400 W. Changing this property to Highway Commercial does not preserve our neighborhood. This would add a lot of elements that would make our neighborhood a place that would attract unwanted elements. Here is a list of our concerns:

- 84 Airbnb nightly rentals
  This will be backed up to single family homes in our neighborhood. AB&B's are changing the fundamental values of family neighborhoods. They cause noise complaints, messes, large amounts of traffic in the neighborhood, all night traffic, more resources used on police, fire, and city workers.

  42 open fire pits that are proposed. The pollution and smell that will fill our neighborhood will be horrible.
- Conference/Reception Center
  The unwanted noise, late night parties and added traffic will transform our neighborhood.
- Commercial retail space
  Why are we trying to change residential zoning to commercial. We should be concerned about preserving our resident zones. Residential zones create a better environment for everyone in the city.
- Once a zone is changed it can be sold off and different developments can be created. This has already happened to us with the apartments on 1430 S 500 W.

Last year Bach Homes proposed a project to put in medium density homes on the property. We gathered 100's of signatures from almost every resident in the adjoining neighborhoods because we did not want that many properties put in that space. The new proposal puts in twice as many. No one wanted the other development. Why would we want a development that creates an even worse proposal?

When Jay Liechty collected signatures for closing road connections on 400 W and 1600 S he never mentioned how he wanted to change the zone. I have talked to several neighbors that are upset about how he presented this. It was a really sneaky way of trying to appear that support was given for the zone change. But this is not the case. No support is for the zone change. Jay also collected many signatures to fight Bach Home Development and maintain our residential neighborhood. But he had no intention of preserving our neighborhood. He was the next buyer on the list and wanted it for his own personal reasons.

We want to maintain our residential neighborhood. Traffic is already an issue on our roads. This zone change would change our residential neighborhood for the worse.

Thanks for your time and consideration.

Steven Strong
Orem Resident

Arturo Delgadillo October 18, 2023
Hello,

My name is Arturo Delgadillo, my wife and I have been house owner of the Lexington Hometown community since its inception back in 2019. Throughout the house purchase process, our top location priority was to be close to our families (I grew up in Orem), close to work and the freeway. We were well aware of the challenges associated with the proximity to UVU and University Parkway; however, the thought of having rentals properties, conference/event venues and a retail/restaurant plaza a few steps away from our doorstep is the last thing we as a family and many of the Lexington homeowners would ever agree to.

Above congested traffic, parking issues and noise level, the concern of safety and roaming visitors on our streets has become our main reason to object the rezoning. We are aware growth is inevitable as Utah is such a vibrant and beautiful state but we ask you to consider a family residential focused community, no temporary rental guest properties. We've already had a garage and car break in, we are afraid the negative impact a decision like this will have in our community.

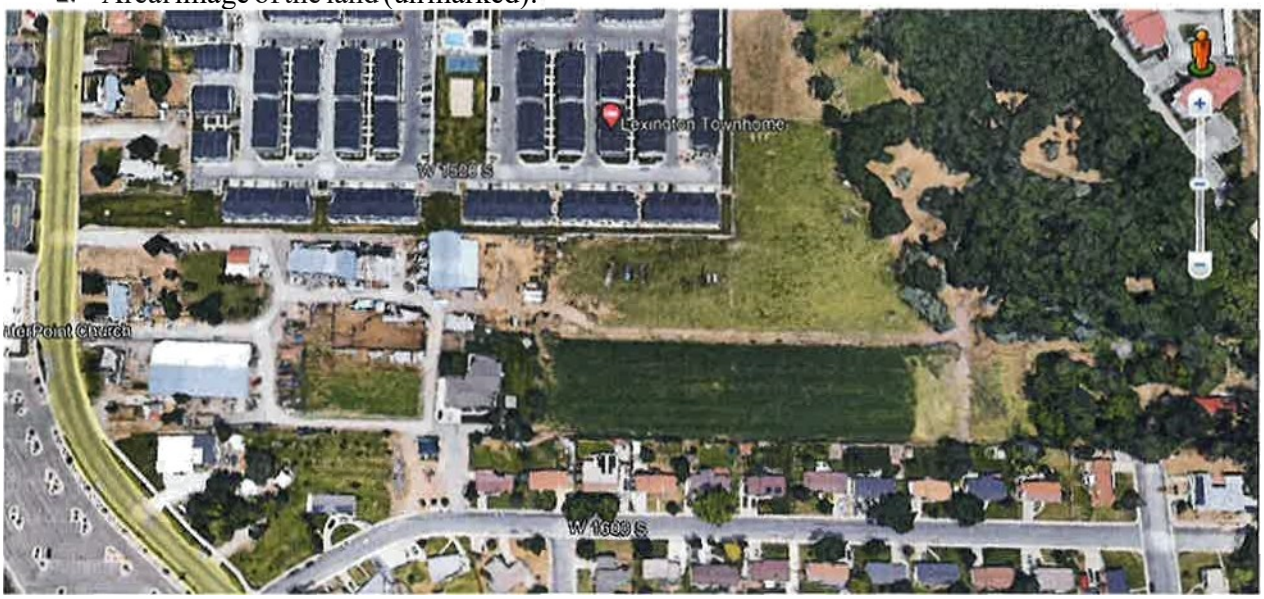
We thank you for your consideration.

Arturo Delgadillo

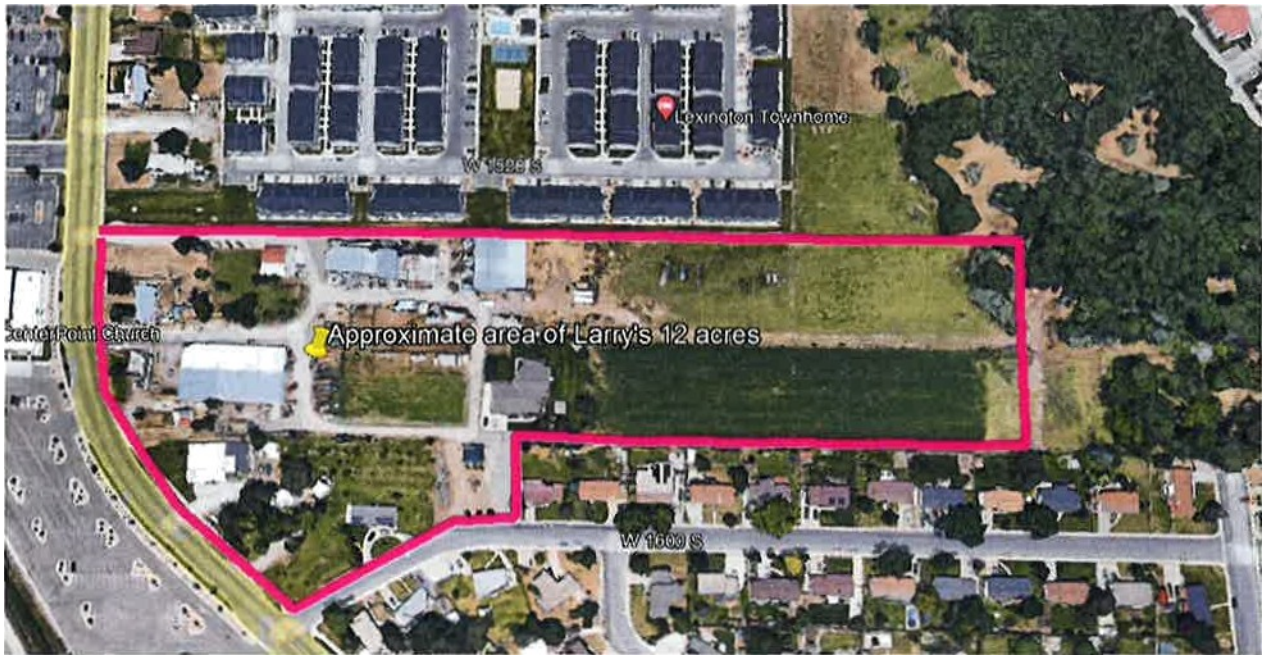
Proposal - access to Larry Peterson's 12 acre property

The following shows city road access to Larry Peterson's property. He has said he wants to develop these 12 acres into 50 residential homes and has been asking for city road access through the proposed Sherwood Haven forest to his land — particularly connecting to 400 W. This would destroy a lot of the forest. He says he will be land-locked by the Sherwood Haven development. This shows he has other viable options for access to that land.

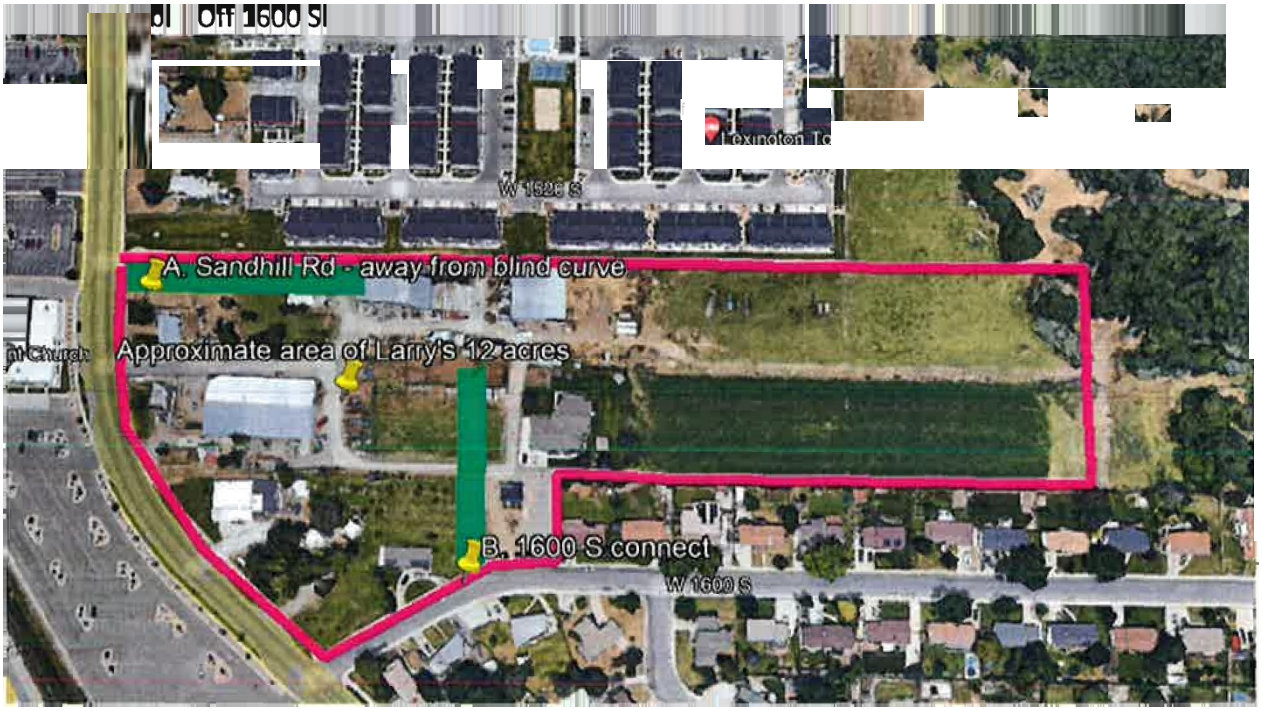
1. Areal image of the land (un marked):



2. Approximate area of Larry's 12 acres (pink border) — not sure if he owns all of it?

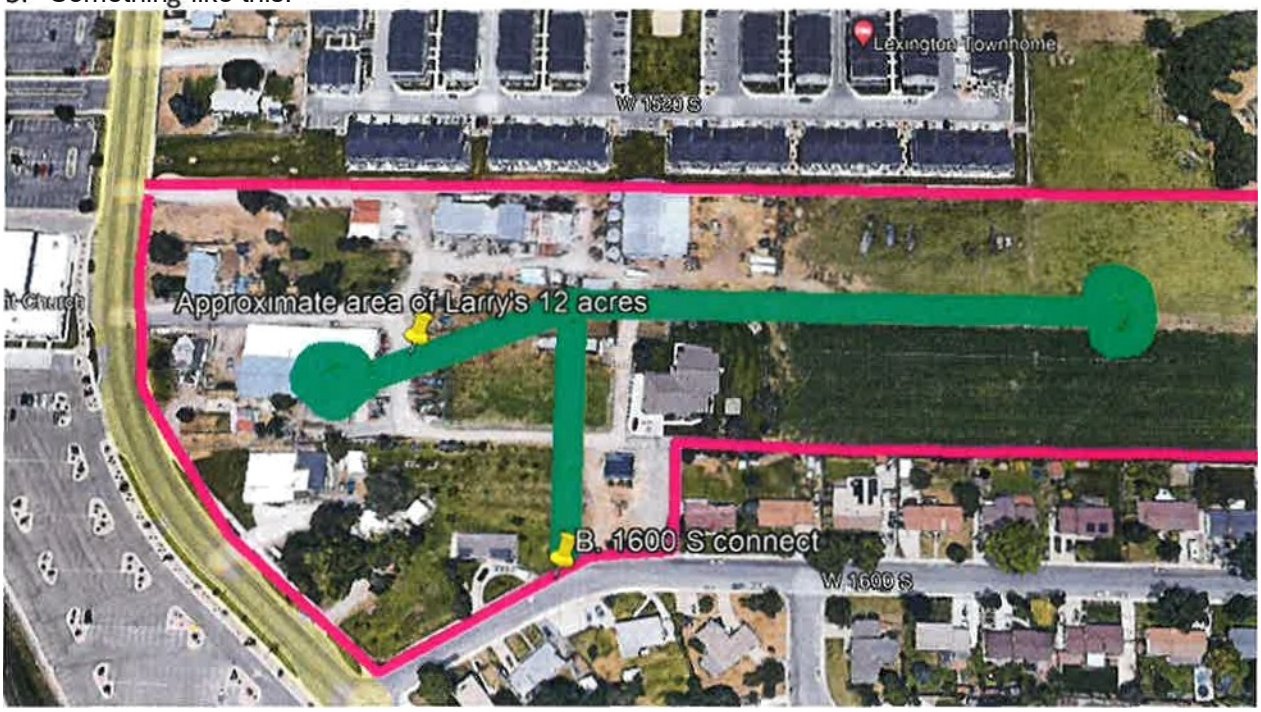


3. Access roads could come in either of these places (marked in green, or both).
    a. Off Sandhill Rd above the "blind curve".
    b. Off 1600 S



4. To make something like

5. Something like this:



Sherwood Haven Neighborhood Meeting Minutes - After Planning Commission Meeting Oct 18, 2023 - Assignment to Talk to Neighbors About Access. II

1) October 25, 2023. Larry & Gloria Peterson, Jeff Kunz, Kyle Spencer & Jay Liechty:

- Thought had meeting with Larry. He did not want to talk to Jay and Kyle then. Wanted to talk to his family first. rescheduled meeting for Nov 1, 2023.
- Larry eventually came out to talk with Jay, Jeff and Kyle before they left.
    - Kyle showed Larry civil engineered concept with access through Larry's property for 17 lots with R12 zoning. Larry said it should be more. He wants 40 lots on his 10 acres.
    - Larry did not like the concept. It does not show access through 400 W.
    - Larry thinks he has R8 zoning. Kyle said no. Larry wants to rezone his land for higher density.
- Larry said is not sure what will do with land for sure; might just sell it all. Wants to talk to family first. Says he is getting old and doesn't know how much longer he will be around.
- Larry said he has an irrigation pipeline right of way from West Union Canal to his farm. Jeff said Larry has no water available from Canal, and all he will have is an empty pipeline.

2) October 25, 2023. Doug Vertell & Jay Liechty:

- Talked to Doug about his concerns:
    - Wants 25 residential homes forest. Not Highway Services.
    - Said there are lots of parking/traffic problems on 1430 S and Sandhill Rd because Lexington & high-density nearby.
    - Wants 400 W connecting to 1430 S. Thinks will be fine and won't have any parking/traffic problems there. Says will be very terrible if traffic/parking problems happen there, but says won't happen.
    - Doesn't want more rentals in area.
    - Said Sherwood Haven will be a problem with rentals.
    - Said half the homes on his street (1600 S) are not owner occupied, but rentals.
    - Said closer get to Sandhill Road all houses are rentals. Mostly students. Says he doesn't like that. Is a problem. Hurting neighborhood.
    - Said Lexington has a lot of student rentals.
    - Said his neighborhood is too close to UVU.

3) October 25, 2023. Marion & Lee Baxter, & Jay Liechty.

- Discussed Larry Peterson access to his land.
    - Asked Jay if worked out for access via 400 W.
    - Jay said no. Civil Engineer, Kyle Spencer, showed access through Larry's own land with concept.
    - Jay said since he is doing commercial, shouldn't need to put city street through forest.
    - Marion not agree. Said thought Jay should connect the street to Larry's land.
    - Jay said he paid for an engineered concept for Larry's land to show access and subdivision.
    - Jay cited Sam Kelly's "right-in, right-out" suggestion on Sandhill Rd from PC. Would use small amount of Larry's land to widen road there. Baxters not like that.
- Discussed 360 W connecting to 1600 S/300 W in front of Liechty's, Baxter's (on hill). Rochelle Thurston at PC meeting want access to her father's land to build house in future.
    - Baxters not like that.
    - Said who would pay for it? Is too steep.
    - However can see people need access to land.
    - Said that loop be better than connecting 360 W to 1600 S below the hill.
- Planned meeting with all neighbors near (1600 S and 300 W junction).

4) October 25, 2023 Scott Robinson & Jay Liechty.

- Discussed road connections with Scott, brother-in-law to Rochelle Thurston.
    - said Rochelle not an Orem resident, not own any land in Orem, is hoping her father wills her the land.
    - Said he, and none of the neighbors nor any of his family members living there want road connections.
    - said thinks Rochelle wants a cul-de-sac.
- Scott said he will talk to family involved; Rochelle, and Steve/Stephanie Salmon.
    - Scott said they both said they want access. Don't want to be land locked. He thinks maybe changed minds and want the road to go through.

5) October 27, 2023. Jay Liechty called Jeff and Dawn Maughn.

- Called and left message. No answer nor response.

6) October 27, 2023. Phone call; Chuck McCartney & Jay Liechty.

- Discussed road connections for access:
    - Chuck said where he lives on 1450 N and 360 W is super steep. Nightmare in the winter. Cars can't get up when snow covered. Slip and slide back down the hill. Big problem causing problems.
    - Said neighbors below park up above nearby his house & walk back/forth down 360 W in winter.
    - Said road from 360 W up to 1600 S/300 W on the hill by Baxters/Liechtys is steeper would be worse.
    - Said 19 children live on the 650 ft of 1450 N and 360 W. Increased traffic not be safe for them.

7) October 30, 2023. Marion & Lee Baxter, Ever Mendoza and his wife, & Jay Liechty. Meeting with the neighbors who live next to the 1600 S & 300 W junction (up on the hill):

- Discussed road connection at 1600 S & 300 W junction (up on the hill) with neighbors who live in proximity.
    - Jay notified Jacobs and Kathi Strong. They could not attend.
    - Everyone said they do not want the road connecting.
    - Mendozas like it as is.
    - Liechtys do too and want a permanent fix to the streets never coming through.
- Planned to have a meeting with neighbors at the 360 W road dead end (other end of the connection) on November 1, 2023 5 pm.

8) October 30, 2023. Steve and Stephanie Salmon & Jay Liechty.

- Discussed the access issue to Rochelle & Paul Thurston's potential lot..
    - Salmons said again they don't know if Thurstons will end up with the land or not, or if they will keep or sell it if they choose to take it. It could depend on whether a house can be built on it.
    - Salmons said the road they were thinking of connecting for Thurston's access, was not to 1600 S/300 W up on the hill by Liechtys and Baxters, since too steep, but to 1600 S down the hill by 400 W.
        - Discussed that connection would be terrible for the neighborhood. Creating a "short-cut" from I-15/Sandhill Road traffic to BYU through neighborhood.

- Salmons said personally they do not want any road connection. They have enjoyed many years of peace and quiet living there and do not want to see it change.
- Planned November 1, 2023 5pm meeting with all the neighbors from both ends of the potential street connection (360 W to 1600 S/300 W), to meet in front of Steve Clark's barn at the end of 360 W.

9) October 31, 2023 Scott Robinson & Jay Liechty.

- Discussed road connection for Thurston's access:
  - Jay told Scott what Salmons had said about them not personally wanting the road to connect.
  - Scott agreed that he does not want it, and their family in the neighborhood has always not wanted it.
  - Scott said he was surprised Salmons said they do not want connections, because they told him a couple days because of the access issue for Rochelle they probably want the street to go through.
    - Scott is not sure now.
    - Scott said you will just have to go talk to them again and find out.,

10) Nov 1, 2023 Larry & Gloria Peterson, Kyle Spencer & Jay Liechty.

- Arrived at Larry's home at 12 noon. Larry was not there. Gloria did not know where he was. So talked to Gloria for about 30 minutes.
- Discussed with Gloria land access and subdivision concept.
  - Showed her colored zone map of the area, that their land is zoned R12, not R8. Gave her the map.
  - Discussed details of the subdivision concept Kyle had prepared of their land showing 17, r12 lots, with access from 1600 S and Sandhill Rd (with right-in, right-out).
    - Gloria did not like it. She said they don't want to develop the land now. Maybe sometime in the future (like 15 yrs) when her and Larry are gone their kids will do something with it.
    - Gloria said They don't want a road going by their house, just like she knows Jay doesn't want one going by his house.
    - She said they want access from 400 W to their land because a couple of their kids want to build houses on the East end of their property so they can take care of the farm and live a distance away from the farm buildings and Larry's house. They were hoping to just get building lots off the access from 400 W street connection.
    - Kyle pointed out that there is a hill or grade up to the East end, and that they would have to run a sewer line from Sandhill Rd all the way up there.
      - Kyle calculated it would cost around $300,000 to do.
      - Kyle said normally a subdivision would be built from lower elevation (West side in this case) first, and then work up in elevation. He said putting the first houses on the highest grade – East – is building it backwards and the most expensive way to do it.
      - Discussed a sewer pumping station would cost $500,000.
  - Gloria said they are not willing nor interested in paying for the land (1 ¼ acre or 1 ½ acre) it would take from Jay's Sherwood Haven commercial development in the forest to put in the access road from 400 W to their land. Jay said he was not interested in putting that road in anyway.

