



CITY OF OREM
PLANNING COMMISSION MEETING
56 North State Street, Orem, Utah
March 20, 2024

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

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

- 1 Planning Commission training by Gary McGinn.**
- 2 Planning Commission discussion regarding lighting regulations and other pre-meeting items.**

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 Lot 2 of Martin’s Cove Subdivision and approving Martin’s Cove Amended Subdivision located generally at 690 North 750 East in the R8 zone.**
 - 3.2 Preliminary Plat – Approving the preliminary plat of 400 West Commercial Subdivision located generally at 754 North 400 West in the C2 zone.**
 - 3.3 Site Plan – Approving the site plan for Holiday Oil located generally at 1981 South Geneva Road in the C2 zone.**
 - 3.4 Site Plan – Approving the site plan for Orem Tech South Retail located generally at 1637 West 1340 North in the PD36 zone.**
 - 3.5 PUBLIC HEARING – Amending Article 22-11-41 of the Orem City Code to include an optional use of interior climate controlled storage units as a permitted use. And amending Article 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1385 West 1600 North from the HS zone to the PD28 zone. Also, amending Appendix L by adding the concept plans and building elevations for the Citadel Storage development.**

4. MINUTES REVIEW AND APPROVAL

4.1 Review and approve minutes from March 6, 2024 meeting

5. ADJOURN

**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

March 20, 2024

Item 3.1

Prepared By:
Makayla Wagstaff

Applicant:
Lauren Hales

PLAT AMENDMENT — Vacating Lot 2 of Martin's Cove Subdivision and approving Martin's Cove Amended Subdivision located generally at 690 North 750 East in the R8 zone.

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 98 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation:

Medium Density Residential

- Current Zone: **R8**
- Acreage: **0.35**
- Neighborhood:

Orchard

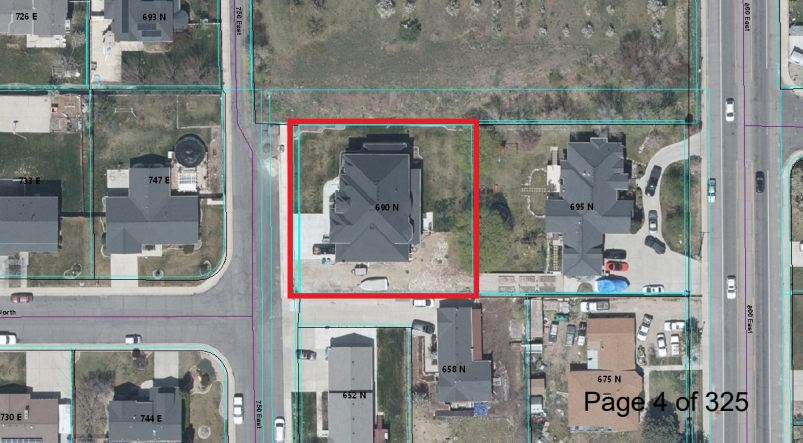
ACTION:

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

REQUEST: The applicant requests the Planning Commission vacate lot 2 of Martin's Cove Subdivision and approve Martin's Cove Amended Subdivision located generally at 690 North 750 East in the R8 zone.

BACKGROUND: The applicant is requesting to vacate the public utility easement (PUE) located along the eastern property line. This request is because they would like to construct a pool 5 feet from the property line which currently is within the PUE. To be able to build the pool in this location the PUE must be vacated.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission vacate lot 2 of Martin's Cove Subdivision and approve Martin's Cove Amended Subdivision located generally at 690 North 750 East in the R8 zone.



726 E

693 N

750 East

R8

800 East

733 E

747 E

690 N

695 N

North

800 East

652 N

658 N

675 N

730 E

744 E

750 East

VICINITY SKETCH

CERTIFICATE OF SURVEY

I, J. EDWARD MALLON, do hereby certify that I am a Professional Land Surveyor and that I hold Certificate No. 1000, as provided under the laws of the State of Utah. I further certify by authority of the Board of Land Surveyors of the State of Utah that the survey and description hereon are true and correct.