- Gloria said they have a water pipeline right of way from the West Union canal to their farm.

- Gloria said the trees in the forest are junk trees.

  - Jay said Rivendell Tree company looked it over and it is fine.

        - Rivendell said the trees are prunable so as to make the forest and Sherwood Haven safe, insurable and beautifully forested, and the trees are very valuable since they are mature, and that they have a plan to immediately start planting different species of trees and to over time replace the old/existing ones as the new ones grow up and as needed.
        -

- Larry showed up.
    - He said pretty much the same as what Gloria had said.
    - Larry said Jay had been talking a lot to his nephew, Adam Peterson, and had been convincing Adam to not put in the contract to give him the 400 W access right of way the family had promised him. He told Jay to call Adam and to have Adam do that. He said he would call Adam to see if it had been done. He told Jay to call him and tell him when he had done it. He also said that Jay knew it was the right thing to do,
        - Jay responded that he had not talked to Adam for over a year and had only talked to him a couple times ever, and that he knew nothing about the dealings of the family and land arrangements from the past, and that it was not his responsibility to do any such thing or get involved in it. Larry said we owed it to him.
- Kyle went over the subdivision concept with Larry.
    - Jay mentioned the land's current zoning is r12.
        - Larry said he wants to get his land rezoned.
        - Jay said to R8?
        - Larry said no to Highway Services.
        - Jay said what?
        - Larry said, if Jay is going to get his rezoned to Highway Services, he (Larry) might as well do that too. He wants to get in on the deal. He said he is going to go to the City and ask about it.
            - A discussion ensued about this.
                - Larry said he might let Jay buy some of his land on the East border for his project,
                - Larry said that he has land near Geneva Road that is between hi-density developments and that he can develop his land there high-density too.
                - Larry said he may just sell the whole place.
                - Larry said he might let Jay develop his land.
                - Larry said he still needs to talk to some of his family.
            - Larry said he had tried to get his 10 acre land by his house rezoned high-density in the past.
                - He said that the City came to him and asked him to do it, and to put in high-density apartments.
                - He said at first, he resisted, but eventually he was ready and tried to do it, but then the City told him no. So, Larry sold the land, and the person who bought it eventually got it rezoned to high-density.
                - Larry said he had considered putting in a car dealership there as well.
            - Larry said he would go with Jay to the City to ask about getting his land rezoned Highway Services.
                - A discussion ensued about what uses he could do within the Highway Services zoning, and what the City would want.
                - Jay said a concept and Development Agreement is what the City wants.
                    - It was discussed briefly about putting in an RV park there.
- Jay and Larry shook hands and are going to talk more when Jay gets back from a business hunting trip. Kyle was there the entire time and witnessed everything.

- Jay asked Larry about his irrigation water well he drilled on his farm recently.
    - How deep ground water is?
        - Larry said 140 ft.
    - How deep do you need to drill to get well water?
        - Larry said 180 ft.

11) Nov 1, 2023 5pm at Steve Clark's barn. Neighbors from both ends of the potential connected street (360 W and 1600 S up on the hill) met: Tana Oscanyon, Kathi Simpkins, Chuck McCartney, Joanne Parris, Karen Troth, Bryant Todd, Steve and Stephanie Salmon, Lee and Marion Baxter, & Jay Liechty:

- Paul and Rochell Thurston did not attend. Steve Salmon said that he was asked to represent them.
- Discussion about access to Thurston's land; road connection and engineered concept showing cul-de-sac.
    - Jay said everyone does not want the road to go through.
        - Steve Salmon said he had changed his mind, and now wants the road to go through from 360 W to 1600 S below the hill (by 400 W).
        - Steve said they never wanted 360 W to connect to 1600 S/300 W above the hill nor did they think it was a good idea because of the steepness.
            - Everyone discussed 360 W connecting to 1600 S/300 W up on hill.
                - Most agreed it would not be feasible, and a bad idea and do not want it.
                - Chuck McCartney said the road is too steep and cars will be sliding back down the hill.
                - Baxters were the only ones who think it might be ok; saying they think it would be better connecting this loop than connecting 360 W to 1600 S below the hill (by 400 W).
    - Jay said let's look at the concept Kyle Spencer prepared wtih a cul-de-sac for Rochelle Thurston's potential building lot.
        - Everyone discussed pros and cons of the cul-de-sac and the road going through.
            - By the end of the discussion, Steve Salmon admitted they did not want the road to go through but was happy with the cul-de-sac option.
            - Everyone agreed wanting the cul-de-sac
            - Everyone agreed they would like to have septic tank availability for that lot
            - Everyone said they don't want any roads going through.
            - Everyone thinks the cul-de-sac would not preclude the road from going further South in the future for access the other land there, should those landowners want access.
    - Some people said people should have access to their land.
    - Others said people should be smart and realize what the land's circumstance is before buying it or pursuing development: some land is just plain land locked, and it is ok to have open space and not develop everywhere.
    - Chuck McCartney said there are 19 children that live there at 360 W and 1450 N, and it would not be safe for them to have a connecting street with increased traffic flow like one of these road connections would bring.
    - Kathi Simpkins says there is also a dangerous blind curve on this street as you come up/down the hill and turn at the same time, which greatly compounds the safety issue with increased traffic. Also, the slippery snow winter conditions would greatly compound the blind curve problem.
    - Tana Oscanyon, mother of 6 or 7 young kids said they chose to live on this street because it was a dead end and safe for their family. If a road goes through, the increased traffic, like what would happen if 360 W connected to 1600 S below the hill, would change it to not be a safe family neighborhood. Bryant Todd, father of 4 or 5 young children, said the same thing.

- Steve Salmon and Tana Oscanyon asked about a City Park on the City property. Discussion pursued:
    - Some don't want it.
    - Most didn't care or are indifferent.
    - Nobody wants a dog park there.
    - Jay said we need to clear out the drug activity on the city property and adjoining "graffiti pit" (abandoned irrigation cement "basement") in the forest, by doing something with the land. It is quite frequent drug deals take place there, and also drug/alcohol parties. The police are called in often and many have been arrested. Also, the homeless problem there needs to be eliminated. This will only happen if that land is somehow developed.
    - Steve Salmon asked if Jay was still trying to get that City property for Sherwood Haven.
        - Jay said not right now but something needs to be done to the land. It would be nice to get all or part of it for Sherwood Haven. Maybe a small city park could be put on the upper flat bench on the Northeast corner and the rest part of Sherwood Haven would be the best. No one said anything about that.
    - Joanne Parrish said all the concrete and asphalt buried on the City property from UDOT's past activities is a problem. She said "old State Street is buried here" and for years many loads of road waste was dumped here and then covered shallowly with dirt.

Legislative	Planning Commission December 6, 2023	Item 3.9
	REZONE – Amending Section 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1430 South 400 West from the R12 and R8 zones to the Highway Services (HS) zone.	Prepared By: Cheryl Vargas Applicant: **Jay Liechty**

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 448 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation: **High Density Residential**
- Current Zone: **R12 & R8**
- Acreage: **11.9**
- Neighborhood: **Lakeview**

ACTION:

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

REQUEST: The applicant requests the City amend Section 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1430 South 400 West from the R12 and R8 zones to the Highway Services (HS) zone.

BACKGROUND: The applicant is proposing this rezone and map amendment from the R12 and R8 zones to the Highway Services (HS) zone so they can build a retreat type project with a restaurant/reception center/conference center, 2-story retail space, underground parking structure, pavilions and 42 cabins (each with two units for a total of 84 units). If the rezone is approved, they will come back to the Planning Commission at a future date for approval of the site plan and improvements.

The applicant would like to commercially develop and clean up the mature forest at this location in a way that preserves the trees and peacefulness of the surrounding neighborhoods. The forest has maintained a protective barrier between the surrounding neighborhoods and the high-density congestion to the north of this property for many years.

To preserve this barrier, the applicant would like to create a low-impact, high-end hospitality resort development intermingled in the trees. There will also be a restaurant/reception center/conference center, pavilions, a sports retail space for physical therapy, massage, chiropractic uses and an underground parking structure.

Sherwood Haven would accommodate short term hospitality lodging to guests as well as a variety of activities including wedding receptions, family reunions, traveling sports team and tournament hosting, team sports practices and events in the evenings and corporate events such as retreats, training and parties.

Units: There will be 42 cabins with 2 units each. The restaurant/reception/conference centers, the 2-story retail space and underground parking structure will all be located at the northern end of the property and have access off of 1430 South. The cabins will spread through the center and southern portion of the property, also with access off of 1430 South.

Materials: The exterior finishing materials will be wood, masonry (stone cement), stucco, glass, steel, aluminum and structurally insulated panels made of steel and compressed foam.

Parking: Each cabin will have 1 parking space for each unit (2 units per cabin). The interior pavilions will provide twenty-four parking spaces and the restaurant/reception center/conference center will provide 462 parking spaces. The entire project will provide 570 parking spaces.

Parking			
	# Units/Square Feet	Required Spaces	Provided Spaces
Cabins (1 Space/Unit)	84	84	84
Interior Pavillions	5,000 sq. ft	20	24
Reception Center/restaurant-Retail-Events/Fitness Center	115,050 sq.ft	461	462
Total		565	570

The applicant has offered to have a development agreement between him and the City to ensure that the project will be built according to the stipulations within the agreement. The development agreement would be submitted and signed by the applicant before this item is heard by the City Council.

The absence of street connections is a critical part of this concept plan. If the street connections are to be maintained from 1430 South and 400 West this concept plan will not work as shown. Staff supports street connections and the completion of a grid network which is not a part of their proposed concept plan.

Rezone Pros:

- New event center in Orem.
- No connection to neighborhood.
- Buffer between single family homes and condos to the north.

Rezone Cons:

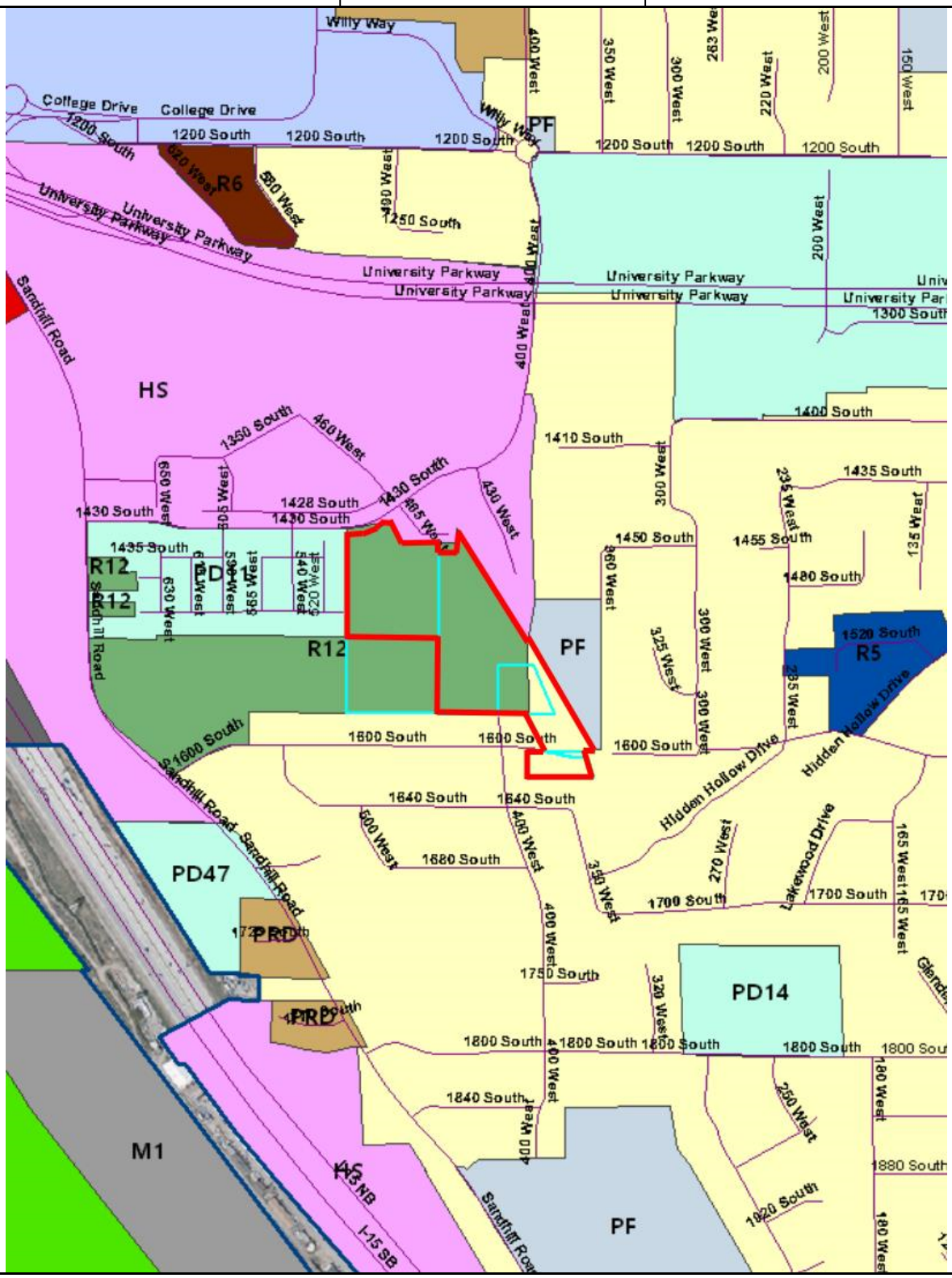
- New event center in a residential neighborhood.
- Retail business in residential neighborhood.
- Potential delay of emergency response time due to lack of street connections.
- Transient type business will exist in a residential zone.
- Properties to the east are still landlocked. Suggested cul-de-sac is encroaching into City property.
- The density in this development with 82 units will be approximately 8.9 units/acre. In the R8 zone, the density is approximately 4 units/acre.
- Additional noise from event center and pavilions/fire pits throughout property.
- Does not meet the land use goal of the neighborhood plan.
    - "Support City's efforts to address affordable housing through rezoning to allow smaller lots and accessory dwelling units."

- This hospitality type of development does not help solve the current housing crisis.
- No street connections – one way in and one way out.

RECOMMENDATION: Staff recommends the Planning Commission consider forwarding a recommendation to the City Council to amend Section 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1430 South 400 West from the R12 and R8 zones to the Highway Services (HS) zone.

University Parkway
University Parkway
University Parkway
University Parkway
University Parkway
1300 South
400 West
200 West
1400 South
1410 South
300 West
1350 South
1350 South
460 West
1400 South
650 West
650 West
605 West
1430 South
1430 South
1430 South
1430 South
405 West
430 West
1428 South
1428 South
1435 South
1435 South
1435 South
1435 South
1475 South
630 West
615 West
590 West
590 West
565 West
540 West
520 West
520 West
1520 South
1520 South
Sandhill Road
Sandhill Road
1450 South
1455 South
235 West
235 West
185 West
185 West
1480 South
360 West
300 West
325 West
300 West
1520 South
235 West
Hidden Hollow Drive
1600 South
1600 South
1600 South
1600 South
1600 South
1600 South
1600 South
400 West
Sandhill Road
1640 South
1640 South
1640 South
Hidden Hollow Drive
500 West
400 West
350 West
350 West
1700 South
1680 South
270 West
Lakewood Drive
165 West
1700 South
1700 South
1700 South
165 West
I-15 NB
Sandhill Road
1725 South
Sandhill Road
Sandhill Road
400 West
1750 South
320 West
1770 South
1800 South
1800 South
1800 South
1800 South
1800 South

Sherwood Haven

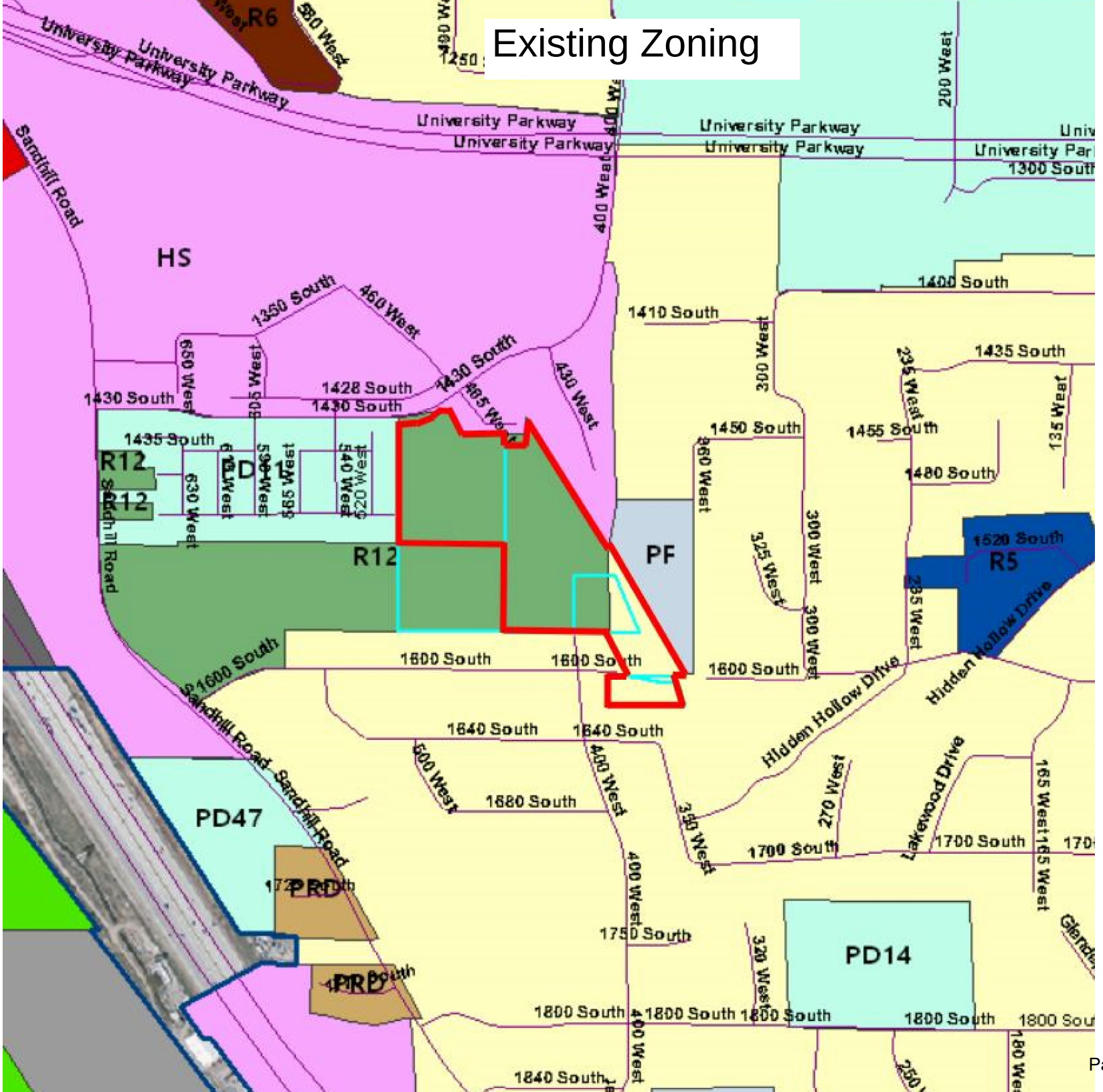


Legend

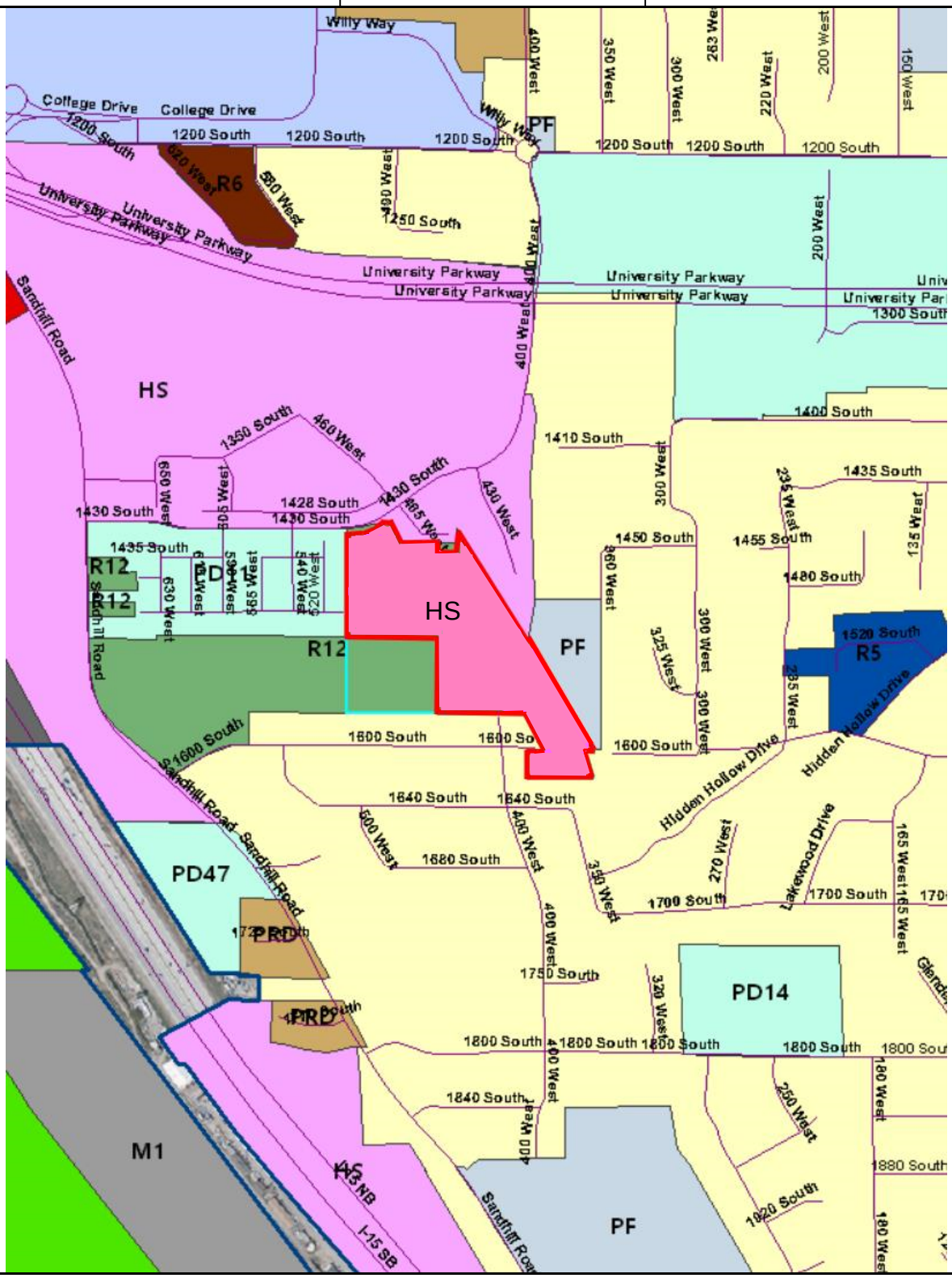
Rezone & Map Amendment
Zone: R12 to HS
Acres: 15.02