DATE: 3-18-2017
SURVEYOR: J. Edward Mallon
SEE 5th PLAT

BOUNDARY DESCRIPTION

ALL OF LOT 1, EDWARDS SUBDIVISION, SHOWN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS S. 89° 27' 15" E. 74.758 FT. ALONG THE SECTION LINE AND N. 89° 27' 15" W. 33.081 FT. FROM THE EAST 1/4 CORNER OF SECTION 10, T4S, R1E, 34E;

THENCE S. 89° 27' 15" E. 122.857 FT. ALONG THE WEST LINE OF 800 EAST STREET;

THENCE N. 89° 27' 15" W. 275.551 FT. TO THE EAST LINE OF 750 EAST STREET;

THENCE N. 89° 27' 15" E. 275.551 FT. TO THE POINT OF BEGINNING.

AREA: 33.616 SQ. FT. (0.772 ACRES) MORE OR LESS

FAX: 386-2200

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL 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, PHASES, AND PARCELS, AND EASEMENTS AND TO HEREBY DEDICATE THE SAME TO THE PUBLIC.

IN WITNESS WHEREOF, WE HAVE HEREON SET OUR HANDS THIS 17th DAY OF March, A.D. 2017.

Don't let it happen
Don't let it happen

ACKNOWLEDGEMENT

STATE OF UTAH: 17th DAY OF March, A.D. 2017, PERSONALLY APPEARED BEFORE ME, J. EDWARD MALLON, A Notary Public in and for the State of Utah, the undersigned, who represented that they are the owners of the above described property and have authority to execute this instrument.

MY COMMISSION EXPIRES: 03/31/2018

ACCEPTANCE BY THE CITY OF DREAM

THE CITY OF DREAM, BY: [Signature], Mayor, HAS REVIEWED AND ACCEPTS THE DEDICATION OF ALL EASEMENTS, ENCUMBRANCES, AND OTHER MATTERS HEREON INTENDED FOR PUBLIC PURPOSES FOR THE PROPER USE OF THE PUBLIC.

APPROVED: [Signature] APPROVED: [Signature]

PLANNING COMMISSION APPROVAL

APPROVED THIS 4th DAY OF May, A.D. 2017, BY THE CITY PLANNING COMMISSION.

CHIEF, PLANNING COMMISSION: [Signature] Director of Development Services

MARTIN'S COVE SUBDIVISION

DREAM CITY, UTAH COUNTY, STATE OF UTAH

SCALE: 1" = 30' FEET

SEAL OF UTAH COUNTY

SEAL OF DREAM CITY

SEAL OF UTAH COUNTY

ADDRESS TABLE

LOT 1	18,298 SQ. FT.
LOT 2	18,298 SQ. FT.

15747

APPROVAL AS TO FORM

APPROVED: [Signature] DREAM CITY ATTORNEY

CONDITIONS OF APPROVAL

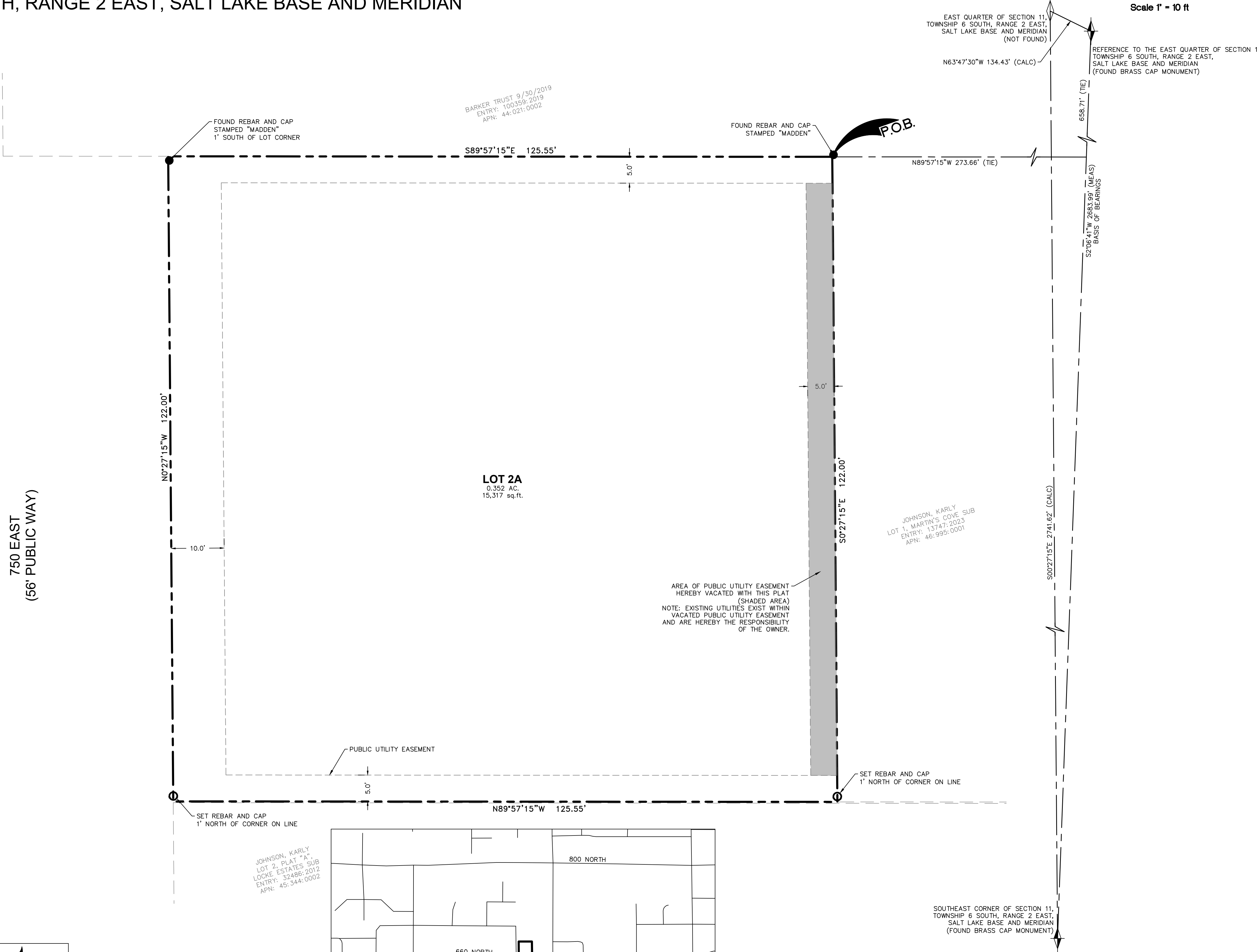
15747

APPROVAL AS TO FORM

APPROVED: [Signature] DREAM CITY ATTORNEY

CONDITIONS OF APPROVAL

MARTIN'S COVE AMENDED SUBDIVISION
INCLUDING A VACATION OF LOT 2, MARTIN'S COVE SUBDIVISION
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 11,
TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN
OREM, UTAH



SURVEYOR'S CERTIFICATE:
I, KAGAN M. DIXON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 9061091, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT.

KAGAN M. DIXON, PLS
February 13, 2024
DATE

PROPERTY DESCRIPTION
ALL OF LOT 2, MARTIN'S COVE SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE UTAH COUNTY RECORDER, STATE OF UTAH, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT WHICH IS SOUTH 02°06'41\" WEST 658.71 FEET AND NORTH 89°57'15\" WEST 273.66 FEET FROM THE REFERENCE CORNER TO THE EAST QUARTER CORNER OF SECTION 11, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING THE NORTHEAST CORNER OF SAID LOT 2, AND RUNNING THENCE ALONG SAID LOT 2 THE FOLLOWING FOUR (4) COURSES, 1) SOUTH 00°27'15\" EAST 122.00 FEET, 2) NORTH 89°57'15\" WEST 125.55 FEET, 3) NORTH 00°27'15\" WEST 122.00 FEET, 4) SOUTH 89°57'15\" EAST 125.55 FEET TO THE POINT OF BEGINNING.
CONTAINS 15,317 SQUARE FEET OR 0.352 ACRES, MORE OR LESS.

OWNERS DEDICATION AND CONSENT TO RECORD
KNOW ALL MEN BY THESE PRESENTS THAT I/WE, THE UNDERSIGNED OWNER(S) OF ALL THE PROPERTY DESCRIBED IN THIS SURVEYOR'S CERTIFICATE AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS AND EASEMENTS, AND HEREBY DEDICATE THE SAME FOR PERPETUAL USE BY THE PUBLIC.
IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THE ____ DAY OF ____ A.D. ____
KEN BURROWS
LAURIE BURROWS

ACKNOWLEDGEMENT
STATE OF UTAH } SS
COUNTY OF ____
ON THIS ____ DAY OF ____ A.D. ____, PERSONALLY APPEARED BEFORE ME KEN BURROWS, WHO BEING DULY SWORN OF AFFIRMED, DID SAY THAT HE IS THE SIGNER OF THE WITHIN OWNER'S DEDICATION AND THAT SAID DEDICATION WAS SIGNED BY HIM FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN STATED.
SIGNATURE _____ PRINTED NAME, A NOTARY PUBLIC COMMISSIONED IN UTAH
COMMISSION NUMBER _____ EXPIRATION DATE _____