NEIGHBORHOOD
Lakeview

1430 S 400 West
Parcels


Existing Zoning
R6
University Parkway
Sandhill Road
HS
1350 South
460 West
1430 South
1428 South
1435 South
650 West
630 West
R12
R12
R12
PF
1410 South
1400 South
1435 South
1450 South
1455 South
1480 South
1520 South
R5
Hidden Hollow Drive
1600 South
1640 South
1680 South
1700 South
1750 South
1800 South
PD47
PRD
PRD
PD14
PD1
400 West
300 West
325 West
270 West
350 West
320 West
165 West
135 West
235 West
295 West
680 West
600 West
Lakewood Drive

Sherwood Haven



Legend

Rezone & Map Amendment
Zone: R12 to HS
Acres: 15.02

NEIGHBORHOOD
Lakeview

1430 S 400 West
Parcels

NO.	REVISIONS	BY	DATE		
5				DESIGNED BY:	DATE:
4				DRAWN BY:	DATE:
3				CHECKED BY:	DATE:
2				APPROVED:	DATE:
1				COGO FILE:	DATE:
				REV. COGO FILE:	DATE:

K:\3-22-060 SHERWOOD HAVEN\CAD\Design\SHERWOOD HAVEN-CONCEPT-7-B.dwg 11/20/2023 10:41 AM

Northern ENGINEERING INC
ENGINEERING-LAND PLANNING
CONSTRUCTION MANAGEMENT

1040 E. 800 N.
OREM, UTAH 84097
(801) 802-8992

SHERWOOD HAVEN

CONCEPT SITE PLAN #7

OREM, UTAH

JOB NO. 3-22-060

SHEET NO. 1

PROJECT VICINITY MAP

–NTS–

N
W – E
S

0 10 30 60 120 180

(24"x36")
SCALE 1" = 60'
(11"x17")
SCALE 1" = 120'

LEGEND

FOUND BRASS CAP	LOT LINE
FOUND 5/8" IRON PIN	SECTION LINE
SET 5/8" IRON PIN	EASEMENT
CALCULATED POINT, NOT SET	EXISTING DEED LINE
EXISTING POWER POLE	EDGE OF PAVEMENT
EXISTING FIRE HYDRANT	EXISTING OVER HEAD POWER
PROPERTY BOUNDARY	EXISTING FENCE LINE
CENTERLINE	EXISTING DITCH
RIGHT-OF-WAY LINE	

SHERWOOD HAVEN PARKING SUMMARY

DESCRIPTION	QUANTITY	REQUIRED	PROVIDED
RETREAT CABIN (2 UNITS PER CABIN) (EQUIVALENT TO 2 HOTEL ROOMS EACH) [CODE 22-15-4-G-3]	42	84	84
INTERIOR RECEPTION-PAVILIONS	5,000 sf	20	22
RECEPTION CENTER/RESTAURANT	21,600 sf	87	83
RETAIL	12,000 sf	48	46
RECREATION CENTER	81,450 sf	326	315
ADA STALLS		(12)	18
	TOTAL	565	566

PROJECT AREA = 523091 sq. = 12.01 ac.

NO.	REVISIONS	BY	DATE
5			
4			
3			
2			
1			

DESIGNED BY: DATE:
DRAWN BY: DATE:
CHECKED BY: DATE:
APPROVED: DATE:
COGO FILE: DATE:
REV. COGO FILE: DATE:

K:\3-22-060 SHERWOOD HAVEN\CAD\Design\SHERWOOD HAVEN-CONCEPT-3 B 11-15-2023.dwg 11/15/2023 3:52 PM

Northern ENGINEERING INC
ENGINEERING–LAND PLANNING
CONSTRUCTION MANAGEMENT
1040 E. 800 N.
OREM, UTAH 84097
(801) 802-8992

SHERWOOD HAVEN

CONCEPT SITE PLAN

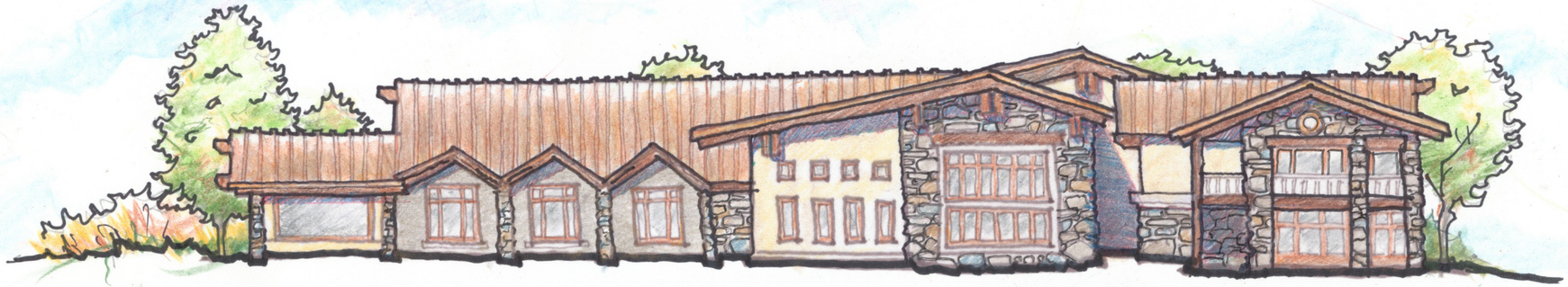
OREM, UTAH

JOB NO. 3-22-060

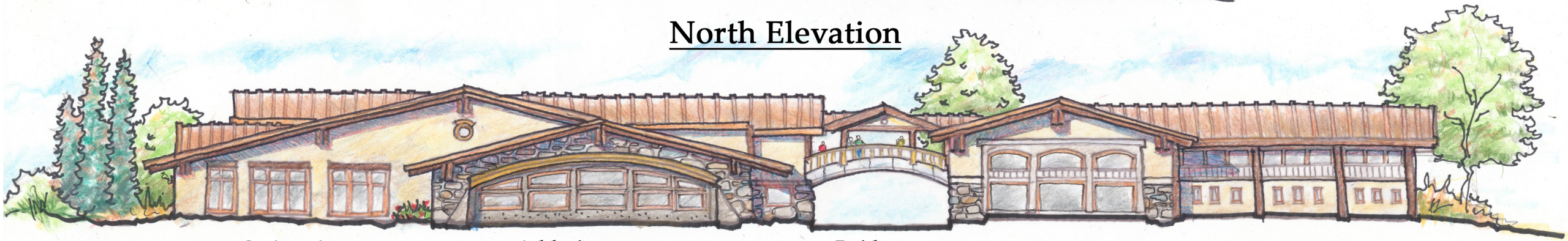
SHEET NO. 1

THESE DRAWINGS, OR ANY PORTION THEREOF, SHALL NOT BE USED ON ANY PROJECT OR EXTENSIONS OF THIS PROJECT EXCEPT BY AGREEMENT IN WRITING WITH NORTHERN ENGINEERING, INC.

Parking			
	# Units/Square Feet	**Required Spaces**	**Provided Spaces**
Cabins (1 Space/Unit)	84	84	84
Interior Pavillions	5,000 sq. ft	20	24
Reception Center/restaurant-Retail-Events/Fitness Center	115,050 sq.ft	461	462
Total		565	570



North Elevation

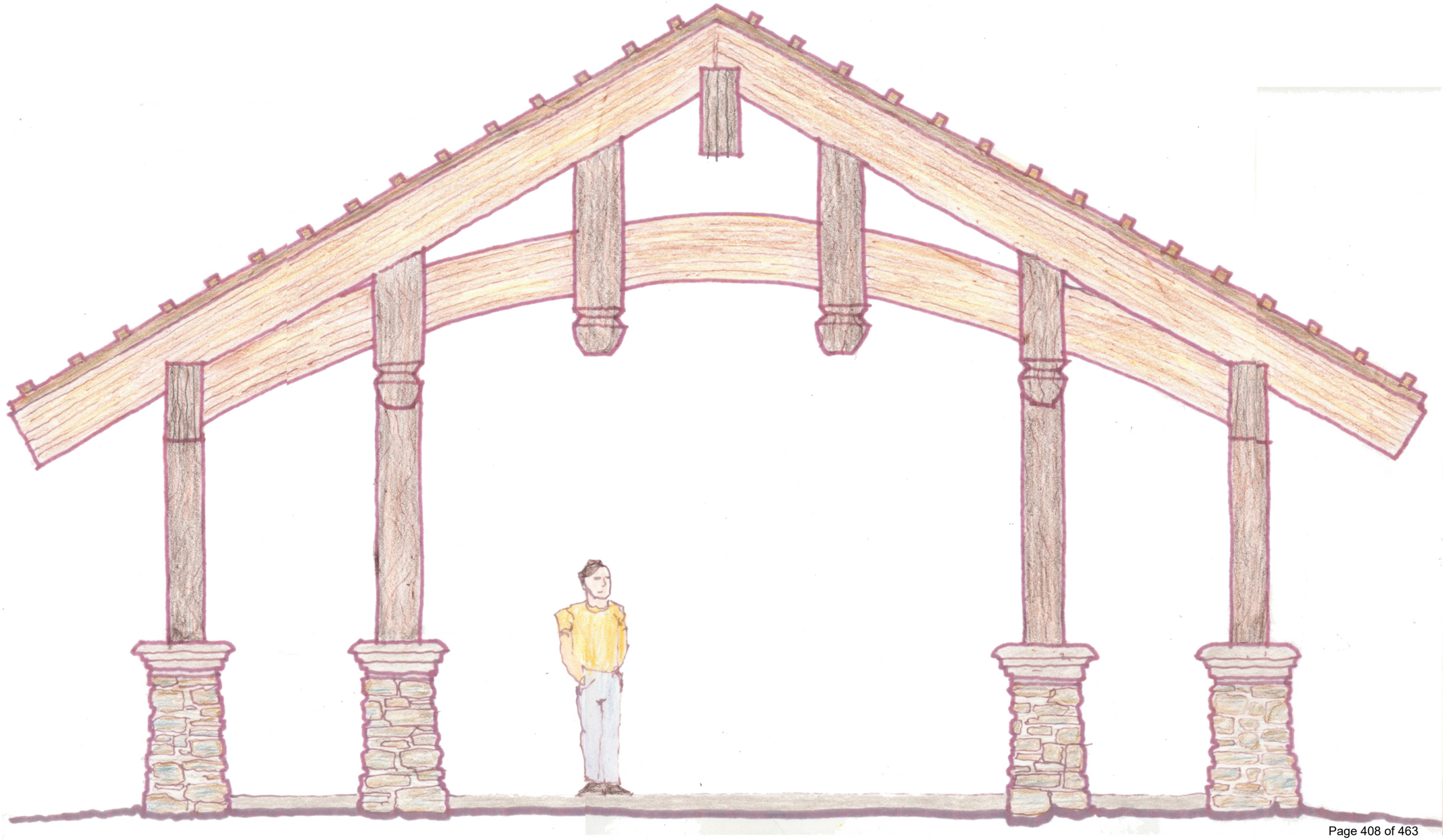


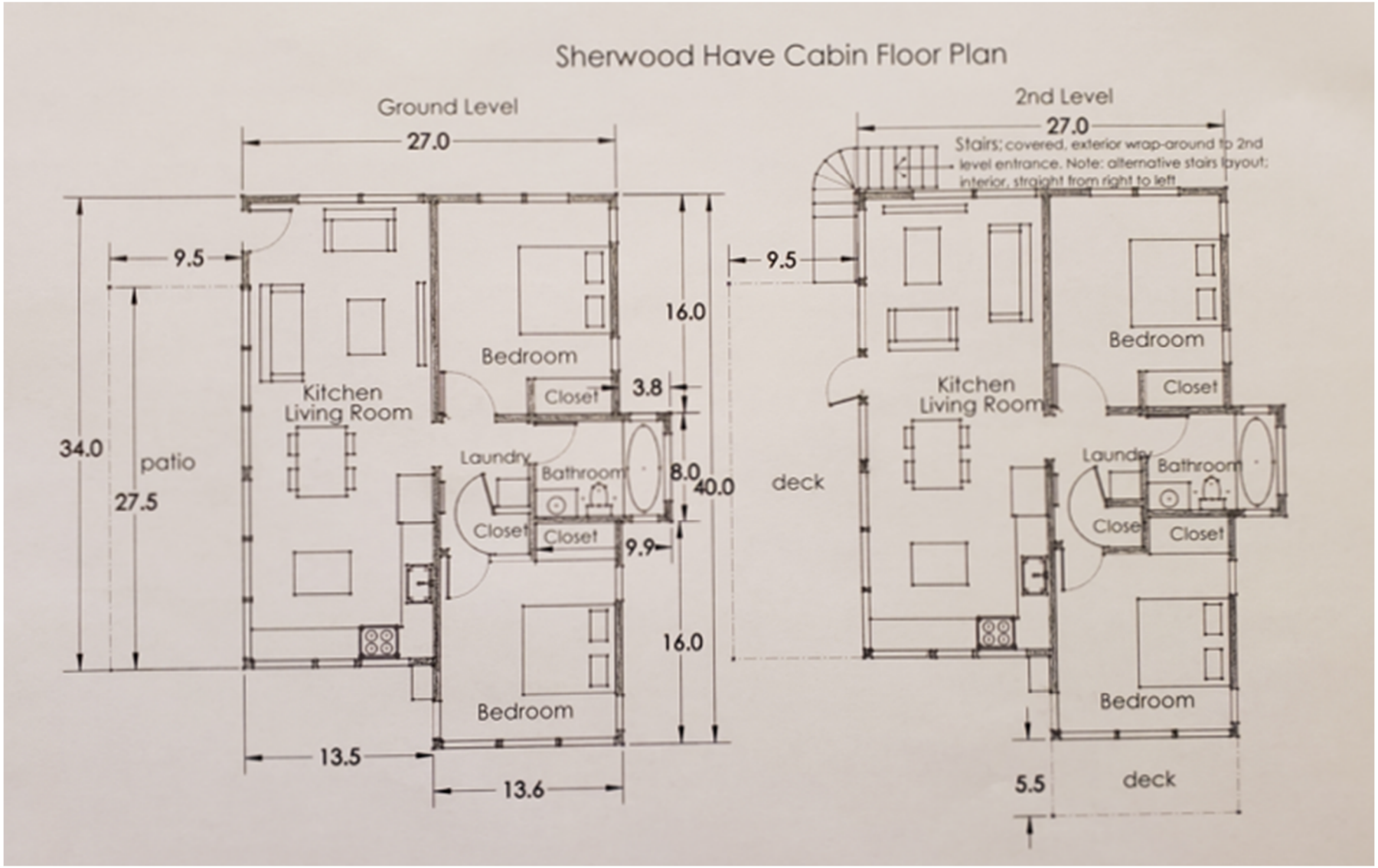
East Elevation

LOBAS ARCHITECTS

Sports Center - Orem, Utah

Concept Design
August 14, 2023




Sherwood Have Cabin Floor Plan
Ground Level
27.0
9.5
34.0
patio
27.5
Kitchen
Living Room
Bedroom
Closet
3.8
16.0
Laundry
Bathroom
8.0
40.0
Closet
Closet
9.9
16.0
Bedroom
13.5
13.6
2nd Level
27.0
Stairs; covered, exterior wrap-around to 2nd level entrance. Note: alternative stairs layout: interior, straight from right to left
9.5
deck
Bedroom
Closet
Kitchen
Living Room
Laundry
Bathroom
Closet
Closet
Bedroom
5.5
deck

Street view from 400 West

Street view from 1430 South

For more information, contact Cheryl Vargas at
(801) 229-7183 or chvargas@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Oct 18, 2023
4:30 pm

*** IMPORTANT DEVELOPMENT NOTICE ***

The applicant requests the City consider amending the Lakeview Area Street Connection Master Plan to eliminate the street connections between 1430 South/400 West and 360 West/1600 South.

The appliant also requests the City change the zoning on subject property from the R12 & R8 zones to the Highway Services (HS) zone to be able to build a restaurant/reception center/conference center, a 2-story retail space and undergorund parking structure. The project will also include forty-two (42) cabins with two (2) units each for a total of eighty-four (84) units. This is an approved use in the HS zone, but not in the R12 or R8 zones which are single family zones.

Additional information can be viewed on orem.org/planning under "Current Planning (Public Hearing Notices)" tab.

EVENSON, SPENCER M
9 TERRILL DR
CALIFON, NJ 07830

For more information, contact Cheryl Vargas at
(801) 229-7183 or chvargas@orem.gov

City Council Chambers, 56 N State Street

Planning Commission
Wed, Oct 18, 2023
4:30 pm

*** IMPORTANT DEVELOPMENT NOTICE ***

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HARTRICK, EDWARD & LOURDES VILLANUEVA
87-05 253 STREET
BELLEROSE, NY 11426