ACKNOWLEDGEMENT
STATE OF UTAH } SS
COUNTY OF ____
ON THIS ____ DAY OF ____ A.D. ____, PERSONALLY APPEARED BEFORE ME LAURIE BURROWS, WHO BEING DULY SWORN OF AFFIRMED, DID SAY THAT SHE IS THE SIGNER OF THE WITHIN OWNER'S DEDICATION AND THAT SAID DEDICATION WAS SIGNED BY HER FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN STATED.
SIGNATURE _____ PRINTED NAME, A NOTARY PUBLIC COMMISSIONED IN UTAH
COMMISSION NUMBER _____ EXPIRATION DATE _____

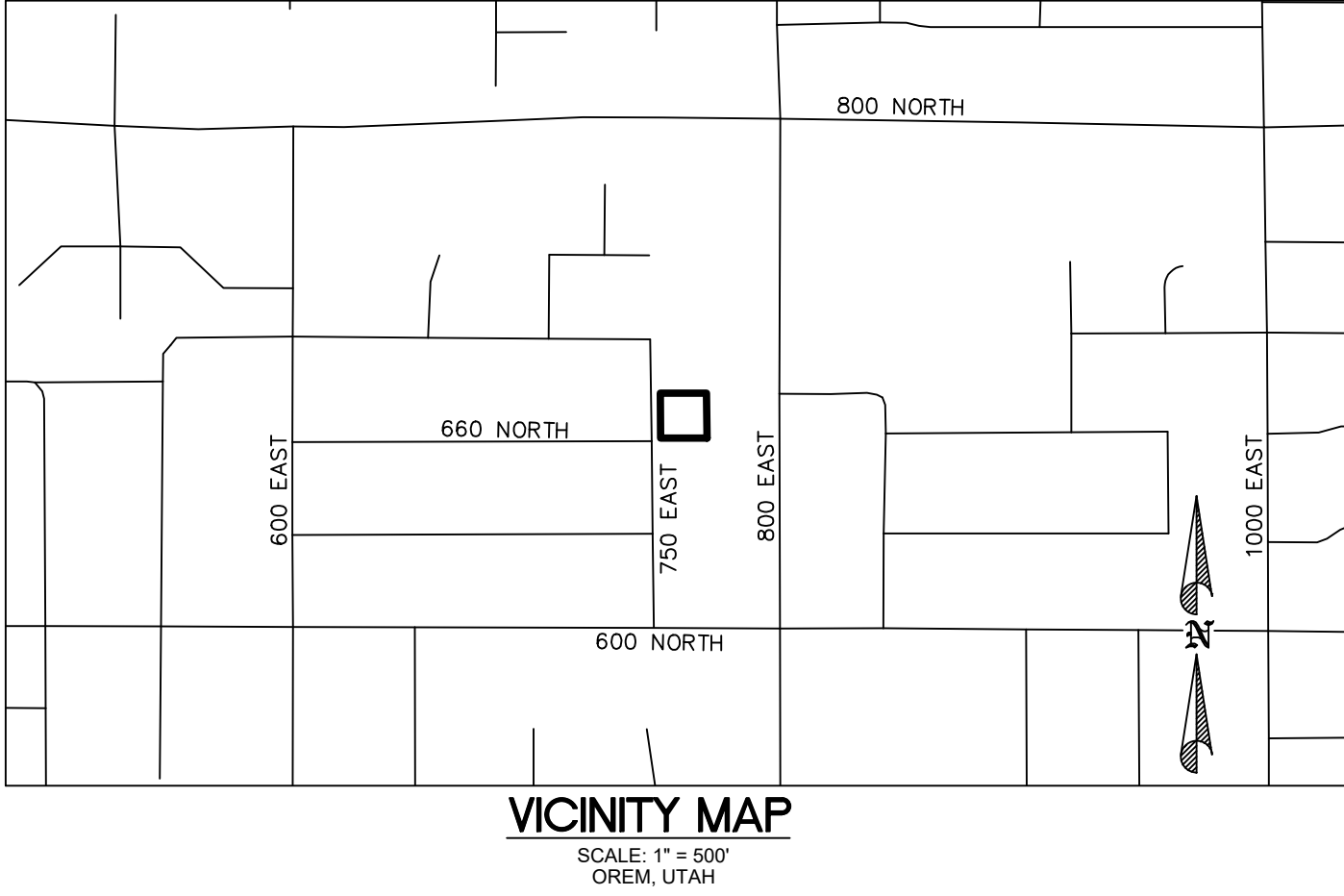
ACCEPTANCE BY CITY OF OREM
THE CITY OF OREM, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL EASEMENTS AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS ____ DAY OF ____, A.D. 20 ____
APPROVED _____ ATTEST _____
CITY ENGINEER CITY RECORDER
APPROVED _____
DEVELOPMENT SERVICES DIRECTOR
PLANNING COMMISSION APPROVAL
APPROVED THIS ____ DAY OF ____, 20 ____, BY THE CITY OF OREM PLANNING COMMISSION.
DIRECTOR/SECRETARY _____ PLANNING COMMISSION CHAIRPERSON _____

MARTIN'S COVE AMENDED SUBDIVISION
INCLUDING A VACATION OF LOT 2, MARTIN'S COVE SUBDIVISION
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 11,
TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN



LEGEND

	SECTION LINE
	FOUND SECTION CORNER
	EXISTING ROW CENTERLINE
	SET 5/8 REBAR AND CAP (WILDING ENGINEERING)
	LOT LINE
	(BOUNDARY LINE)



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 LOT 2 OF MARTIN'S COVE SUBDIVISION, AND THAT THERE IS GOOD CAUSE FOR SAID VACATION. LOT 2 OF MARTIN'S COVE SUBDIVISION IS HEREBY VACATED.

APPROVED AS TO FORM
APPROVED THIS ____ DAY OF ____ A.D., 20 ____ BY THE OREM CITY ATTORNEY.
CITY ATTORNEY

G:\DATA\23321 Mellico Orem\dwg\23321 Plat.dwg
PLOT DATE: Feb 13, 2024

SURVEYOR'S SEAL
KAGAN M. DIXON
No: 9061091
02/13/2024
STATE OF UTAH

NOTARY PUBLIC SEAL

CITY ENGINEER'S SEAL

CLERK-RECORDER SEAL

NOT FOR RECORDATION





City Council Chambers, 56 N State Street

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

PLAT AMENDMENT - Vacating Lot 2 of Martin's Cove Subdivision and approving Martin's Cove Amended Subdivision located approximately at 690 North 750 East in the R8 zone.

This meeting is not a public hearing, as such comments will not be taken during 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.

NEVES, DALLON WESLEY (ET AL)
398 S 700 W
AMERICAN FORK, UT 84003

Planning Commission
Wed, Mar 20, 2024
4:30 pm



City Council Chambers, 56 N State Street

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BAADSGAARD, JED L & NALANI R
1247 E 150 S
LINDON, UT 84042

Planning Commission
Wed, Mar 20, 2024
4:30 pm

MARTIN'S COVE AMENDED SUBDIVISION
INCLUDING A VACATION OF LOT 2, MARTIN'S COVE SUBDIVISION
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 11,
TOWNSHIP 8 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN
OREM, UTAH

WILDING ENGINEERING
1000 N. 1000 W. SUITE 100
OREM, UT 84057
PHONE: 801.224.1111
WWW.WILDINGENGINEERING.COM

NOT FOR RECORDATION

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

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OREM, UTAH

WILDING ENGINEERING
1000 N. 1000 W. SUITE 100
OREM, UT 84057
PHONE: 801.224.1111
WWW.WILDINGENGINEERING.COM

NOT FOR RECORDATION

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TOWNSHIP 8 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN