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

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

HARTRICK, EDWARD & LOURDES VILLANUEVA
87-05 253 STREET
BELLEROSE, NY 11426

NICHOLS, LINDA M
--OR CURRENT RESIDENT--
HIDDEN HOLLOW DRIVE
OREM, UT 84058

LI, EVELYN
PO BOX 14858
FREMONT, CA 94539

SMITH, STAFFORD
PO BOX 1896
IDAHO FALLS, ID 83403

JENSEN, DERRIN & ALLYSON
PO BOX 246
CIRCLEVILLE, UT 84723

GEVORGIAN, ALEXIS M & ODET
PO BOX 260770
ENCINO, CA 91436

SHERWOOD HAVEN LLC
PO BOX 51155
PROVO, UT 84605

MAC ENTERPRISES III LLC
PO BOX 95196
SOUTH JORDAN, UT 84095

JORDAN, RICHARD W & LORI R
RR 3 BOX C4
PROVO, UT 84604

EVENSON, SPENCER M
9 TERRILL DR
CALIFON, NJ 07830

MURRIETA PROPERTIES-OREM LLC
43 S 1000 E
SPRINGVILLE, UT 84663

JAMES HAWKES
55 WEST 500 SOUTH
OREM, UT 84058

UGALE, JULIETA S (ET AL)
60 PARADISE LN
PLEASANT HILL, CA 94523

COMMON AREA
100 E CENTER
PROVO, UT 84601

COMMON AREA
100 E CENTER ST
PROVO, UT 84606

HELENA KLEINLEIN
103 WEST 2170 SOUTH
OREM, UT 84058

HUTCHISON, JAMES D & MELISSA A
114 N 1200 E
LINDON, UT 84042

ATWOOD, MICHAEL R & MARILYN M (ET AL)
122 N 550 E
SALEM, UT 84653

LUNT, RANDALL K & JOAN
129 W 1800 S
OREM, UT 84058

JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

WILSON, CLIFTON LYNN & CHRISTINE (ET AL)
161 E 300 N
DELTA, UT 84624

LIANG, HONG MEI
172 S RIDGEVIEW DR
OREM, UT 84058

DAVE YOUNG
173 S COUNTRYSIDE LANE
OREM, UT 84058

MCCOARD, PAUL
173 S LAKESHORE DR
PROVO, UT 84601

ASHTON REAL ESTATE HOLDINGS LLC
267 W 4020 N
PROVO, UT 84604

HARRIS, NATHAN D & TRINA L
272 W HIDDEN HOLLOW DR
OREM, UT 84058

SANDHILL STUDENT RENTALS LTD
275 ROYAL ANN CIR
OREM, UT 84058

DE LEEUW PROPERTIES LC
276 W 130 S
LINDON, UT 84042

LANAE MILLETT
288 W 1500 N
OREM, UT 84057

PETERSON, JEREMY & HEATHER
289 W HIDDEN HOLLOW DR
OREM, UT 84058

NICHOLS, LINDA M
302 W HIDDEN HOLLOW DR
OREM, UT 84058

JACOBS, DAVID K & GAIL W
305 W 1600 S
OREM, UT 84058

GALINDO, EVER FERNANDO MENDOZA
316 W 1600 S
OREM, UT 84058

BAXTER, LEE G & MARION R
--OR CURRENT RESIDENT--
325 W 1600 SOUTH
OREM, UT 84058

CROFT, TYSON & QUINTIN
325 W HIDDEN HOLLOW DR
OREM, UT 84058

ELDRIDGE, JACK B & LORI ANNE
328 W HIDDEN HOLLOW DR
OREM, UT 84058

LIBBY, TODD S (ET AL)
333 W HIDDEN HOLLOW DR
OREM, UT 84058

JA LIECHTY PROPERTIES 340 W OREM LLC
--OR CURRENT RESIDENT--
340 W 1600 SOUTH
OREM, UT 84058

NIELSON, BRUCE L & JULENE F
342 W HIDDEN HOLLOW DR
OREM, UT 84058

FAGER, TRUDENA (ET AL)
345 W 1600 S
OREM, UT 84058

PERFECT GREEN HOME BUILDING SERVICE LLC
%NG, YUK BUN WILLIAM
347 S 800 E
OREM, UT 84097

GLENN, DAVID J & JANAY A
347 W HIDDEN HOLLOW DR
OREM, UT 84058

MAGALEI, MELODY S
351 W 1450 S
OREM, UT 84058

SIMKINS, KATHY R
356 W 1450 S
OREM, UT 84058

OREM CITY CORPORATION
--OR CURRENT RESIDENT--
360 W 1600 SOUTH
OREM, UT 84058

STODDARD, BART DEE & DEBORAH BARRUS
362 W 1640 S
OREM, UT 84058

HERRERA, JOSE & MARIA
374 W 1640 S
OREM, UT 84058

DUNN, MICHAEL R & BEVERLY S
375 W 1640 S
OREM, UT 84058

SIMKINS, KATHY R
--OR CURRENT RESIDENT--
377 W 1410 SOUTH
OREM, UT 84058

LINDSAY, VAL D & SHARRON A (ET AL)
385 W 1410 S
OREM, UT 84058

LLOYD, NORA L
386 W 1600 S
OREM, UT 84058

FAMBROUGH, FONITA D
386 W 1640 S
OREM, UT 84058

FOGT, CHRIS & WILLIAM
389 W 1640 S
OREM, UT 84058

JUDD, SCOTT OKERLUND & EMILY GOODWIN (ET AL)
391 MILLCREEK RD
PLEASANT GROVE, UT 84062

GREEN, ALAN J
396 E 1130 S
PROVO, UT 84606

EDGEL, YOSHIKO NAKAMURA & GARY GRANT
--OR CURRENT RESIDENT--
412 W 1600 SOUTH
OREM, UT 84058

ANDERSON, LINDSEY
412 W 1680 S
OREM, UT 84058

WALKER, CHRISTOPHER J & LAURA P
413 W 1680 S
OREM, UT 84058

BAHR, HOWARD M & KATHLEEN S
420 W 1640 S
OREM, UT 84058

KIMBER, JOHN HOWARD & DIANE BETH (ET AL)
423 W 1600 S
OREM, UT 84058

CHUNG, JACOB & SARAH (ET AL)
423 W 1640 S
OREM, UT 84058

CINDRICH, DAVE W
424 W 1600 S
OREM, UT 84058

LYNN, JUSTIN
424 W 1680 S
OREM, UT 84058

CAHOON, KENNETH D & CAROL JOAN (ET AL)
425 W 1680 S
OREM, UT 84058

REAL, RON & DOROTHY
432 W 1640 S
OREM, UT 84058

JENSEN, S KIRK & DENISE D
435 W 1600 S
OREM, UT 84058

LARSEN, TIMOTHY R (ET AL)
435 W 1640 S
OREM, UT 84058

HERD, JOEL A & CHRISTINA M
436 W 1600 S
OREM, UT 84058

BUTLER, RONALD B (ET AL)
--OR CURRENT RESIDENT--
436 W 1680 SOUTH
OREM, UT 84058

TOLMAN, CYNTHIA KAY
437 W 1680 S
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#112
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#113
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#114
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#211
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#212
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#213
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#214
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#215
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#216
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#311
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#312
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#313
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#314
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#315
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#316
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#411
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#412
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#413
OREM, UT 84058

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--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#414
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#415
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#416
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#511
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#512
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#513
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#514
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#515
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
438 W 1430 SOUTH UNIT#516
OREM, UT 84058

HATT, DAVID L & JOAN W
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#117
OREM, UT 84058

RW AND KM MILLER LLC (ET AL)
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#118
OREM, UT 84058

BUSBY, HOWARD A
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#119
OREM, UT 84058

RW AND KM MILLER LLC (ET AL)
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#126
OREM, UT 84058

SANDHILL STUDENT RENTALS LTD
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#217
OREM, UT 84058

RW AND KM MILLER LLC (ET AL)
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#218
OREM, UT 84058

BUSBY, HOWARD A
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#219
OREM, UT 84058

RW AND KM MILLER LLC (ET AL)
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#226
OREM, UT 84058

HATT, DAVID L & JOAN W
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#317
OREM, UT 84058

RW AND KM MILLER LLC (ET AL)
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#318
OREM, UT 84058

BUSBY, HOWARD A
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#319
OREM, UT 84058

RW AND KM MILLER LLC (ET AL)
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#326
OREM, UT 84058

HATT, DAVID L & JOAN W
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#417
OREM, UT 84058

RW AND KM MILLER LLC (ET AL)
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#418
OREM, UT 84058

BUSBY, HOWARD A
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#419
OREM, UT 84058

RW AND KM MILLER LLC (ET AL)
--OR CURRENT RESIDENT--
442 W 1430 SOUTH UNIT#426
OREM, UT 84058

LICKEY, NOLAN & ANN
444 W 1640 S
OREM, UT 84058

CHIEF HOLDINGS LLC
445 S 360 W
OREM, UT 84058

JACKSON, KRISTY ANN & JAMES EDWARD
447 W 1640 S
OREM, UT 84058

CLOWARD, BERNELL R & KAREN C (ET AL)
448 W 1680 S
OREM, UT 84058

PACE, MARTIN J & DARBIE L
449 W 1600 S
OREM, UT 84058

VIERTEL, DOUGLAS & LINDA (ET AL)
450 W 1600 S
OREM, UT 84058

TERRY, DAVID J & PATRICIA
458 W 1640 S
OREM, UT 84058

FOX, TAYLOR & KALEIGH
459 W 1640 S
OREM, UT 84058

HANNANT, MARK ROBERT
460 W 1680 S
OREM, UT 84058

RASMUSSEN, WADE MICHAEL & AUBREE LEE
463 W 1600 S
OREM, UT 84058

TREWARTHA, APRIL S & JORDAN R
464 W 1600 S
OREM, UT 84058

HEATH, MICHAEL WILLIAM
--OR CURRENT RESIDENT--
466 W 1640 SOUTH
OREM, UT 84058

ESTEVEZ, JOSE & NEYLIS M
467 W 1640 S
OREM, UT 84058

REAM, JOSEPH JAMES & KAY S
469 SUNLAND SPRINGS CT
HENDERSON, NV 89011

GRIFFETH, KENT G
472 E 1700 S
BOUNTIFUL, UT 84010

SISSON, JASON A & MARLENE
476 W 1640 S
OREM, UT 84058

HUTCHISON, JAMES D & MELISSA A
--OR CURRENT RESIDENT--
477 W 1600 SOUTH
OREM, UT 84058

ANDERSON, NEIL J & KATHLEEN
478 W 1600 S
OREM, UT 84058

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

SILVEIRA, MARCIO L
500 W 1640 S
OREM, UT 84058

WRIDE, MATTHEW D (ET AL)
501 W 1600 S
OREM, UT 84058

CHRISTENSEN, JAMES L & MARILYN J
502 W 1600 S
OREM, UT 84058

RDLO STAS LLC
--OR CURRENT RESIDENT--
513 W 1520 SOUTH
OREM, UT 84058

RODGERS, GREGORY M & KAREN A
514 W 1640 S
OREM, UT 84058

MARTIN OREM TOWNHOUSE LLC
--OR CURRENT RESIDENT--
515 W 1520 SOUTH
OREM, UT 84058

MATTHEWS, TIMOTHY (ET AL)
--OR CURRENT RESIDENT--
515 W 1600 SOUTH
OREM, UT 84058

RUGEBREGT, BENJAMIN & ALICIA
516 W 1600 S
OREM, UT 84058

KJO RESIDENTIAL PROPERTIES LLC
--OR CURRENT RESIDENT--
519 W 1520 SOUTH
OREM, UT 84058

MOORE, RACHAEL LYNN
521 W 1430 S
OREM, UT 84058

KA OREM HOTEL LLC
--OR CURRENT RESIDENT--
521 W UNIVERSITY PKWY
OREM, UT 84058

BANTS LLC
%FARRER, SCOTT & MICHELLE
523 W 1520 S
OREM, UT 84058

MOORE, ROBIN D & CARRIE L
525 W 1430 S
OREM, UT 84058

GREEN, ALAN J
--OR CURRENT RESIDENT--
527 W 1520 SOUTH
OREM, UT 84058

EDWARDS, SEAN (ET AL)
529 W 1430 S
OREM, UT 84058

BRIDGES, MICHAEL & LEIONNIE
%BRAMMER, JOHN
529 W 1600 S
OREM, UT 84058

WOOD, GABE
530 W 1600 S
OREM, UT 84058

MINNOCH, JOHN B
531 W 1520 S
OREM, UT 84058

PODHURCAK, ANDREW M & PATRICIA
--OR CURRENT RESIDENT--
533 W 1430 SOUTH
OREM, UT 84058

STORY FAMILY INVESTMENTS LLC
--OR CURRENT RESIDENT--
535 W 1520 SOUTH
OREM, UT 84058

PALMER, ALICE W L
537 W 1430 S
OREM, UT 84058

BANTS LLC
--OR CURRENT RESIDENT--
539 W 1520 SOUTH
OREM, UT 84058

MEINZER, ALYSSA & RICK
541 W 1430 S
OREM, UT 84058

BENSON, LAWRENCE A & REBECCA
542 W 1600 S
OREM, UT 84058

BANTS LLC
--OR CURRENT RESIDENT--
543 W 1520 SOUTH
OREM, UT 84058

THOMAS, ZACHARY R & NATE
545 W 1430 S
OREM, UT 84058

RICHARDS, GARY & CIDNE
547 W 1520 S
OREM, UT 84058

JUDD, SCOTT OKERLUND & EMILY GOODWIN (ET AL)
--OR CURRENT RESIDENT--
549 W 1430 SOUTH
OREM, UT 84058

EVANS UVU RENTAL LLC
--OR CURRENT RESIDENT--
551 W 1520 SOUTH
OREM, UT 84058

WEST, S JAY & JUDENE C
--OR CURRENT RESIDENT--
553 W 1520 SOUTH
OREM, UT 84058

JAKEMAN, GEORGE LESLIE & JANE HANCOCK (ET AL)
554 W 1600 S
OREM, UT 84058

GARDNER, SPENCER A & NATALEE
555 W 1430 S
OREM, UT 84058

P & B MANAGEMENT LLC
556 N 680 W
AMERICAN FORK, UT 84003

WADE, MICHAEL
557 W 1520 S
OREM, UT 84058

WORTHINGTON, SHELDON C
559 W 1430 S
OREM, UT 84058

MA, YUK LING
563 W 1430 S
OREM, UT 84058

WEST, JAY & JUDENE C (ET AL)
--OR CURRENT RESIDENT--
567 W 1520 SOUTH
OREM, UT 84058

OWENS, STUART L
--OR CURRENT RESIDENT--
571 W 1520 SOUTH
OREM, UT 84058

CORDOVA, EDGAR R
--OR CURRENT RESIDENT--
575 W 1520 SOUTH
OREM, UT 84058

CORDOVA, EDGAR R
575 W 1520 S # 3110
OREM, UT 84058

PITTARD, LAURA
--OR CURRENT RESIDENT--
576 W 1600 SOUTH
OREM, UT 84058

PETERSON, GLORIA & LARRY (ET AL)
588 W 1600 S
OREM, UT 84058

MILLHEIM, JUSTIN K
605 W 1600 S
OREM, UT 84058

BANTS LLC
%FARRER, MICHELE & SCOTT W
623 W 20 S
LINDON, UT 84042

DEBBY LAURET
641 S 1920 W
OREM, UT 84059

MADELINE KOMEN
653 W. 1360 NORTH
OREM, UT 84057

BUTLER, RONALD B (ET AL)
660 E CENTER ST
PLEASANT GROVE, UT 84062

WONG, YUK-WAI
696 RIVERBIRCH CIR
AMERICAN FORK, UT 84003

EAST MOUNTAIN PROPERTIES LLC
698 S RIDGE LN
ALPINE, UT 84004

WONG, HON MING (ET AL)
732 S 450 W
AMERICAN FORK, UT 84003

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

MURRAY LOW
904 S. 725 WEST
OREM, UT 84058

OWENS, STUART L
939 SHELL BLVD APT 101
FOSTER CITY, CA 94404

ISOM, CHARLES TODD & SANDRA
953 E 300 N
LINDON, UT 84042

MANGUM, WILLIAM ANTHONY & CAROLYN ANN (ET AL)
965 E 180 N
LINDON, UT 84042

JACKSON, GREGORY RICHARD & TERI SUE
965 N 790 E
LEHI, UT 84043

EVANS UVU RENTAL LLC
1025 W 2200 N
PLEASANT GROVE, UT 84062

BLACKWOOD PROPERTIES LLC (ET AL)
1049 N 700 W CIR
AMERICAN FORK, UT 84003

BRADY, LARRY H & DEBRA S
%DIAZ, APRIL
1057 N STARCREST DR
SALT LAKE CITY, UT 84116

GERALD CRISMON
1069 S. 545 EAST
OREM, UT 84097

HATT, DAVID L & JOAN W
1087 E 650 N
OREM, UT 84097

RONEY, RICK & KIMBERLY
1103 LYNNWOOD DR
OREM, UT 84097

CORLESS DIVERSIFIED CORPORATION
%CORLESS, COSETTE
1118 N STATE ROAD 198
SALEM, UT 84653

ECKMAN, MCKAY D & KIM L
1121 TEAL WAY
OCEANSIDE, CA 92057

TERRY PETERSON
1125 LYNNWOOD DRIVE
OREM, UT 84097

SANTA CLARITA LAND JME LLC
%MARKLEY, JOHN
1133 CAMELBACK ST # 12678
NEWPORT BEACH, CA 92658

TANNER, WAYNE G
1146 E 965 N
OREM, UT 84097

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

MEYER, MARILYN STIBOREK (ET AL)
1196 E 1130 N
OREM, UT 84097

LEVINGSTON, STEVE BRADY
1198 W 1500 S
SPRINGVILLE, UT 84663

WFH OREM LEXINGTON LLC
1215 N 1450 E
PROVO, UT 84604

AJAC-3 LLC
1236 GOLDSMITH DR
LITTLETON, CO 80126

PALMER, ALICE W L
1293 N 3250 W
PROVO, UT 84601

BENSON, RACHEL & MARK ALAN
1331 GRAND AVE
PROVO, UT 84604

MANNA INVESTMENT LLC
1340 N 239 W
OREM, UT 84057

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#103
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#104
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#105
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#106
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#203
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#204
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#205
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#206
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#303
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#304
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#305
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#306
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#403
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#404
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#405
OREM, UT 84058