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

CHRIS KILLPACK
15 N 920 E
OREM, UT 84097

OUT OF THE GARAGE LLC
42 W 720 S
OREM, UT 84058

CORP OF PRES BISHOP CHURCH OF
JESUS CHRIST OF LDS
50 E NORTH TEMPLE FL 22
SALT LAKE CITY, UT 84150

CORP OF PRES BISHOP CHURCH OF
JESUS CHRIST OF LDS
%FILE #527-9887
50 E NORTH TEMPLE # 22
SALT LAKE CITY, UT 84150

JAMES HAWKES
55 WEST 500 SOUTH
OREM, UT 84058

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

ORCHARDS SHOPPING CENTER LLC
THE
%SCHROBSDORFF, PHYLLIS
211 GOUGH ST STE 206
SAN FRANCISCO, CA 94102

LANAE MILLETT
288 W 1500 N
OREM, UT 84057

RIESKE, KEVIN & RACHELLE
366 W 250 S
LINDON, UT 84042

NEVES, DALLON WESLEY (ET AL)
398 S 700 W
AMERICAN FORK, UT 84003

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

NEVES, DALLON WESLEY (ET AL)
--OR CURRENT RESIDENT--
611 N 800 EAST
OREM, UT 84097

TAYLOR, SCOTT H & ECHO D
612 N 800 E
OREM, UT 84097

HARDMAN, LAURA A
614 N 750 E
OREM, UT 84097

BRADY, BRYANT LAMAR & GLADYS
BENSON
625 N 840 E
OREM, UT 84097

MARTINEZ, SERGIO
632 N 800 E
OREM, UT 84097

BAADSGAARD, JED L & NALANI O
--OR CURRENT RESIDENT--
636 N 750 EAST
OREM, UT 84097

OUT OF THE GARAGE LLC
--OR CURRENT RESIDENT--
639 N 840 EAST
OREM, UT 84097

HARDMAN, SHAWN & ELIZABETH
642 N 750 E
OREM, UT 84097

BAWDEN, NATHAN
645 N 800 E
OREM, UT 84097

GILBERT, JAMES A & SHELLY S (ET
AL)
646 N 750 E
OREM, UT 84097

BUNKER, DONA
646 N 800 E
OREM, UT 84097

MOORE PROPERTIES LLC
--OR CURRENT RESIDENT--
651 N 800 EAST
OREM, UT 84097

BAADSGAARD, JED L & NALANI R
--OR CURRENT RESIDENT--
652 N 750 EAST
OREM, UT 84097

PERRY, ALLEN J & ANN S (ET AL)
653 N 840 E
OREM, UT 84097

MADELINE KOMEN
653 W. 1360 NORTH
OREM, UT 84057

SMITH, DANIEL S
658 N 750 E
OREM, UT 84097

SANDS, TIMOTHY CHARLES (ET AL)
--OR CURRENT RESIDENT--
664 N 800 EAST
OREM, UT 84097

SOMMERFELDT, VERN & JUDITH M
667 N 840 E
OREM, UT 84097

SIMIANER, MICHAEL G & STACI A
674 E 700 N
OREM, UT 84097

LOCKE, JOHN JOSEPH & ELLARAYE
675 N 800 E
OREM, UT 84097

PARKER, ROBERT HUGHES III &
COURTNEY
676 N 800 E
OREM, UT 84097

LLOYD, NICHOLAS LEE & MEAGAN
MICHELE (ET AL)
683 E 700 N
OREM, UT 84097

COX, KENNETH E & JENNIFER P
685 E 640 N
OREM, UT 84097

MAGLEBY, CHARLES D & SUSAN
685 N 840 E
OREM, UT 84097

JONES, TARA L
686 E 700 N
OREM, UT 84097

MANWARING, WAYNE L & B
CHRISTINE
688 E 660 N
OREM, UT 84097

BROWN, JOSEPH R & CHARLOTTE
688 N 800 E
OREM, UT 84097

BURROWS, KEN & LAURIE
690 N 750 E
OREM, UT 84097

MAKIN, JACLYN CIARA LEE
691 E 660 N
OREM, UT 84097

POWERS, EMILY (ET AL)
693 N 750 E
OREM, UT 84097

JOHNSON, KARLY
695 N 800 E
OREM, UT 84097

BEACH, RONALD (ET AL)
698 E 700 N
OREM, UT 84097

RIESKE, KEVIN & RACHELLE
--OR CURRENT RESIDENT--
702 E 660 NORTH
OREM, UT 84097

MEMMOTT, WILLIAM GRANT &
KELLY LYNN
705 E 660 N
OREM, UT 84097

PARKER, DONALD G & LISA D
710 E 640 N
OREM, UT 84097

LISTON, CLAY & SONDRAP
711 E 640 N
OREM, UT 84097

CLEMENTS, CORY
712 E 700 N
OREM, UT 84097

FOX, CHARLES JAY & WILMA DAWN
(ET AL)
716 E 660 N
OREM, UT 84097

HILL, MANDALIE GROW
716 E 750 N
OREM, UT 84097

LEUE, JESSE & AMANDA