B&G80 LLC
--OR CURRENT RESIDENT--
1380 S 400 WEST UNIT#406
OREM, UT 84058

SANTA CLARITA LAND JME LLC
--OR CURRENT RESIDENT--
1401 S SANDHILL RD
OREM, UT 84058

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

PODHURCAK, ANDREW M & PATRICIA
1406 S 590 E
SALEM, UT 84653

JEWEL HOLDINGS LLC
%MCLAIN, JULIE A
1408 SUMMIT WAY
MECHANICSBURG, PA 17050

SANTA CLARITA LAND JME LLC
--OR CURRENT RESIDENT--
1413 S 465 WEST
OREM, UT 84058

CHRISTENSEN, H JARED & KAMI KRISTINE
1424 S 590 E
SALEM, UT 84653

CORLESS DIVERSIFIED CORPORATION
--OR CURRENT RESIDENT--
1432 S 430 WEST
OREM, UT 84058

POLGAR, EDGAR
1433 S 430 W
OREM, UT 84058

JOHNSON, EVELYN
--OR CURRENT RESIDENT--
1434 S 430 WEST
OREM, UT 84058

JENSEN, DERRIN & ALLYSON
--OR CURRENT RESIDENT--
1435 S 430 WEST
OREM, UT 84058

RAMIREZ, JAMES (ET AL)
1436 S 430 W
OREM, UT 84058

REAM, JOSEPH JAMES & KAY S
--OR CURRENT RESIDENT--
1437 S 430 WEST
OREM, UT 84058

NEVES, CHAD
1437 S 520 W
OREM, UT 84058

CHRISTENSEN, H JARED & KAMI KRISTINE
--OR CURRENT RESIDENT--
1438 S 430 WEST
OREM, UT 84058

ASHTON REAL ESTATE HOLDINGS LLC
--OR CURRENT RESIDENT--
1439 S 430 WEST
OREM, UT 84058

JOHNSON, BRIANNA S & J MARK (ET AL)
1439 S 540 W
OREM, UT 84058

JACKSON, GREGORY RICHARD & TERI SUE
--OR CURRENT RESIDENT--
1440 S 430 WEST
OREM, UT 84058

TODOKE ICHI RYU LLC
1440 S 540 W
OREM, UT 84058

MEYER, MARILYN STIBOREK (ET AL)
--OR CURRENT RESIDENT--
1441 S 430 WEST
OREM, UT 84058

CHIEF HOLDINGS LLC
--OR CURRENT RESIDENT--
1441 S 540 WEST
OREM, UT 84058

SANDHILL STUDENT RENTALS LTD
--OR CURRENT RESIDENT--
1442 S 430 WEST
OREM, UT 84058

DAYTON, JARED L & PATRICIA L
--OR CURRENT RESIDENT--
1442 S 540 WEST
OREM, UT 84058

DE LEEUW PROPERTIES LC
--OR CURRENT RESIDENT--
1443 S 430 WEST
OREM, UT 84058

GBT HOLDINGS LLC
--OR CURRENT RESIDENT--
1443 S 540 WEST
OREM, UT 84058

MURRIETA PROPERTIES-OREM LLC
--OR CURRENT RESIDENT--
1444 S 430 WEST
OREM, UT 84058

HUANG, YI-JU
1444 S 540 W
OREM, UT 84058

LEANY, JESSICA NICOLE & FRANCIS ESPLIN
1445 S 430 W
OREM, UT 84058

DANELL, JOHN ERIC
1446 S 430 W
OREM, UT 84058

HUANG, YI-JU
--OR CURRENT RESIDENT--
1446 S 540 WEST
OREM, UT 84058

SMITH, STAFFORD
--OR CURRENT RESIDENT--
1447 S 430 WEST
OREM, UT 84058

PALMER, ALICE W L
--OR CURRENT RESIDENT--
1447 S 540 WEST
OREM, UT 84058

SIMPSON, SPENSER
--OR CURRENT RESIDENT--
1448 S 430 WEST
OREM, UT 84058

JOHNSON, DAVID H
1448 S 540 W
OREM, UT 84058

SIMPSON, SPENSER
1448 S 430 W # 8
OREM, UT 84058

Y&H GROUPS LLC
--OR CURRENT RESIDENT--
1449 S 430 WEST
OREM, UT 84058

LAI ENTERPRISES LLC
1449 S 565 W
OREM, UT 84058

CREER, EDWARD NIELSEN & DIANNA (ET AL)
1450 S 360 W
OREM, UT 84058

ESTRADA, SARA ALICIA & DAGOBERTO ENRIQUE
1450 S 430 W
OREM, UT 84058

WONG, YUK-WAI
--OR CURRENT RESIDENT--
1451 S 430 WEST
OREM, UT 84058

LUNT, RANDALL K & JOAN
--OR CURRENT RESIDENT--
1452 S 430 WEST
OREM, UT 84058

SANDHILL STUDENT RENTALS LTD
--OR CURRENT RESIDENT--
1453 S 430 WEST
OREM, UT 84058

HATT, JOAN W & DAVID L (ET AL)
--OR CURRENT RESIDENT--
1454 S 430 WEST
OREM, UT 84058

MANNA INVESTMENT LLC
--OR CURRENT RESIDENT--
1454 S 520 WEST
OREM, UT 84058

GAO, SIQI (ET AL)
1455 S 430 W
OREM, UT 84058

HOLMES, RONALD & CRYSTAL
1455 S 565 W
OREM, UT 84058

ALLEN, JACOB MORGAN & BRIANNA NICOLE
1456 S 430 W
OREM, UT 84058

RICHARDS, BRADEN D & DUANE W
1457 S 430 W
OREM, UT 84058

ROTHE, DAVID D & JANET I
--OR CURRENT RESIDENT--
1458 S 430 WEST
OREM, UT 84058

BIDDLE, MCCALL K
1458 S 520 W
OREM, UT 84058

JDMT NO 3 LLC
--OR CURRENT RESIDENT--
1459 S 430 WEST
OREM, UT 84058

CREER, EDWARD NIELSEN & DIANNA (ET AL)
--OR CURRENT RESIDENT--
1460 S 400 WEST
OREM, UT 84058

RONEY, RICK & KIMBERLY
--OR CURRENT RESIDENT--
1460 S 430 WEST
OREM, UT 84058

HAMNER, LANCE D & LANCE D
--OR CURRENT RESIDENT--
1461 S 430 WEST
OREM, UT 84058

CHENG, OI TUNG HELEN
1461 S 520 W
OREM, UT 84058

BRENNAN, EVAN A & MEGAN C
1461 S 565 W
OREM, UT 84058

HAMNER, LANCE D & LANCE D
1461 S 430 W # 50
OREM, UT 84058

WONG, HON CHEUNG & YIM KIN YIU
1462 S 430 W
OREM, UT 84058

BUXTON, AUSTIN & ALEXIS
1462 S 520 W
OREM, UT 84058

TANNER, WAYNE G
--OR CURRENT RESIDENT--
1463 S 430 WEST
OREM, UT 84058

PENG, YUYONG E
1464 S 430 W
OREM, UT 84058

MEYER, MARILYN STIBOREK (ET AL)
--OR CURRENT RESIDENT--
1465 S 430 WEST
OREM, UT 84058

WONG, HON MING (ET AL)
--OR CURRENT RESIDENT--
1465 S 565 WEST
OREM, UT 84058

BRADY, LARRY H & DEBRA S
--OR CURRENT RESIDENT--
1466 S 430 WEST
OREM, UT 84058

JEWEL HOLDINGS LLC
--OR CURRENT RESIDENT--
1466 S 520 WEST
OREM, UT 84058

JOHNSON, EVELYN
--OR CURRENT RESIDENT--
1467 S 430 WEST
OREM, UT 84058

MOON, LAUREN E
--OR CURRENT RESIDENT--
1467 S 520 WEST
OREM, UT 84058

MOON, LAUREN E
1467 S 520 W # 3091
OREM, UT 84058

SANCHEZ, JORGE D
1468 S 430 W
OREM, UT 84058

MORGAN, SUJITRA
1469 S 430 W
OREM, UT 84058

SHETLIN, JOSHUA T & EMMA LINNEA
1470 S 360 W
OREM, UT 84058

LOI-ON, JOSEPH-ASIATA (ET AL)
--OR CURRENT RESIDENT--
1470 S 430 WEST
OREM, UT 84058

LOI-ON, JOSEPH-ASIATA (ET AL)
1470 S 430 W UNIT 22
OREM, UT 84058

WEBB, STEPHEN R & ERIN A
--OR CURRENT RESIDENT--
1471 S 430 WEST
OREM, UT 84058

WEBB, STEPHEN R & ERIN A
1471 S 430 W # 58
OREM, UT 84058

1472 S LLC
--OR CURRENT RESIDENT--
1472 S 430 WEST
OREM, UT 84058

SECRIST, BAILEY
1472 S 520 W
OREM, UT 84058

KOPLIN, MICHAEL DEE & MARY SUSAN
--OR CURRENT RESIDENT--
1473 S 430 WEST
OREM, UT 84058

ANDERSON, RANDALL R & TRACI H
1473 S 520 W
OREM, UT 84058

LUCAS, BLAIR K & DENA L (ET AL)
--OR CURRENT RESIDENT--
1474 S 430 WEST
OREM, UT 84058

ATWOOD, MICHAEL R & MARILYN M (ET AL)
--OR CURRENT RESIDENT--
1475 S 430 WEST
OREM, UT 84058

LEE, EUN SOOK
1475 S 540 W
OREM, UT 84058

CAZANAVE, REBECCA E & MICHAEL A
1476 S 430 W
OREM, UT 84058

HERNANDEZ, PEDRO CRESPIN (ET AL)
1476 S 540 W
OREM, UT 84058

BARROW, TRISTAN M
1477 S 430 W
OREM, UT 84058

PARRISH, JOANNE (ET AL)
1478 S 360 W
OREM, UT 84058

EVENSON, SPENCER M
--OR CURRENT RESIDENT--
1478 S 430 WEST
OREM, UT 84058

MAC ENTERPRISES III LLC
--OR CURRENT RESIDENT--
1478 S 520 WEST
OREM, UT 84058

SALMON, STEVE & STEPHANIE
1479 S 360 W
OREM, UT 84058

ATWOOD, MICHAEL R & MARILYN M (ET AL)
--OR CURRENT RESIDENT--
1479 S 430 WEST
OREM, UT 84058

JEWEL HOLDINGS LLC
--OR CURRENT RESIDENT--
1479 S 520 WEST
OREM, UT 84058

ROSAS, PEDRO RODRIGUEZ (ET AL)
1480 S 430 W
OREM, UT 84058

KJO RESIDENTIAL PROPERTIES LLC
--OR CURRENT RESIDENT--
1480 S 540 WEST
OREM, UT 84058

ROTHE, DAVID D & JANET I
1481 S 185 W
OREM, UT 84058

FERRIN, TRUDIE
1481 S 540 W
OREM, UT 84058

ROTHE, DAVID D & JANET I
--OR CURRENT RESIDENT--
1482 S 430 WEST
OREM, UT 84058

YANG, RUI (ET AL)
--OR CURRENT RESIDENT--
1482 S 520 WEST
OREM, UT 84058

MCCOARD, PAUL
--OR CURRENT RESIDENT--
1483 S 540 WEST
OREM, UT 84058

GRIFFETH, KENT G
--OR CURRENT RESIDENT--
1484 S 430 WEST
OREM, UT 84058

BLACKWOOD PROPERTIES LLC (ET AL)
--OR CURRENT RESIDENT--
1484 S 540 WEST
OREM, UT 84058

WFH OREM LEXINGTON LLC
--OR CURRENT RESIDENT--
1485 S 520 WEST
OREM, UT 84058

MANGUM, WILLIAM ANTHONY & CAROLYN ANN (ET AL)
--OR CURRENT RESIDENT--
1486 S 430 WEST
OREM, UT 84058

WANG, PING
1487 S 540 W
OREM, UT 84058

AJAC-3 LLC
--OR CURRENT RESIDENT--
1488 S 430 WEST
OREM, UT 84058

GORDON, KENNETH
1488 S 540 W
OREM, UT 84058

LAKE RIDGE 1490 A SERIES OF CYESCOO LLC
--OR CURRENT RESIDENT--
1490 S 430 WEST
OREM, UT 84058

DE LA ROSA, LUIS A
1490 S 520 W
OREM, UT 84058

MDG HOLDINGS LLC
--OR CURRENT RESIDENT--
1491 S 565 WEST
OREM, UT 84058

OSBORN, BRENT & ROSEMARY
1492 S 430 W
OREM, UT 84058

LIANG, HONG MEI
--OR CURRENT RESIDENT--
1493 S 565 WEST
OREM, UT 84058

GARRISON, JASON & BARBARA
1494 S 430 W
OREM, UT 84058

ANDERSON, GRANT & BARBARA
--OR CURRENT RESIDENT--
1496 S 430 WEST
OREM, UT 84058

HALL, JAZMYN
1497 S 565 W
OREM, UT 84058

CARDWELL, JACQUELINE
1498 S 430 W
OREM, UT 84058

WILSON, CLIFTON LYNN & CHRISTINE (ET AL)
--OR CURRENT RESIDENT--
1500 S 430 WEST
OREM, UT 84058

CHIEF HOLDINGS LLC
--OR CURRENT RESIDENT--
1501 S 565 WEST
OREM, UT 84058

BENNIE, JEFFRY & MEREDITH E
1502 S 430 W
OREM, UT 84058

FISHER, GILBERT EARL & SANGSOON
1504 S 430 W
OREM, UT 84058

PHILLIPS, LAURIE ANNE & JERRY CLAYTON
1505 S 430 W
OREM, UT 84058

GRAVES, MARSHALL & JORDAN N
--OR CURRENT RESIDENT--
1506 S 430 WEST
OREM, UT 84058

LUBBEN, DANIEL & MINDA (ET AL)
1507 S 430 W
OREM, UT 84058

BELLISTON-FOWKES, DUSTIN J (ET AL)
1508 S 430 W
OREM, UT 84058

LEVINGSTON, STEVE BRADY
--OR CURRENT RESIDENT--
1509 S 430 WEST
OREM, UT 84058

SMITH, SAMUEL TANNER & KACEY LEE
1510 S 430 W
OREM, UT 84058

PERFECT GREEN HOME BUILDING SERVICE LLC
--OR CURRENT RESIDENT--
1511 S 430 WEST
OREM, UT 84058

SAAVEDRA, ALFREDO & MARIA ANDREA (ET AL)
1512 S 430 W
OREM, UT 84058

VAN DYKE, LARELL C & MARGARET A
1513 S 430 W
OREM, UT 84058

CHRISTIE, JOSEPH W (ET AL)
--OR CURRENT RESIDENT--
1514 S 430 WEST
OREM, UT 84058

CHRISTIE, JOSEPH W (ET AL)
1514 S 430 W # 65
OREM, UT 84058

MOULTON, TYLER R & HEATHER D (ET AL)
1515 S 430 W
OREM, UT 84058

BENSON, RACHEL & MARK ALAN
--OR CURRENT RESIDENT--
1516 S 430 WEST
OREM, UT 84058

MORALES, DIEGO ALFREDO MORALES
1517 S 430 W
OREM, UT 84058

HARTRICK, EDWARD & LOURDES VILLANUEVA
--OR CURRENT RESIDENT--
1518 S 430 WEST
OREM, UT 84058

JORDAN, RICHARD W & LORI R
--OR CURRENT RESIDENT--
1519 S 430 WEST
OREM, UT 84058

S & L CLARK PROPERTIES #3 LC
1520 S 300 W
OREM, UT 84058

LI, EVELYN
--OR CURRENT RESIDENT--
1520 S 430 WEST
OREM, UT 84058

WRIGHT, CALEB D
1521 S 430 W
OREM, UT 84058

EAST MOUNTAIN PROPERTIES LLC
--OR CURRENT RESIDENT--
1522 S 430 WEST
OREM, UT 84058

JI, YANHUI
1523 S 430 W
OREM, UT 84058

UGALE, JULIETA S (ET AL)
--OR CURRENT RESIDENT--
1524 S 430 WEST
OREM, UT 84058

TURNER, JEFFREY C
1525 S 430 W
OREM, UT 84058

BOAZ, WILLIAM A
1526 S 430 W
OREM, UT 84058

HATCH, BENJAMIN T & MICHAEL T (ET AL)
--OR CURRENT RESIDENT--
1527 S 430 WEST
OREM, UT 84058

HATCH, BENJAMIN T & MICHAEL T (ET AL)
1527 S 430 W # 81
OREM, UT 84058

LEWIS, BRANDON
--OR CURRENT RESIDENT--
1528 S 430 WEST
OREM, UT 84058

LEWIS, BRANDON
1528 S 430 W # 88
OREM, UT 84058

ALOR, WILLY FERNANDO & JONATHAN
1530 S 430 W
OREM, UT 84058

CLEMENTE, VINCENTE & CHERILYN
--OR CURRENT RESIDENT--
1532 S 430 WEST
OREM, UT 84058

LESA, ISABELLA
1534 S 430 W
OREM, UT 84058

ISOM, CHARLES TODD & SANDRA
--OR CURRENT RESIDENT--
1536 S 430 WEST
OREM, UT 84058

BENSON, SAMUEL J & ASHLEY
1538 S 430 W
OREM, UT 84058

HILLS, HY R & SHEILA M
1540 S 300 W
OREM, UT 84058

P & B MANAGEMENT LLC
--OR CURRENT RESIDENT--
1540 S 430 WEST
OREM, UT 84058

DE LEEUW PROPERTIES LC
--OR CURRENT RESIDENT--
1542 S 430 WEST
OREM, UT 84058

SKOUSEN, DANIEL
1544 S 325 W
OREM, UT 84058

BAILEY, TYSON L (ET AL)
1544 S 430 W
OREM, UT 84058

JENNINGS, W COLIN (ET AL)
1546 S 430 W
OREM, UT 84058

BURR, JEFFREY & AIMEE
1548 S 300 W
OREM, UT 84058

JOHNSON, EVELYN & RAND LEE (ET AL)
--OR CURRENT RESIDENT--
1548 S 430 WEST
OREM, UT 84058

EDDINGTON, SALLI K & SEAN L
1550 S 430 W
OREM, UT 84058

MASSAGLIA, JOHN & REBECCA
1552 S 300 W
OREM, UT 84058

BRIMHALL, VERL (ET AL)
1554 S 325 W
OREM, UT 84058

BALLARD, MARK
1564 S 300 W
OREM, UT 84058

STRONG, DAVID LEE & TROY DAVID (ET AL)
1565 S 300 W
OREM, UT 84058

ABEGG, RAINBOW
1574 S 300 W
OREM, UT 84058

EDGEL, YOSHIKO NAKAMURA & GARY GRANT
1582 S 400 W
OREM, UT 84058

RE COMPANY INC (ET AL)
1605 W INDIANA AV
SALT LAKE CITY, UT 84104

WALL, KEATON L
1614 S WILDWOOD HOLLOW DR
OREM, UT 84058

SCO PROPERTIES LLC
1615 S 400 W
OREM, UT 84058

BLOOMFIELD, DANIEL K & LINDA MIRIAM
1616 S 400 W
OREM, UT 84058

WATSON, KENNETH
--OR CURRENT RESIDENT--
1617 S WILDWOOD H0LL0W DR
OREM, UT 84058

WATSON, KENNETH
1617 S WILDWOOD HOLLOW DR
OREM, UT 84058

MONSON, LUZMARINA & CASEY D
1627 S 400 W
OREM, UT 84058

COPE, REID EVANS SR
1628 WILDWOOD HOLLOW DR
OREM, UT 84058

BAHR, HOWARD M & KATHLEEN S
--OR CURRENT RESIDENT--
1628 S 400 WEST
OREM, UT 84058

ANDERSON, GRANT & BARBARA
1636 E ROLLING GREEN DR
DRAPER, UT 84020

PINO, DEREK J & DEREK J (ET AL)
1640 WILDWOOD HOLLOW DR
OREM, UT 84058

MASOUD, BAHA
1641 S 350 W
OREM, UT 84058

DUDOVICH, TIMOTHY J
1647 S WILDWOOD HOLLOW
OREM, UT 84058

FOGT, CHRIS & WILLIAM
--OR CURRENT RESIDENT--
1649 S 400 WEST
OREM, UT 84058

CLUFF, ERIC R & JOAN M
1652 S 400 W
OREM, UT 84058

DARIAS, DANIEL A (ET AL)
1652 S WILDWOOD HOLLOW DR
OREM, UT 84058

SEIPEL, MICHAEL M & VERLA P
1653 S 350 W
OREM, UT 84058

HILL, BRANDON T & JENAE A (ET AL)
1655 S 500 W
OREM, UT 84058

CANEDO, EDUARDO J & SILVIA
1656 S 500 W
OREM, UT 84058

BROWN, ADAM R & JANELLE K
1661 S 400 W
OREM, UT 84058

COX, DAVID O & JUDY L
1662 S 350 W
OREM, UT 84058

OCHOA, RAFAEL (ET AL)
1664 S WILDWOOD DR
OREM, UT 84058

OCHOA, RAFAEL (ET AL)
--OR CURRENT RESIDENT--
1664 S WILDWOOD HOLLOW DR
OREM, UT 84058

KONISHI, HARUHISA & PRISCILA
1665 S 350 W
OREM, UT 84058

MAUGHAN, PETER JEFFERY
1675 S 400 W
OREM, UT 84058

OLSON, BRANDON & JOLYNN
1676 S 350 W
OREM, UT 84058

VELASQUEZ, MAXIMO A (ET AL)
1677 S 350 W
OREM, UT 84058

VEATER, CHRISTIAN
1681 S 350 W
OREM, UT 84058

LACERDA, JORGE L
1686 S 350 W
OREM, UT 84058

WOODS, KYLE R & CHRISTINA K
1688 S 350 W
OREM, UT 84058

LUKOWSKI, STEFAN & MIROSLAWA
1693 S 400 W
OREM, UT 84058

ENRIQUEZ, JOSE E
1695 S 400 W
OREM, UT 84058

MC DANIEL, DAVID & SHARI
1698 S 400 W
OREM, UT 84058

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

Y&H GROUPS LLC
1867 E 1050 S
SPANISH FORK, UT 84660

LAKE RIDGE 1490 A SERIES OF CYESCOO LLC
1893 TUSCANY WY
PLEASANT GROVE, UT 84062

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

GBT HOLDINGS LLC
1918 N 1350 W
PROVO, UT 84604

1472 S LLC
%NIELSON, MARGO OR ROBERT
1963 S TERRACE DR
OREM, UT 84097

RDLO STAS LLC
2038 E 9060 S
SANDY, UT 84093

KOPLIN, MICHAEL DEE & MARY SUSAN
2451 STONE HAVEN LOOP
LEHI, UT 84043

GRAVES, MARSHALL & JORDAN N
2501 W 300 N
PROVO, UT 84601

JDMT NO 3 LLC
2844 E OLD WELLINGTON RD
PRICE, UT 84051

DAYTON, JARED L & PATRICIA L
2923 N 82ND WAY
MESA, AZ 85207

CONTRUCTION MANAGEMENT AND DEVELOPMENT
3115 E LION LN # 6
SALT LAKE CITY, UT 84121

B&G80 LLC
%HIXSON, BRAD
3215 INDIAN MILLS LN
JAMUL, CA 91935

WEST, S JAY & JUDENE C
3687 W 12125 S
RIVERTON, UT 84065

O'BRIEN, SEAN M & MICHELLE S (ET AL)
3728 19TH ST
SACRAMENTO, CA 95818

KA OREM HOTEL LLC
6318 S LAKE FORK CIR
TAYLORSVILLE, UT 84129

BUSBY, HOWARD A
%BUSBY, SUE
6361 RANCHO PARK DR
SAN DIEGO, CA 92120

CLEMENTE, VINCENTE & CHERILYN
6693 S SOLAR AVE
BOISE, ID 83709

YANG, RUI (ET AL)
9003 NELLIE CORK PL SE
OWENS CROSS ROADS, AL 35763

MDG HOLDINGS LLC
%LEISETH, COREY
10421 S JORDAN GTWY STE 200
SOUTH JORDAN, UT 84095

HEATH, MICHAEL WILLIAM
10900 S BROOKLINE AVE
OKLAHOMA CITY, OK 73170

MARTIN OREM TOWNHOUSE LLC
11128 S 2125 E
SANDY, UT 84092

STORY FAMILY INVESTMENTS LLC
11626 N SUNSET HILLS DR
HIGHLAND, UT 84003

SADIE SUSAN LLC
%POYFAIR, PAUL & CAROL ANNE
12177 S KODIAK CT
DRAPER, UT 84020

KJO RESIDENTIAL PROPERTIES LLC
13181 S BROWN BEAR PL
DRAPER, UT 84020

RW AND KM MILLER LLC (ET AL)
%MILLER, RANDY
22105 N DIAMOND DR
MARICOPA, AZ 85138

LUCAS, BLAIR K & DENA L (ET AL)
28891 GLENN RANCH WAY
TRABUCO CANYON, CA 92679

Neighborhood Petition

- for -

Development of Peterson Tree Land and Removal of Drug Influence in the Neighborhood

To Orem City,

We the neighbors living in the residential neighborhoods next to the Peterson land (9.45 acre tree property North of 400 W and 1600 S Orem UT) and the vacant Orem City land to the east of the Peterson property, support and are in favor of development of this land in a manner that would preserve our quiet, peaceful and family-friendly neighborhoods from the negative influences of high density congestion (high density apartments and University Parkway, etc) to the North of this land, and remove the drug activity happening there. The results we want from such a development are:

-No increased traffic in our neighborhoods.

-No increased parking on our neighborhood streets.

-A barrier between our neighborhoods and the high-density congestion to the North, like the undeveloped tree property currently provides.

-No through roads allowing traffic and parking problems, etc into our neighborhoods;

a) no to 400 W connecting to 1430 S (as is in the City Master Plan. Let's change the Master Plan),

b) no to 1600 S below the hill connecting to 1600 S above the hill, and

c) no to either 1600 S or 400 W below the hill connecting to 360 W above the hill.

There could be dead-ends or cul-de-sacs connecting to 1430 S or Sandhill Road.

-Keep the trees and forest to prevent noise and sight pollution, but clean it up from transients/hobos and drug activity, and properly care for the trees with pruning/trimming etc and then maintain it.

-Develop in such a way that pays for itself and guarantees it will permanently protect our neighborhoods, and maintain the peace and quiet, and family-friendly environment our neighborhoods have now.

-Removal of the "graffiti pit" which attracts drug activity and vandals.

-Development of a small neighborhood park on the city land to the East of the trees for beautification, public use and to eliminate the current high drug activity happening there, by having increased traffic from the public and lighting up the area at night etc.

-a few blocks to the East, improved security or strength to the gate in the brick wall dividing the Golden Corral parking lot from 1400 S to prevent undesirable through traffic, loitering, litter and other disruptive problems.

Thank you for your consideration and cooperation,

Save the Neighborhood!

A possible road connecting 1600 S (below the hill), to 360 W (on the hill) would allow a lot of traffic from I-15 via Sandhill Road to pass through our quiet neighborhood. Cars traveling to State Street, and even BYU etc, would use this route. Once on the hill 1400 S, 1600 S, 300 W & Hidden Hollow Drive, would be traveled. If you do not want this drastic change let the City know. Planning & Zoning (801) 229-7183; https://orem.org/planning/

Below:
Information from a recent MLS listing/sales flyer with such a proposal for the land.

CONCEPT ART

Proposed concept art for lots that could potentially be built on the property. The current state is raw land. The city of Orem has verbally discussed and agrees with this plan.

Sherwood Haven Orem Utah

Feedback from neighbors not attending the Neighborhood meetings (as of Feb 5 2023):

- Many other neighbors (14 households so far) who did not attend the meeting have said they like or are ok with this. Some have signed a petition in favor of it. Some of their comments:
    - Would like to see the 4 acre city property included in Sherwood Haven.
    - Don't care what happens to the city property. Don't care if it never is a park.
    - best idea they had heard and were very excited.
    - likes the resort idea and is looking forward to it and gives full support.
    - great place to have family reunions and church activities.
    - Can have girls camp there in the off years when don't have access to the church camp sites.
    - thanks for doing this.
    - make sure have access to their private property next to the city property.
    - it will eventually be developed let's do it now while we have a say and a neighbor is doing it.
    - likes the idea

SHERWOOD HAVEN

Follow-up Neighborhood Meeting Notice

Meeting Location: Liechty Home 345 W 1600 S, Orem, Utah 84058 -- **Date and Time:** Thursday Feb 2, 2023 8-9pm

Project Explanation: Jay Liechty, a neighbor in the Lakeview Orem area, will be applying to develop some land (North and East of the 400 W & 1600 S intersection) in the nearby Orem area. The proposed development, Sherwood Haven, will be a Commercial Development consisting of a low-impact hospitality "resort" within a forest in the city.

Jay has never been a developer, so why is he sticking his neck out to do this project and going through so much stress in the process? It is because, like you, he and his family really enjoy living in our nice, peaceful neighborhood and he wants to keep it nice and peaceful. He also wants to improve the neighborhood by cleaning up the prevalent drug and homeless activity in that area and the adjacent City Property, and to permanently resolve the threat of any through-road connecting our neighborhoods with nearby high traffic, high density, and parking problems.

A brief history of Jay's effort to preserve the neighborhood and why he is proposing this concept is as follows. A) The Liechty family moved into their home 9 years ago and shortly thereafter, in an effort to prevent 1600 S from ever connecting down off the hill, Jay purchased the house immediately to the North. That house is where the through-road would go if that connection ever happened. B) In the summer of 2021, the Southernmost 2.75 acres of the forest land where the graffiti pit is located, was going to be listed for sale and marketed heavily to condo developers. Jay was able to purchase the land instead of a very frustrated, well-established high-density townhome developer, who then tried to buy it from Jay for a substantial profit. Jay is more interested in the neighborhood than money so he turned down the offer. This developer wanted to connect 400 W below the hill to 360 W on top of the hill and put 15 units on the 2.75 acres. C) In the summer of 2022, when Bach Homes walked away from purchasing the 9.45 acre parcel adjacent to the 2.75 acres Jay had previously purchased, Jay was able to get the 9.45 parcel of land under contract and is in the process of buying it now. D) Through a lot of research, talking to experts, and listening to the neighbors' concerns about the Bach Homes residential proposal and other undesirable nearby developments from the past, etc, Jay came to the conclusion that a residential development for the 12 acre (2.75 + 9.45) forest would not be the answer to provide the permanent solution of preserving the peacefulness of the surrounding neighborhood. This is in part because a through-road would be required for a residential development, and there is no way to control who the homes are sold to (out of state parents with student children or rental companies purchasing the homes to rent), or resold to, who lives there, or who rents them (students…and how many of them per house and how long they stay), or who has mother-in-law rental apartments, etc. Required 65 ft wide city streets would wipe out most of the trees and destroy the 60-70+ year old forest barrier that preserves the peacefulness of our neighborhood. Because Sherwood Haven can only be realized by a Commercial Development, the concept requires a zone change to Highway Services Commercial for the 12 acres.

Development of this concept will be bound by a Development Agreement (Contract) with Orem City. This ensures that the land will only be used for the development of this concept as set forth in the Development Agreement. The land cannot be developed any other way without consent from the neighbors and going through the entire process of neighborhood meetings again etc. Jay's concept will have two locked gates at 400 W and 1600 S that only public servants -fire/police- can access. This ensures no through-roads connecting to any of the surrounding neighborhood. The drug and transient activity in the forest and City Property area will be eliminated by removal of the "graffiti pit" and development of the land. The majority of the trees and forest will be preserved to prevent sight and noise pollution, maintain the neighborhood's natural barrier, beautify the area, and maintain Orem City's designation as Tree City USA. A single owner (one of your neighbors - who lives adjacent to the property), instead of home buying corporations or student housing or rental groups etc, working with Orem City's rules will provide control over what happens there.

Notice: Pursuant to Orem City Code Section 22-1-5(G), this meeting is being held to discuss this project with the neighborhood and is an opportunity to review and provide feedback. This project has not been reviewed by the city and is subject to change during the review process.

PLEASE COME WITH YOUR QUESTIONS & CONCERNS (EXPRESS THEM RESPECTFULLY) AND TO PROVIDE POSITIVE SUPPORT TO HELP PRESERVE THE NEIGHBORHOOD WE ENJOY TOGETHER. THIS LAND WILL BE DEVELOPED SOON BY SOMEONE. SUPPORTING JAY'S CONCEPT WILL PRESERVE THE PEACEFULNESS OF OUR NEIGHBORHOOD. LET'S DO IT NOW WHILE WE STILL HAVE A CHANCE.

Contact: For any questions please contact: Jay Liechty 801-592-0786 jayliechty@gmail.com 345 W 1600 S Orem UT 84058

Minutes Follow up Neighborhood meeting -- Sherwood Haven Orem Utah -- Feb 2, 2023 8- 9 pm
Liechty Home 345 W 1600 South Orem UT

Presentation:
Jay Liechty

- Having this second or follow up meeting because:
  - confusion on time of first meeting since the wrong time was accidentally put on some notices, and want to make sure everyone had a chance to participate.
  - Made some changes to the concept based on feedback from the first meeting.
- Had moved reception center to the North end (as suggested at the first meeting – even though the neighbors right next to it are fine with it there) and replaced it with a Pavilion.
  - An enclosed reception center would be quieter than an open pavilion. No comments.
- Reduced the number of cabins since it had been suggested at the first meeting. No comments.
- 3 Foresters; State of Utah Forester, UT DNR Forester, and Orem City Forester and a professional tree trimming company (Rivendell Tree) had looked at the forest.
  - Could be pruned etc to be safe and insurable for this development.
- House buying companies are buying up a lot of residential houses and contributing to the housing shortage.
- Residential homes are subject to rental issues/abuses that cause increased traffic and parking problems.
- Showed images of possible look for the rental units "cabins", pavilions and reception center.
- Explained concept and asked if everyone understood why and how this concept will accomplish goal:
  - Achieve the objective to preserve the peacefulness of the neighborhoods and keep the forest,
  - No through roads,
  - Maintain a barrier (like the wall by Golden Corral does on 1400 S) between the high-density, parking and traffic problems to the North and the surrounding neighborhoods,
  - Remove the drug and transient activity in the forest and city property.
- Discussed development Agreements. Anyone with doubts or questions call or visit Jason Bench at the city.

Neighbor's input:

- 9 neighbors attended; only one new neighbor who had not attended the first time. 4 of the 5 households who were against it last time were there. The new neighbor was for it. He said thanks for doing this.
- Larry Peterson walked up and asked if the access road to his property was in the new concept.
  - No, still talking to the city about it. He said so was he.
- Does not like this. Does not feel "thoughtful." Does not want a locked gate. Doesn't feel friendly.
- Does not want a parking lot 4 houses down from where she lives.
- "Yes, there is some rental abuses, but for the most part we are a strong family neighborhood and this land is meant to be part of our neighborhood."
- "This project will take a way a lot of growth from our ward."
- Concerned about the water table for the trees since construction can possibly change that.
- "If we get what we want –residential-, we will also get what we don't want –a through street." So, what about top 25% of land developed commercial with a gated road from North, then middle 50% residential, and bottom South 25% combined with 4 acre city property made into a park?
  - Who will pay for all this? The city has no budget nor money for a park on city land, let alone on private land. It will be very expensive. No idea on how to solve.
- Why is the city property "lined" out on the concept?
  - To show it is not part of the development, but that something needs to be done with it to clean up the drug and transient problem there.
  - Possibly could work with Orem City to put in a small park in the NE corner of the city property or try and include it in the development.
- 4 acre city property was a burying ground for extensive amounts of waste concrete and asphalt for a long time.
  - Neighbors living next to it for 30 yrs saw it brought in. It was covered with shallow topsoil. Concrete chunks and rebar stick out of ground. People get hurt on it. Not very valuable nor developable land.

- The fence around the development will cut off foot traffic through the forest to UVX (public transportation) on University Parkway. “I walk through there to take the bus. I don’t want that taken away.”
- Walking through the forest is creepy; see transient hobo shanties, sleeping bags, pajamas, creepy people etc. “ I always carry my mace.”
- Likes that with a commercial resort concept can control who lives there or who is allowed in.
- With residential don’t know who will buy or live there; could be rentals and transient.
- Concerned the neighborhood or the city won’t have much of a say in what happens to the property in the future. Said Utah State Legislature is looking at passing a law right now that weakens cities’ power to preserve land and neighborhoods in favor of developers in order to provide more affordable housing. Orem was listed in the article. (See Deseret News article on 12 January 2023 titled, “Can a Freer Market Solve the Housing Crisis? Utah Lawmakers Want Cities to Get Out of Developers’ Way.”)
- Bach homes neighborhood meetings; City Council said we are neighborhood friendly.
- I want to see nice houses there.
- If its residential students will live there. In our ward I see a lot of that.
- What side of the canal is the road going on East or West?
    - East side, there is a 15-20 foot or so section of the land on the East side of the Canal.
- Trees are Chinese elms. They fall down and could damage your house. They are really a weed tree and cause insect problems. They aren’t worth saving. It’s not Sherwood Forest.
- “I strongly suggest you put a road in there and you and I (Larry Peterson) put residential in there….and build a nice tree friendly place.”
- I worry a little about noise control but I’m glad to hear you say the entire development will be managed and enforce the city laws and noise code…. I think that will be great.
- How do you build in that kind of control to keep the noise down and people in control etc…are you having security 24/7 there?
    - Hospitality has management there all the time. It has some order to it. Check people in/out. Guests acting out of line are talked to and problem fixed,
    - Built high-end, attract responsible guests; corporate events etc.
- Thanks for taking an interest in doing something to preserve our neighborhood.
- We all have hopes and dreams; Robinhood screwed up Sherwood Forest. This is just a dream that won’t happen.
- Want residential, 35 homes on 9 acres.
- Don’t want a zone change.
- “You say if residential homes go in here they will be bought up by out of state owners and have students living in them”…all the cabins in this development will become rentals. I say the majority of the residential homes won’t become rentals.”
- Concern financial stability; can rent cabins, reception center enough? Afraid it won’t happen and will end up renting to students.
    - Will have a professional management company,
    - Can reduce the price for nightly stays, if needed, like hotels do.
- Afraid if development concept is not done then could be developed into anything allowed in Highway Services.
    - Development agreement prevents that.
- Costly to revert from commercial to back residential zoning.
- “I spoke to the city engineer … he said you cannot block 400 W and 1600 S off…because 400 W connecting to 1430 S is on the city master plan.”
- Will have land-locked Larry Peterson’s property if he wants to develop it. No access onto Sandhill Rd from Larry’s property because left hand turn safety issue -blind curve.
    - He could put road in from the South off 1600 S. No that is his private property - driveway.
    - Above blind curve – Northmost section of Larry’s property- there is a straight section of Sandhill Rd, could possibly safely access Sandhill Rd there.
- “1600 S is the same, …it is “reproached” by the city to have those roads built through there.”
    - No that is our private driveway. It is not. Yes it is, the city does not own that; check the county maps.
- 400 W won’t be blocked. Cannot lock gate on 400 W; will cut off access.

    - Larry -when is the last time you and I talked about working our property together? Jay – we haven't. Larry -you haven't talked with everybody…if you had you would have been in touch with me. Jay- we have talked 5-6 times in the past…. Larry -No we haven't talked at all. Jay- you helped me get info from the city, you called your nephews and the agent selling the property for info for me
- "For decades people have been trying to develop this very valuable piece of land in the most profitable way possible. You don't want to do that. Consider not rezoning all the land so can have mixed use."
- "I want to compliment you on coming up with something that hasn't happened in the last 20 yrs in our neighborhood…..to protect it"

Neighborhood Meeting Sign in Sheet -- Sherwood Haven Development Orem UT

Meeting Location: Liechty Home 345 W 1600 S, Orem, Utah 84058 **Date and Time:** Thursday Dec 22, 2022 8-9pm

Project Explanation: Jay Liechty, a neighbor in the Lakeview Orem area, will be applying to develop some land (North and East of the 400 W & 1600 S intersection) in the nearby Orem area. The proposed development, Sherwood Haven, will be a commercial development consisting of a low-impact, hospitality "resort" somewhat similar to the Homestead in Midway UT, except it will be within a forest and in the city.There will be no through roads connecting to any of the surrounding residential neighborhood areas which will permanently prevent any increased traffic or parking problems there. The drug and transient activity in the forest and "City Property" area will be eliminated by removal of the "graffiti pit" and development of the land. The majority of the trees and forest will be preserved to prevent sight and noise pollution, as well as to beautify the area, and maintain Orem City's designation as Tree City USA. This project requires a zone change to the land to Highway Services Commercial (HS). There will be a development agreement with Orem City stating this development or one substantially similar to it will be built on the land, or the zoning will revert back to what it presently is.

Notice: Pursuant to Orem City Code Section 22-1-5(G), this meeting is being held to discuss this project with the neighborhood and is an opportunity to review and provide feedback. This project has not been reviewed by the city and is subject to change during the review process. (if not Orem UT, put City & State)

Name (*PRINT*)	Signature	Address	Phone	Email
Jay Liechty	Jay Liechty	345 W 1600 S		
Chuck McCarty	CJ	326 W 1450 S Orem		
JOHN KIMBER		423 W 1600		
John & Becky Massagli	John Massagli	1552 S 300 W OREM		
LARRY Peterson	Larry Peterson	588 W 1600 S		
Ever Mendoza	Ever Mendoza	316 W 1600 S		
		1621 W. 50. W,		
LEE Baxter	Lee Baxter	325 W 1600 S		
Doug VIERTEL	Doug Viertel	450 W 1600 S		
Janelle Brown	Janelle Brown	1661 S 400 W		
Jeff Kunz	Jeff Kunz			
Dawn Maughan	Dawn Maughan	1675 S. 400 W		
Jeff Maughan	Jeff Maughan	1675 S. 400 W		
Steven Strong	Steven Strong	1586 S. 235 W.		
Scott Strong	Scott Strong	1586 S. 235 W		
[illegible]	[illegible]	1586 S. 235 W		
Leanna Johnson	Leanna Johnson	Sandy - UT		
Marian Baxter				

Follow up Neighborhood Meeting Sign in Sheet -- Sherwood Haven Development Orem UT

Meeting Location: Liechty Home 345 W 1600 S, Orem, Utah 84058 **Date and Time:** Thursday Feb 2, 2023 8-9pm

Project Explanation: Jay Liechty, a neighbor in the Lakeview Orem area, will be applying to develop some land (North and East of the 400 W & 1600 S intersection) in the nearby Orem area. The proposed development, Sherwood Haven, will be a commercial development consisting of a low-impact, hospitality "resort" within a forest in Orem City. Two locked gates on 1600 S and 400 W are accessible to police/fire dept etc. There will be no through roads connecting to any of the surrounding residential neighborhood areas which will permanently prevent any increased traffic or parking problems there. The drug and transient activity in the forest and "City Property" area will be eliminated by removal of the "graffiti pit" and development of the land. The majority of the trees and forest will be preserved to prevent sight and noise pollution, as well as to beautify the area, and maintain Orem City's designation as Tree City USA. This project requires a zone change to the land to Highway Services Commercial (HS). Development of this concept will be bound by a Development Agreement (Contract) with Orem City. This ensures that the land will only be used for the development of this concept as set forth in the Development Agreement. The land cannot be developed any other way without consent from the neighbors and going through the entire process of neighborhood meetings again etc.

Notice: Pursuant to Orem City Code Section 22-1-5(G), this meeting is being held to discuss this project with the neighborhood and is an opportunity to review and provide feedback. This project has not been reviewed by the city and is subject to change during the review process. (if not Orem UT, put City & State)

Name (*PRINT*)	Signature	Address	Phone	Email
Jay Liechty	Jay Liechty	345 W 1600 S		
LEE BAXTER	LBX	325 W 1200 S		
DOUG VIERTEL	Doug Viertel	450 W 1600 S		
Val Lindsay	Val D Lindsay	385 W 1410 S		
Leanna Deherrera	Leanna Deherrera	Sandy, UT		
LARRY Peterson	Larry Peterson	588 W 1600 S		
Janelle Brown	Janelle Brown	1661 S 400 W		
Dawn Maughan	Dawn Maughan	1675 S. 400 W.		
Jeff Maughan	Jeff Maughan	1675 S 400 W		
DAVE SPENCER				
Ms. SPENCER				

Planning Commission
Neighbor Comments Received

Steve and Stephanie Salmon October 12, 2023

This is concerning the city property at 360 W and @1500 S. I live at 1479 S 360 W and am the last house before it dead ends into the city property. If 360 West is never connected to 400 West, the properties owned by Steve Clark and the other four landowners on the east side of the city property will be landlocked. A dirt road, as proposed to me by Jay Leichty, for access will not be suitable for future development of these properties. Access to these properties from 300 West is impossible because of the steep grade coming off the crest of the hill above these properties. Another issue with this area is the property owned by Ed Creer, which has already been cut off and is bordered on the south side by the city property. Development of this area with improved roads is needed.

Steve and Stephanie Salmon

Judy Cox October 12, 2023

Please note this email sent to Jay Liechty regarding his petition signature gathering and the Sherwood Haven project:
Mr. Liechty -

It's just come to my attention that you were the one gathering petition signatures to close off the roads at 400 South and 1430 East (?). You made no mention to us that you were Jay Liechty - the one with the Sherwood Haven development and that your interest was not really in preserving the neighborhood but rather in being able to push forward with your development. Although we are in favor of making these roads inaccessible to future commercial or high density development, we are **NOT** in favor, as stated in the attached email from Jan 30th, of your Sherwood Haven Development.

You may have already turned in your petition, but this email notices you and City council members that our signatures were not intended to support any effort to move forward with zoning changes and the development of your project.

David and Judy Cox

Judy Cox January 30, 2023
Mr. Liechty -

We may not be able to attend the neighborhood meeting on the 2nd but wanted to let you know that although this use seems much better than high density housing, we are completely opposed to a change in zoning from single family residential to Commercial zoning for your proposed "Sherwood Haven" project

If you do not develop this plan as outlined but the zoning has been changed, any other commercial developer could purchase the property and put in a development not conducive to being directly adjacent to our neighborhood. Your proposed development agreement sounds nice, but we'd need to hear from the City attorney to see if that is even possible. Unless the City provides a rock solid contract stating zoning returns automatically to the current zoning if you fail to develop as planned, we are faced with a commercial development of unknown size and entity in our neighborhood. We already have high traffic in our family neighborhood as people try to avoid Sandhill and the Parkway, with increases during the school year with students coming from rentals throughout the area headed to UVU.

We also have concerns about noise from parties coming from a "resort" development adjacent to our homes.

We appreciate your attempts to develop the land in a less intrusive way than high density, but this zoning change far exceeds anything we want to see come into the neighborhood.

David and Judy Cox
1662 South 350 West.

Dawn Maughan October 16, 2023

October 16, 2023
Dear Orem City Planning Commission,

With all due respect I ask the City of Orem to **decline** considering amending the Lakeview Area Connection Master Plan to eliminate the street connections between 1430 south/400 west and 360 west/1600 south. Please also **decline** the rezoning on subject property from R12 & R8 zones to a Highway Services (HS) zone. As a longtime resident of the community that lives on 400 west, this rezoning and development will destroy our family friendly quiet neighborhood.

First, the Orem City Council should be aware that Jay Liechty, the individual who is trying to push this through has been very deceitful in his gathering signatures to change the master plan. He sent the petition around only to encourage the elimination of the street connections. Many residents in this area were willing to sign the petition… not realizing his sneaky ambition to build an event/reception center right next door to our residential family housing. Not only an event center in our backyard, but also 42 cabins which contain 2 units each. (A total of 84 rental units in our backyard.) Please also note that Jay Liechty also lives up the hill and next door to the property of this rezone request and does not place the reception center or cabins near his property.

Mr. Liechty has also made it very difficult to attend his neighborhood planning meetings. Suspiciously, holding them on dates such as Dec 23, 2022 or during fall break. Thus, limiting his interactions with local Orem residents and keeping them away. He has also ignored many requests to alter his plans and refuses to work with the local neighborhood. His interests are for his own benefit and not for the benefit of the community.

Please note that Mr. Liechty helped us fight to keep this area residential against the Bach Homes Development. He never mentioned that he was the next buyer on the list. If he is this deceitful and conniving to the community he lives in, will he have any respect for his neighbors if this development should be approved and any respect for his neighbors when the guaranteed issues of short term rental properties arise. I do not believe he will.

Second, I do not believe this is the neighborhood for this development. We need residential homes and we support growth. Please don't destroy our neighborhood by making it an Airbnb community. Please note the article written by Cassidy Wixom for Ksl.com, "*Short-term rentals in Orem may face new regulations after GOAT Houses causes controversy.*" Please don't make this requested development of "Sherwood Haven" a future nuisance for the Orem City Council and our neighborhood.

We don't need an event center backing up to our homes. We do not want to battle the constant loud noise, the constant trespassing, the big parties, the trash, and the traffic. There is not a person in this community that wants this in their backyard or in their quiet neighborhood.

We, also have no control over who will rent these cabins. Please note that this is a property that touches quite a few homes. This development would be detrimental to the longtime quiet family community and of Orem.

Third, please do not rezone the R12 and R8 zones. Please note that our community has already been poorly impacted by Orem City rezoning, the reselling of the property after rezoning and then the poorly planned development of the Lextington Townhomes. There is literally no parking for this community, and it has become a high density housing nightmare. Once, this property gets rezoned, we lose control over will be developed.

Please save our community and keep Orem the "Family City" it is. I will be attending the Planning Commission meeting on Wed, Oct 18 at 4:30pm.

Thank you for your time,

Dawn Maughan
1675 S 400 W
Orem, Utah

Rob Moore October 17, 2023

Dear Orem Planning Commission -
I own a townhome in the neighboring Lexington complex adjacent to the proposed Sherwood Haven rezone area. My son and his family live in the townhome next to a daughter who owns another townhome in the complex. I strongly object to the proposed Sherwood Haven rezone for multiple reasons.
The rezone was originally proposed as a way to take property riddled with drug issues and problems and convert it into a family-friendly environment. The reality is that -- though some problems may exist -- the proposed rezone area is a haven of peace and tranquility in the midst of an Orem neighborhood consisting of single family homes to the east and south, and higher density neighborhoods to the north and west. The area is already very crowded and a highly trafficked commercial enterprise such as is being proposed would only overwhelm the area with additional noise and traffic.
I purchased a townhome in Lexington because I could see that Orem appeared to be committed to zoning apartments and homes in that area. Placing a commercial venture right in the middle of an Orem neighborhood would be a complete capitulation to commercial interest at the expense of those living in the area. A rental area would bring an element of transactional living that is not conducive to the values of those who have a stake in maintaining the peace and safety of the neighborhood as a place where they live and are raising families.
Orem does not have a stellar history of zoning integrity. I call on planning commission members to maintain the integrity of our neighborhood as a residential area where well-established and younger families, alongside students and working professionals can enjoy living alongside fellow residents who are committed to the wellbeing of the neighborhood and community.
Please contact me with any questions.
Respectfully,
Rob Moore
801.369.5458
rdeemoore@gmail.com

Cory Stevens October 17, 2023

As owners of two Lexington Townhomes, we wanted to voice our objection to the proposed rezoning of the R12 & R8 zones to Highway Services (HS) zone.