717 E 700 N
OREM, UT 84097

MADSEN, TREY & ALISA
719 E 600 N
OREM, UT 84097

MORTIMER, DOYLE M & KITTY
719 E 660 N
OREM, UT 84097

BURR, MARGARET R
720 E 640 N
OREM, UT 84097

REIMSCHUSSEL, RICHARD BRENT &
FRANKIE SUE MANTELL
721 E 600 N
OREM, UT 84097

CORMANI, BEVERLY M & ROBERT K
--OR CURRENT RESIDENT--
721 E 640 NORTH
OREM, UT 84097

EVANS, BRUCE R & CHRIS (ET AL)
723 N 710 E
OREM, UT 84097

SMITH, NATHAN R & ANGELA
726 E 700 N
OREM, UT 84097

HARDING, JOSHUA J
728 E 750 N
OREM, UT 84097

REITA H VANCE TRUST 09-15-2021
THE (ET AL)
730 E 660 N
OREM, UT 84097

CAZIER, MICHAEL C & DIANA J
731 E 700 N
OREM, UT 84097

COCHRAN, ZACHARY D
732 E 640 N
OREM, UT 84097

CHRISTENSEN, ALVIN & TERESA
733 E 640 N
OREM, UT 84097

HALE, IRVIN BRYNER & SUSAN ANN
733 E 660 N
OREM, UT 84097

REID, ROBERT & JULIE
733 N 710 E
OREM, UT 84097

KUNZ, KATHERINE E & GARY C
741 E 600 N
OREM, UT 84097

YOUNG, MARY ANN (ET AL)
741 E 750 N
OREM, UT 84097

CHRISTENSEN, KENNETH ALAN &
SITA MICHELLE
742 E 640 N
OREM, UT 84097

KNOWLES, KELLIE CORINE
742 E 750 N
OREM, UT 84097

COCHRAN, MICKEY W & KATHLEEN
B (ET AL)
743 E 640 N
OREM, UT 84097

DOROUGH, DAVID R & KAREN C
743 E 700 N
OREM, UT 84097

WILLIAMS, DUSTIN & JILLIAN MARY
--OR CURRENT RESIDENT--
744 E 660 NORTH
OREM, UT 84097

RANDALL T KELLY LIVING TRUST
06-26-1990 (ET AL)
747 E 660 N
OREM, UT 84097

BARKER, LLOYD LEE (ET AL)
764 E 800 N
OREM, UT 84097

FORD, TAMMY D
770 N 730 E
OREM, UT 84097

GONZALEZ, ESMERALDA
775 E 600 N
OREM, UT 84097

BARKER, LLOYD LEE (ET AL)
--OR CURRENT RESIDENT--
792 E 800 NORTH
OREM, UT 84097

WILLIAMS, HERBERT BRYAN &
KEREN A (ET AL)
811 E 700 N
OREM, UT 84097

ORCHARDS SHOPPING CENTER LLC
THE
--OR CURRENT RESIDENT--
820 E 800 NORTH
OREM, UT 84097

ANDERSEN, BENJAMIN B & KRISTY
M
827 E 600 N
OREM, UT 84097

MOORE PROPERTIES LLC
848 MEMO DR
OREM, UT 84057

BRERETON, JANUARI HILL (ET AL)
850 E 680 N
OREM, UT 84097

EGGETT, RYAN & ANGELA
851 E 680 N
OREM, UT 84097

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

JENN GALE
1144 E 920 N
OREM, UT 84097

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

BAADSGAARD, JED L & NALANI R
1247 E 150 S
LINDON, UT 84042

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

CORMANI, BEVERLY M & ROBERT K
1470 ECHO CANYON ST
MESQUITE, NV 89034

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

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

ORCHARDS AT 800 NORTH LC
2157 S HIGHLAND DR # 200
SALT LAKE CITY, UT 84106

ORCHARDS SHOPPING CENTER LLC
THE
3540 S 4000 W # 430
SALT LAKE CITY, UT 84120

OLSEN, DONALD (ET AL)
3872 N COVE DR
PROVO, UT 84604

 Administrative	Planning Commission March 20, 2024	Item 3.2
	PRELIMINARY PLAT – Approving the preliminary plat of 400 West Commercial Subdivision located generally at 754 North 400 West in the C2 zone.	Prepared By: Cheryl Vargas Applicant: Joseph Muratore

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: **Community Commercial**
- Current Zone: **C2**
- Acreage: **.89**
- Neighborhood: **Geneva Heights**

ACTION:

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