This is in a residential neighborhood with residential streets. The proximity to a highway a block away does not justify allowing Highway Services on residential roads in a residential neighborhood. Approving this proposal would set a precedent for allowing Highway Services to negatively encroach on residential roads and neighborhoods in Orem.

In addition, these are small residential streets that are already burdened with congested traffic. Approving this development proposal will exacerbate the traffic volume problem, further decaying the livability and property values of the adjacent residential homes and properties.

Please vote **against** this proposed development rezoning.

Thank you,
Cory and Pam Stevens

Jeff Maughan October 17, 2023

Dear Orem City Planning Commission,

I'm writing to you to ask that **decline** Jay Liechty's request to amend the Lakeview Area Street Connection Master Plan which is set as an agenda item for the Planning commission on Wednesday, Oct 18th (tomorrow) at 4:30pm. I cannot attend the meeting due to work constraints but wish to communicate to you why I feel so strongly that you should decline Mr. Liechty's request to rezone this parcel of land.

First, please know that I am not against the development of that property. Cities need to grow and I welcome new housing in our historic neighborhood at the current zoning level – single family homes. Mr. Liechty's proposal, however, is to change the zoning to **Highway Services** – proposing a convention/event center and 42 cabins. Mr. Liechty invited the neighborhood to give input at two separate meetings where the residents were adamant that we did not want a convention center adjacent to our neighborhood. We have major concerns regarding noise and light pollution, unwanted traffic, and parking (we are already dealing with a serious problem of residential overflow from the high-density Running Horse Condominiums on Sandhill). Mr. Liechty indicated that he only wants to protect our neighborhood, but when we asked him to consider just building single family homes (for which it is currently zoned), which would enrich our neighborhood, he indicated that he couldn't do that – even though there is an excellent and profitable example of that occurring less than a mile away at Jones court in the Cherry Hill neighborhood. Again, we gave him several suggestions that would make his development more suitable, but to my knowledge he's incorporated none of those suggestions into this request for a zoning change. Indeed, in my estimation he's been deceitful in how he's approached our neighborhood – for example, he sent around a petition to encourage the elimination of the street connections (1430S/400W and 360W/1600S) – which he wants for his convention center (i.e., no through traffic). Many of the residents in the neighborhood residents would love to stop a connection being built as it would increase traffic and signed the petition not realizing his duplicitous ambition to build a convention center with 42 cabins on the same property.

I note that Mr. Liechty helped us fight to keep this area residential against the Bach Homes Development and therefore fully understood our desire not to change the zoning from it current zoning of single family homes. He never once mentioned that he was considering purchasing the property and wished to build a convention center with 42 rental cabins.

Second, I would refer you to the recent article in KSL (Short-term rentals in Orem may face new regulations after GOAT House causes controversy) by Cassidy Wixom. The residents in this article are petitioning the Orem city council to add new regulations regarding short term rentals due to the apparent issues occurring at this one property due to concerns with traffic, noise, and smells – now imagine having a property with 42 short term cabin rentals adjacent to your home as Mr. Liechty is proposing here. We have reach out to Cassidy Wixom with the hopes she'll cover our concerns regarding the proposal being considered here.

Lastly, the community has major concerns about what happens if his planned convention center fails – is there really a need for another convention/event center (one with 42 cabins)? Just a

quick google search shows that there are over 20 convention/event centers in just the Orem/Provo area. What happens when Mr. Liechty can't fill the cabin with convention/ event participants? He'll still have a mortgage and investors, hence they'll more than likely become Airbnb or VRBO rentals – again imagine living next to such a property. And if he can't fill them with Airbnb/VRBO vacationers, he'll go bankrupt – but the property will at that point be designated as **Highway Services**, which means it will likely come commercial properties – again, imagine having commercial properties in your neighborhood!
We ask you to please 1) stand with the residents of this historic neighborhood and not with Mr. Liechty and **decline** his petition and 2) attend the Planning Commission meeting tomorrow so you can be aware of what is being petitioned for our historic neighborhood.
Sincerely,
Jeff Maughan
1600 S 400 W
Orem, Utah 84058
Jeff_Maughan@byu.edu

Bethann Martin October 17, 2023
I am an owner of a Lexington Towns home.

I have reviewed this proposal, and am not completely opposed, if it's true the developer will keep many of the trees, and the drainage and traffic impacts to our development are mitigated.

I have concerns of the number and scale. I think it should be scaled back in number of units so it will feel more like a Haven and less like a motel. Also, what is defined as short term? If they are more than 1 month it's going to end up illegal student housing.

Regards,

Bethann Martin

John Kimber October 18, 2023
To the Orem City Council and Planning Commission,

I live near the corner of 400 W and 1600 S. Twenty two years ago when we moved in, the moving company staff mentioned how much and how fast the cars went by and just like now, the streets did not go through. 1600 is used as a fast track to University Parkway and the freeway from all the upper residential area to the east of "the forest ".

I wish people would drive through others neighborhoods like they want them to through their own, but that does not seem to be the way life is.

City staff have on a few occasions told me over the years that for them it is just a waiting game

to get permission to make 400 W and 1600 S through streets. Our little neighborhood would suffer greatly if either of these roads were allowed to be connected.

The promises of the developer's of Sherwood Haven would put an end to these thru road risks. Although I am always skeptical of what people's real plans are or how a new zoning might be abused to the detriment of our neighborhood, I am supportive of what he has been proposing. I would also hold him to his promise that if the project does not get built as proposed that the zoning would revert back to R12 and R8 as it is now.

Thank you for your time and for your service to our fair city.

John Kimber

Angela House October 18, 2023

Ms. Vargas,

I am writing to express my strong opposition to the proposed rezoning the property located at 1430 S 400 W from R12 and R8 zones to the Highway Services zone in order to build the proposed project Sherwood Haven.

I am a relatively new resident to the area, and own a townhouse as of approximately the last 5 years in Lexington Towns, adjacent directly to the west of the proposed project. The single home residents are also an important part of my community with whom I have enjoyed association. Many of them have been in the neighborhood for 20+ years, and have a deep-rooted history in the area.

Mr. Leichty's attempt to insert a resort to accommodate as many as 600 guests for nightly rentals, conventions, weddings, etc. is in complete opposition to everything that our quiet neighborhood has worked to had to preserve. The so-called "haven" being planned is masquerading as a quiet retreat, when reality is clearly shown to be an incredibly busy, loud, and invasive resort. I can easily see the traffic being on proportions of Sundance Resort, which our quiet streets cannot accommodate without creating large lines of traffic. Nor should they even NEED to accommodate it! The residents moved here for a quiet, safe, family neighborhood, which we will be quickly robbed of if unending cars are entering and exiting using our narrow streets.

In regards to my Lexington Towns community, the number of residents within and surrounding our community already makes navigating on 1430 S challenging. It may be a small road, but it is already very busy considering the population density within it's vicinity, and the fact that the road is on the bus route. Even the commission's talk about creating a 3 lane cross section (which will certainly not fit with the current width of the road) will not be sufficient to accommodate the sudden influx of traffic.

Based on the provided concept plan, there will only be 2 streets allowing access into the property: 1430 S and the intersection at 1600 S and 400 W. With such limited access, and with plans for events such as conferences and weddings, it's clearly evident that these small residential streets will be overrun with a long line of traffic waiting to get into the gated areas to grant access to Sherwood Haven.
I also have a hard time imagining this plan has properly accounted for following necessary fire codes and standards, which is a huge safety concern. It makes me wonder what else has been overlooked in favor of profitable gain.

With the adjacent Sandhill Road, which is already too busy with its 3 lane cross-section, will undoubtedly cause massive congestion that is already at the point of explosion by the intersection of Sandhill Rd and University Parkway. This intersection is a hub for traffic entering/exiting the freeway, access to Walmart, an entrance to UVU's campus, and access to many high density residential units. Traffic at that intersection is already very difficult to navigate, but it will assuredly turn into a full-blown nightmare with so many temporary visitors overrunning the streets.

It's one thing to run the numbers behind the scenes of what will supposedly suffice according to city and state codes, and it's another to actually live in the community and know from first-hand experience what will and will not work. Flat out, Sherwood Haven will not work in the proposed area.

The forested area is a beautiful one, but it is not in a location to accommodate Sherwood Haven without causing irreparable damage to my community of family residents. This concept plan is very poorly thought out, with money being the clear bottom-line.

Your commission has the power to vote "nay" for this rezoning. Our town Orem has so little quiet space left. Just because something can physically fit in a plat of land doesn't mean that it should, especially if it is in complete opposition to its surroundings. Please use your power to preserve this land for a much better purpose than this ill-fitting and overblown retreat.

Sincerely,
Angela House

Shelbe Nelson October 18, 2023

Greetings this email is in regards to the planned meeting tonight to discuss amending the Lakeview area master plan street connections and changing the zone from residential to commercial.

I live at 472 W. 1680 S., Orem UT and I am against the proposed amendments. Please leave our zoning as residential. With the issues with the goat house in Orem that was in the news our neighborhood does not want a retreat convention center so close to our neighborhood.

We want to respect our neighborhood and want to keep the buffer from commercial. The road closures is not enough.

Warm regards
Shelbe R. Nelson

Steven Strong October 18, 2023
Dear Planning Commissioner,

I am writing to you to express my concerns over the proposed development in my neighborhood. My name is Steven Strong. I live at 1664 S 500 W. I have lived in the same neighborhood my entire life. My wife and I are raising 4 amazing children in our house. We love our neighborhood and community. We have many concerns about the proposed zoning change from R12 to Highway Commercial in our neighborhood.

I am referring to the proposal by Jay Liechty on the property at 1600 S 400 W. Changing this property to Highway Commercial does not preserve our neighborhood. This would add a lot of elements that would make our neighborhood a place that would attract unwanted elements. Here is a list of our concerns:

- 84 Airbnb nightly rentals
  This will be backed up to single family homes in our neighborhood. AB&B's are changing the fundamental values of family neighborhoods. They cause noise complaints, messes, large amounts of traffic in the neighborhood, all night traffic, more resources used on police, fire, and city workers.

  42 open fire pits that are proposed. The pollution and smell that will fill our neighborhood will be horrible.
- Conference/Reception Center
  The unwanted noise, late night parties and added traffic will transform our neighborhood.
- Commercial retail space
  Why are we trying to change residential zoning to commercial. We should be concerned about preserving our resident zones. Residential zones create a better environment for everyone in the city.
- Once a zone is changed it can be sold off and different developments can be created. This has already happened to us with the apartments on 1430 S 500 W.

Last year Bach Homes proposed a project to put in medium density homes on the property. We gathered 100's of signatures from almost every resident in the adjoining neighborhoods because we did not want that many properties put in that space. The new proposal puts in twice as many. No one wanted the other development. Why would we want a development that creates an even worse proposal?

When Jay Liechty collected signatures for closing road connections on 400 W and 1600 S he never mentioned how he wanted to change the zone. I have talked to several neighbors that are upset about how he presented this. It was a really sneaky way of trying to appear that support was given for the zone change. But this is not the case. No support is for the zone change. Jay also collected many signatures to fight Bach Home Development and maintain our residential neighborhood. But he had no intention of preserving our neighborhood. He was the next buyer on the list and wanted it for his own personal reasons.

We want to maintain our residential neighborhood. Traffic is already an issue on our roads. This zone change would change our residential neighborhood for the worse.

Thanks for your time and consideration.

Steven Strong
Orem Resident

Arturo Delgadillo October 18, 2023
Hello,

My name is Arturo Delgadillo, my wife and I have been house owner of the Lexington Hometown community since its inception back in 2019. Throughout the house purchase process, our top location priority was to be close to our families (I grew up in Orem), close to work and the freeway. We were well aware of the challenges associated with the proximity to UVU and University Parkway; however, the thought of having rentals properties, conference/event venues and a retail/restaurant plaza a few steps away from our doorstep is the last thing we as a family and many of the Lexington homeowners would ever agree to.

Above congested traffic, parking issues and noise level, the concern of safety and roaming visitors on our streets has become our main reason to object the rezoning. We are aware growth is inevitable as Utah is such a vibrant and beautiful state but we ask you to consider a family residential focused community, no temporary rental guest properties. We've already had a garage and car break in, we are afraid the negative impact a decision like this will have in our community.

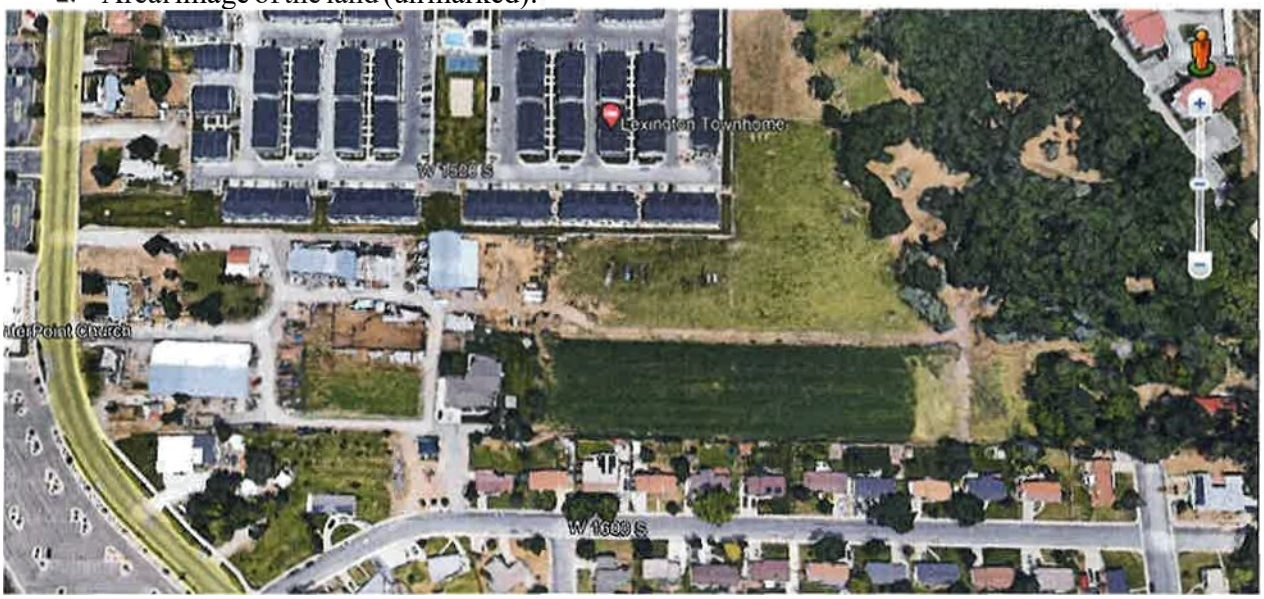
We thank you for your consideration.

Arturo Delgadillo

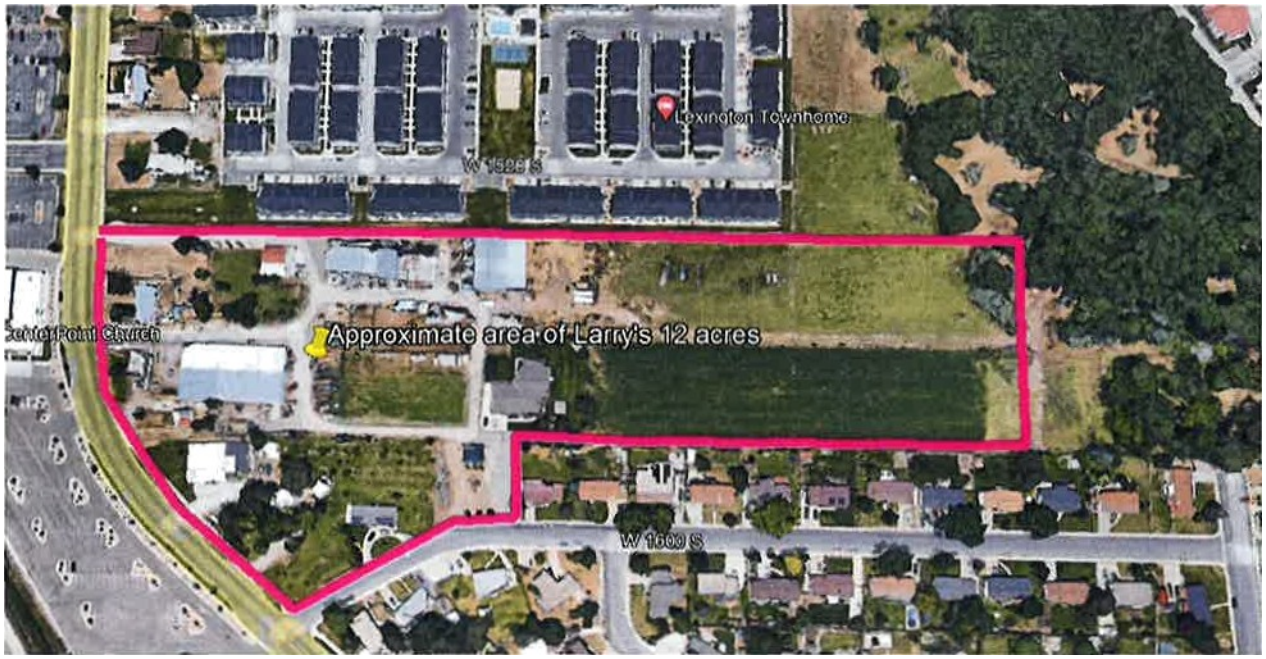
Proposal - access to Larry Peterson's 12 acre property

The following shows city road access to Larry Peterson's property. He has said he wants to develop these 12 acres into 50 residential homes and has been asking for city road access through the proposed Sherwood Haven forest to his land — particularly connecting to 400 W. This would destroy a lot of the forest. He says he will be land-locked by the Sherwood Haven development. This shows he has other viable options for access to that land.

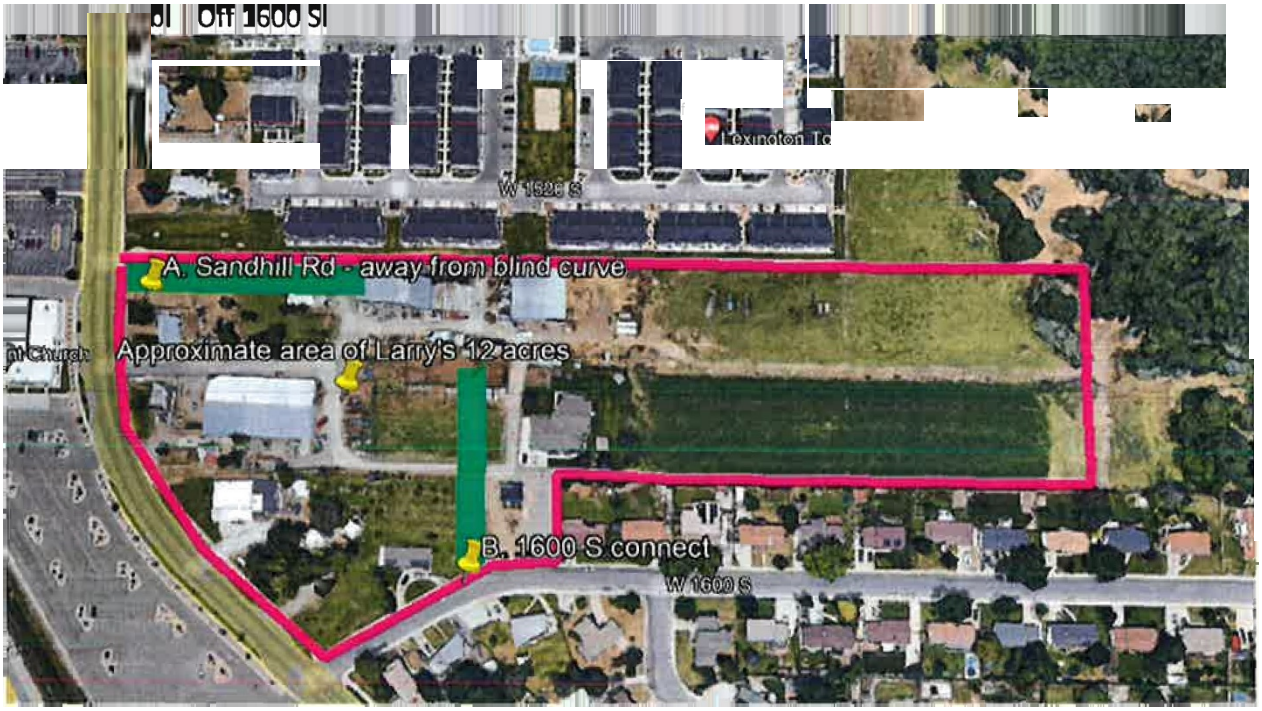
1. Areal image of the land (un marked):



2. Approximate area of Larry's 12 acres (pink border) — not sure if he owns all of it?

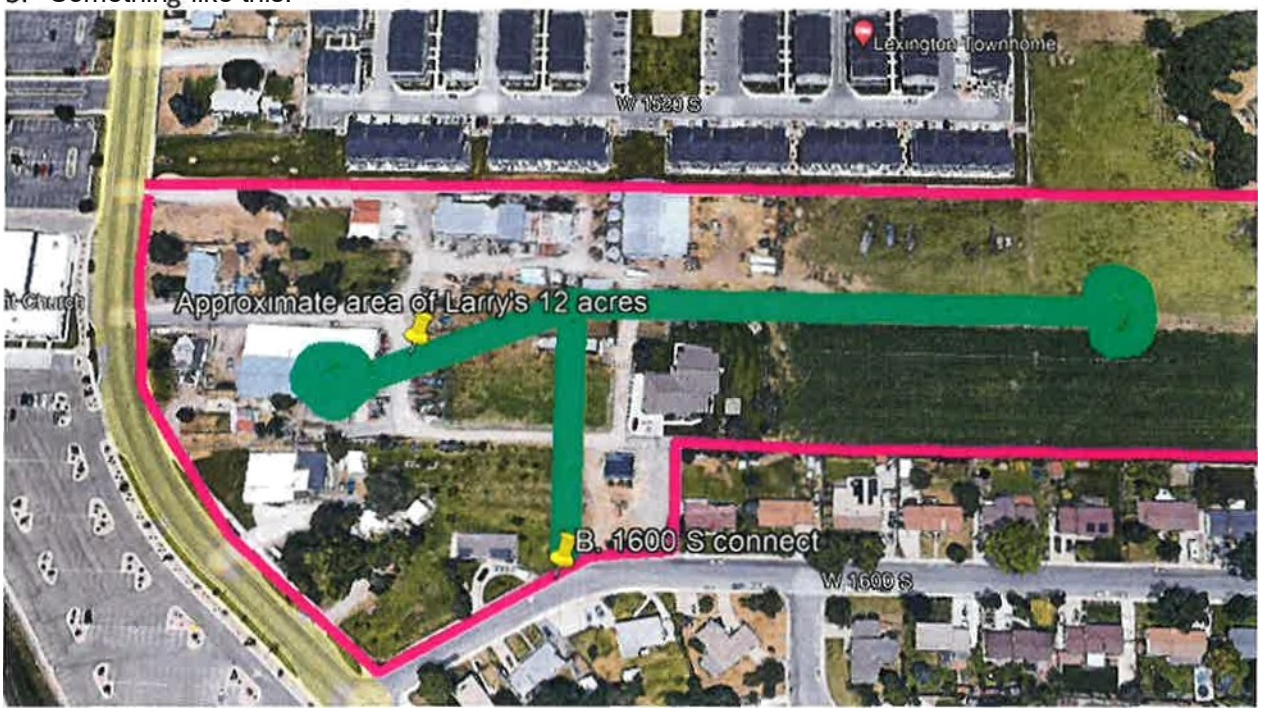


3. Access roads could come in either of these places (marked in green, or both).
    a. Off Sandhill Rd above the "blind curve".
    b. Off 1600 S



4. To make something like

5. Something like this:



Sherwood Haven Neighborhood Meeting Minutes - After Planning Commission Meeting Oct 18, 2023 - Assignment to Talk to Neighbors About Access. II

1) October 25, 2023. Larry & Gloria Peterson, Jeff Kunz, Kyle Spencer & Jay Liechty:

- Thought had meeting with Larry. He did not want to talk to Jay and Kyle then. Wanted to talk to his family first. rescheduled meeting for Nov 1, 2023.
- Larry eventually came out to talk with Jay, Jeff and Kyle before they left.
    - Kyle showed Larry civil engineered concept with access through Larry's property for 17 lots with R12 zoning. Larry said it should be more. He wants 40 lots on his 10 acres.
    - Larry did not like the concept. It does not show access through 400 W.
    - Larry thinks he has R8 zoning. Kyle said no. Larry wants to rezone his land for higher density.
- Larry said is not sure what will do with land for sure; might just sell it all. Wants to talk to family first. Says he is getting old and doesn't know how much longer he will be around.
- Larry said he has an irrigation pipeline right of way from West Union Canal to his farm. Jeff said Larry has no water available from Canal, and all he will have is an empty pipeline.

2) October 25, 2023. Doug Vertell & Jay Liechty:

- Talked to Doug about his concerns:
    - Wants 25 residential homes forest. Not Highway Services.
    - Said there are lots of parking/traffic problems on 1430 S and Sandhill Rd because Lexington & high-density nearby.
    - Wants 400 W connecting to 1430 S. Thinks will be fine and won't have any parking/traffic problems there. Says will be very terrible if traffic/parking problems happen there, but says won't happen.
    - Doesn't want more rentals in area.
    - Said Sherwood Haven will be a problem with rentals.
    - Said half the homes on his street (1600 S) are not owner occupied, but rentals.
    - Said closer get to Sandhill Road all houses are rentals. Mostly students. Says he doesn't like that. Is a problem. Hurting neighborhood.
    - Said Lexington has a lot of student rentals.
    - Said his neighborhood is too close to UVU.

3) October 25, 2023. Marion & Lee Baxter, & Jay Liechty.

- Discussed Larry Peterson access to his land.
    - Asked Jay if worked out for access via 400 W.
    - Jay said no. Civil Engineer, Kyle Spencer, showed access through Larry's own land with concept.
    - Jay said since he is doing commercial, shouldn't need to put city street through forest.
    - Marion not agree. Said thought Jay should connect the street to Larry's land.
    - Jay said he paid for an engineered concept for Larry's land to show access and subdivision.
    - Jay cited Sam Kelly's "right-in, right-out" suggestion on Sandhill Rd from PC. Would use small amount of Larry's land to widen road there. Baxters not like that.
- Discussed 360 W connecting to 1600 S/300 W in front of Liechty's, Baxter's (on hill). Rochelle Thurston at PC meeting want access to her father's land to build house in future.
    - Baxters not like that.
    - Said who would pay for it? Is too steep.
    - However can see people need access to land.
    - Said that loop be better than connecting 360 W to 1600 S below the hill.
- Planned meeting with all neighbors near (1600 S and 300 W junction).

4) October 25, 2023 Scott Robinson & Jay Liechty.

- Discussed road connections with Scott, brother-in-law to Rochelle Thurston.
    - said Rochelle not an Orem resident, not own any land in Orem, is hoping her father wills her the land.
    - Said he, and none of the neighbors nor any of his family members living there want road connections.
    - said thinks Rochelle wants a cul-de-sac.
- Scott said he will talk to family involved; Rochelle, and Steve/Stephanie Salmon.
    - Scott said they both said they want access. Don't want to be land locked. He thinks maybe changed minds and want the road to go through.

5) October 27, 2023. Jay Liechty called Jeff and Dawn Maughn.

- Called and left message. No answer nor response.

6) October 27, 2023. Phone call; Chuck McCartney & Jay Liechty.

- Discussed road connections for access:
    - Chuck said where he lives on 1450 N and 360 W is super steep. Nightmare in the winter. Cars can't get up when snow covered. Slip and slide back down the hill. Big problem causing problems.
    - Said neighbors below park up above nearby his house & walk back/forth down 360 W in winter.
    - Said road from 360 W up to 1600 S/300 W on the hill by Baxters/Liechtys is steeper would be worse.
    - Said 19 children live on the 650 ft of 1450 N and 360 W. Increased traffic not be safe for them.

7) October 30, 2023. Marion & Lee Baxter, Ever Mendoza and his wife, & Jay Liechty. Meeting with the neighbors who live next to the 1600 S & 300 W junction (up on the hill):

- Discussed road connection at 1600 S & 300 W junction (up on the hill) with neighbors who live in proximity.
    - Jay notified Jacobs and Kathi Strong. They could not attend.
    - Everyone said they do not want the road connecting.
    - Mendozas like it as is.
    - Liechtys do too and want a permanent fix to the streets never coming through.
- Planned to have a meeting with neighbors at the 360 W road dead end (other end of the connection) on November 1, 2023 5 pm.

8) October 30, 2023. Steve and Stephanie Salmon & Jay Liechty.

- Discussed the access issue to Rochelle & Paul Thurston's potential lot..
    - Salmons said again they don't know if Thurstons will end up with the land or not, or if they will keep or sell it if they choose to take it. It could depend on whether a house can be built on it.
    - Salmons said the road they were thinking of connecting for Thurston's access, was not to 1600 S/300 W up on the hill by Liechtys and Baxters, since too steep, but to 1600 S down the hill by 400 W.
        - Discussed that connection would be terrible for the neighborhood. Creating a "short-cut" from I-15/Sandhill Road traffic to BYU through neighborhood.

- Salmons said personally they do not want any road connection. They have enjoyed many years of peace and quiet living there and do not want to see it change.
- Planned November 1, 2023 5pm meeting with all the neighbors from both ends of the potential street connection (360 W to 1600 S/300 W), to meet in front of Steve Clark's barn at the end of 360 W.

9) October 31, 2023 Scott Robinson & Jay Liechty.

- Discussed road connection for Thurston's access:
  - Jay told Scott what Salmons had said about them not personally wanting the road to connect.
  - Scott agreed that he does not want it, and their family in the neighborhood has always not wanted it.
  - Scott said he was surprised Salmons said they do not want connections, because they told him a couple days because of the access issue for Rochelle they probably want the street to go through.
    - Scott is not sure now.
    - Scott said you will just have to go talk to them again and find out.,

10) Nov 1, 2023 Larry & Gloria Peterson, Kyle Spencer & Jay Liechty.

- Arrived at Larry's home at 12 noon. Larry was not there. Gloria did not know where he was. So talked to Gloria for about 30 minutes.
- Discussed with Gloria land access and subdivision concept.
  - Showed her colored zone map of the area, that their land is zoned R12, not R8. Gave her the map.
  - Discussed details of the subdivision concept Kyle had prepared of their land showing 17, r12 lots, with access from 1600 S and Sandhill Rd (with right-in, right-out).
    - Gloria did not like it. She said they don't want to develop the land now. Maybe sometime in the future (like 15 yrs) when her and Larry are gone their kids will do something with it.
    - Gloria said They don't want a road going by their house, just like she knows Jay doesn't want one going by his house.
    - She said they want access from 400 W to their land because a couple of their kids want to build houses on the East end of their property so they can take care of the farm and live a distance away from the farm buildings and Larry's house. They were hoping to just get building lots off the access from 400 W street connection.
    - Kyle pointed out that there is a hill or grade up to the East end, and that they would have to run a sewer line from Sandhill Rd all the way up there.
      - Kyle calculated it would cost around $300,000 to do.
      - Kyle said normally a subdivision would be built from lower elevation (West side in this case) first, and then work up in elevation. He said putting the first houses on the highest grade – East – is building it backwards and the most expensive way to do it.
      - Discussed a sewer pumping station would cost $500,000.
  - Gloria said they are not willing nor interested in paying for the land (1 ¼ acre or 1 ½ acre) it would take from Jay's Sherwood Haven commercial development in the forest to put in the access road from 400 W to their land. Jay said he was not interested in putting that road in anyway.

- Gloria said they have a water pipeline right of way from the West Union canal to their farm.

- Gloria said the trees in the forest are junk trees.

  - Jay said Rivendell Tree company looked it over and it is fine.

        - Rivendell said the trees are prunable so as to make the forest and Sherwood Haven safe, insurable and beautifully forested, and the trees are very valuable since they are mature, and that they have a plan to immediately start planting different species of trees and to over time replace the old/existing ones as the new ones grow up and as needed.
        -

- Larry showed up.
    - He said pretty much the same as what Gloria had said.
    - Larry said Jay had been talking a lot to his nephew, Adam Peterson, and had been convincing Adam to not put in the contract to give him the 400 W access right of way the family had promised him. He told Jay to call Adam and to have Adam do that. He said he would call Adam to see if it had been done. He told Jay to call him and tell him when he had done it. He also said that Jay knew it was the right thing to do,
        - Jay responded that he had not talked to Adam for over a year and had only talked to him a couple times ever, and that he knew nothing about the dealings of the family and land arrangements from the past, and that it was not his responsibility to do any such thing or get involved in it. Larry said we owed it to him.
- Kyle went over the subdivision concept with Larry.
    - Jay mentioned the land's current zoning is r12.
        - Larry said he wants to get his land rezoned.
        - Jay said to R8?
        - Larry said no to Highway Services.
        - Jay said what?
        - Larry said, if Jay is going to get his rezoned to Highway Services, he (Larry) might as well do that too. He wants to get in on the deal. He said he is going to go to the City and ask about it.
            - A discussion ensued about this.
                - Larry said he might let Jay buy some of his land on the East border for his project,
                - Larry said that he has land near Geneva Road that is between hi-density developments and that he can develop his land there high-density too.
                - Larry said he may just sell the whole place.
                - Larry said he might let Jay develop his land.
                - Larry said he still needs to talk to some of his family.
            - Larry said he had tried to get his 10 acre land by his house rezoned high-density in the past.
                - He said that the City came to him and asked him to do it, and to put in high-density apartments.
                - He said at first, he resisted, but eventually he was ready and tried to do it, but then the City told him no. So, Larry sold the land, and the person who bought it eventually got it rezoned to high-density.
                - Larry said he had considered putting in a car dealership there as well.
            - Larry said he would go with Jay to the City to ask about getting his land rezoned Highway Services.
                - A discussion ensued about what uses he could do within the Highway Services zoning, and what the City would want.
                - Jay said a concept and Development Agreement is what the City wants.
                    - It was discussed briefly about putting in an RV park there.
- Jay and Larry shook hands and are going to talk more when Jay gets back from a business hunting trip. Kyle was there the entire time and witnessed everything.

- Jay asked Larry about his irrigation water well he drilled on his farm recently.
    - How deep ground water is?
        - Larry said 140 ft.
    - How deep do you need to drill to get well water?
        - Larry said 180 ft.

11) Nov 1, 2023 5pm at Steve Clark's barn. Neighbors from both ends of the potential connected street (360 W and 1600 S up on the hill) met: Tana Oscanyon, Kathi Simpkins, Chuck McCartney, Joanne Parris, Karen Troth, Bryant Todd, Steve and Stephanie Salmon, Lee and Marion Baxter, & Jay Liechty:

- Paul and Rochell Thurston did not attend. Steve Salmon said that he was asked to represent them.
- Discussion about access to Thurston's land; road connection and engineered concept showing cul-de-sac.
    - Jay said everyone does not want the road to go through.
        - Steve Salmon said he had changed his mind, and now wants the road to go through from 360 W to 1600 S below the hill (by 400 W).
        - Steve said they never wanted 360 W to connect to 1600 S/300 W above the hill nor did they think it was a good idea because of the steepness.
            - Everyone discussed 360 W connecting to 1600 S/300 W up on hill.
                - Most agreed it would not be feasible, and a bad idea and do not want it.
                - Chuck McCartney said the road is too steep and cars will be sliding back down the hill.
                - Baxters were the only ones who think it might be ok; saying they think it would be better connecting this loop than connecting 360 W to 1600 S below the hill (by 400 W).
    - Jay said let's look at the concept Kyle Spencer prepared wtih a cul-de-sac for Rochelle Thurston's potential building lot.
        - Everyone discussed pros and cons of the cul-de-sac and the road going through.
            - By the end of the discussion, Steve Salmon admitted they did not want the road to go through but was happy with the cul-de-sac option.
            - Everyone agreed wanting the cul-de-sac
            - Everyone agreed they would like to have septic tank availability for that lot
            - Everyone said they don't want any roads going through.
            - Everyone thinks the cul-de-sac would not preclude the road from going further South in the future for access the other land there, should those landowners want access.
    - Some people said people should have access to their land.
    - Others said people should be smart and realize what the land's circumstance is before buying it or pursuing development: some land is just plain land locked, and it is ok to have open space and not develop everywhere.
    - Chuck McCartney said there are 19 children that live there at 360 W and 1450 N, and it would not be safe for them to have a connecting street with increased traffic flow like one of these road connections would bring.
    - Kathi Simpkins says there is also a dangerous blind curve on this street as you come up/down the hill and turn at the same time, which greatly compounds the safety issue with increased traffic. Also, the slippery snow winter conditions would greatly compound the blind curve problem.
    - Tana Oscanyon, mother of 6 or 7 young kids said they chose to live on this street because it was a dead end and safe for their family. If a road goes through, the increased traffic, like what would happen if 360 W connected to 1600 S below the hill, would change it to not be a safe family neighborhood. Bryant Todd, father of 4 or 5 young children, said the same thing.

- Steve Salmon and Tana Oscanyon asked about a City Park on the City property. Discussion pursued:
    - Some don't want it.
    - Most didn't care or are indifferent.
    - Nobody wants a dog park there.
    - Jay said we need to clear out the drug activity on the city property and adjoining "graffiti pit" (abandoned irrigation cement "basement") in the forest, by doing something with the land. It is quite frequent drug deals take place there, and also drug/alcohol parties. The police are called in often and many have been arrested. Also, the homeless problem there needs to be eliminated. This will only happen if that land is somehow developed.
    - Steve Salmon asked if Jay was still trying to get that City property for Sherwood Haven.
        - Jay said not right now but something needs to be done to the land. It would be nice to get all or part of it for Sherwood Haven. Maybe a small city park could be put on the upper flat bench on the Northeast corner and the rest part of Sherwood Haven would be the best. No one said anything about that.
    - Joanne Parrish said all the concrete and asphalt buried on the City property from UDOT's past activities is a problem. She said "old State Street is buried here" and for years many loads of road waste was dumped here and then covered shallowly with dirt.

2024

JANUARY 2024						
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MARCH 2024						
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AUGUST 2024						
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PC Scheduled Meetings

DRAFT - CITY OF OREM
PLANNING COMMISSION MEETING MINUTES
November 15, 2023

The following items are discussed in these minutes:

- PRELIMINARY PLAT – Approving the preliminary plat for Mecham, Plat B located generally at 425 North 600 West in the R7.5 zone. - Approved
- 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 PD52 zone (approximately 6 acres). - Continued
- 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). - Negative Recommendation

STUDY SESSION

Place: City Council Conference Room

At **3:30 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; John Dorny, Transportation Engineer; Terry Peterson, City Council Liaison;

Those excused: Cheryl Vargas, Associate Planner; Sam Kelly, City Engineer;

The Commission and staff briefly reviewed agenda items and minutes from the November 1, 2023 meeting.

Mr. Dorny led a discussion regarding the previous Active Transportation Study.

The meeting was adjourned at 4:25 p.m. to the City Council Chambers for the regular meeting.

REGULAR MEETING

Place: Orem City Council Chambers

At **4:34 p.m.** Ms. Komen called the Planning Commission meeting to order and asked Ms. Kleinlein, 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; John Dorny, Transportation Engineer; Terry Peterson, City Council Liaison; Steve Earl, City Attorney (via Zoom);

Those excused: Cheryl Vargas, Associate Planner; Sam Kelly, City Engineer;

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

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

Staff Presentation:
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.

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:
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.

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

Ms. Komen invited the applicant to come forward. The applicant came forward, explained the proposed project.

Ms. Komen called for a motion on this item.

Planning Commission Action:
Mr. Hawkes moved to approve the preliminary plat and final plat for Mecham, Plat B located generally at 425 North 600 West in the R7.5 zone. Mr. Low 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)**

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 PD52 zone (approximately 6 acres).

Planning Commission Action:
Ms. Komen motioned to continue this item to the December 6, 2023 meeting. Mr. Hawkes seconded the motion. hose 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 3.3: (click here for recording)**

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).

Staff Presentation:
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 onsite 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.

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

Mr. Sakar asked about the traffic study, and if the full movement was part of the settlement agreement.

Mr. Crismon asked when the traffic study was completed.

Mr. Low asked if the small corner properties are part of the affected property.

Ms. Kleinlein asked if the parking is not adequate where the parking would overflow to.

Mr. Bench addressed the questions.

Ms. Komen invited the applicant to come forward. Logan Johnson came forward. Addressed that the traffic study was completed about a month ago, and that the resulting analysis will be included in the proposed plan – even though they are not officially part of the settlement agreement. In response to the concern of the parking being inadequate. Mr. Johnson addressed that the project is intentionally overparked in response to requests made by the City Council.

Mr. Hawkes asked if the size of the apartments is the same as originally proposed.

Mr. Johnson stated that the exact unit sizes have not been fleshed out. However, it is tentatively anticipated that there will be a mix of studio, 1-bedroom, 2-bedroom, and 3-bedroom units.

Mr. Hawkes asked why with the concern for affordable housing, why this project would not offer units for sale.

Mr. Johnson stated that he believes the owner of the project was not interested in a for sale product. Believes that the development agreement does not close the door on the option of a for sale product.

Ms. Kleinlein asked about why the retail was removed.

Mr. Johnson stated that he believes the retail was removed due to struggling to find strong retail tenants and that retail generates more traffic than residential on a per square foot basis, likely was removed as part of the negotiations.

Mr. Earl addressed the question about the removed retail space. During negotiations it was determined that the project would be less impactful to the neighborhood if the parking was moved to along State Street, as part of this move the retail was removed. It also was part of a trade-off of removing the commercial element in exchange for additional parking being provided. Thereby being less impactful to the neighborhood.

Mr. Crismon asked about the application filed on August 17, 2023.

Mr. Johnson stated that the application is the one being discussed today.

Ms. Komen opened the public hearing.

The following came forward during the public hearing: (click here for recording)

Scott Swain
Ken Temple
Spencer Humiston
Gary Cry
Cynthia Barlow
Tamara Rodriguez
Chad Brown
Jose Alvarez
Ralph Olson
Bailey
Jasmine Harrison
Ken Hornberger
Heather Fry
Annette Olson
Bruce Palmer
Bertalee Barron
Linda Shelton
Rebecca Armstrong
Jessica
Ben Proctor
Natalie Proctor
Shelly Farley

Ms. Komen closed the public hearing.

Planning Commission members discussed amongst themselves and with staff. Mr. Johnson also came forward to address comments which were made during the public hearing. Discussion continued between Planning Commission members, staff, and the applicant. (click here for recording)

Ms. Komen called for a motion on this item.

Planning Commission Action:
Mr. Carpenter moved to forward a negative recommendation to the City Council regarding the proposed settlement agreement regarding development of the property at 841 South State Street. Mr. Crismon seconded the motion. Those voting aye: Haysam Sakar, Gerald Crismon, Madeline Komen, Mike Carpenter, James Hawkes, and Helena Kleinlein. Abstaining: Murray Low. Motion passed.

Minutes: The Planning Commission reviewed the minutes from the November 1, 2023 meeting. Ms. Komen called for a motion to approve the minutes for the November 1, 2023 meeting. Mr. Sakar moved to approve the meeting minutes for November 1, 2023. Ms. Kleinlein 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. Ms. Komen moved to adjourn. Mr. Sakar 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: 6:39 p.m.

Ryan L. Clark
Planning Commission Secretary

Approved: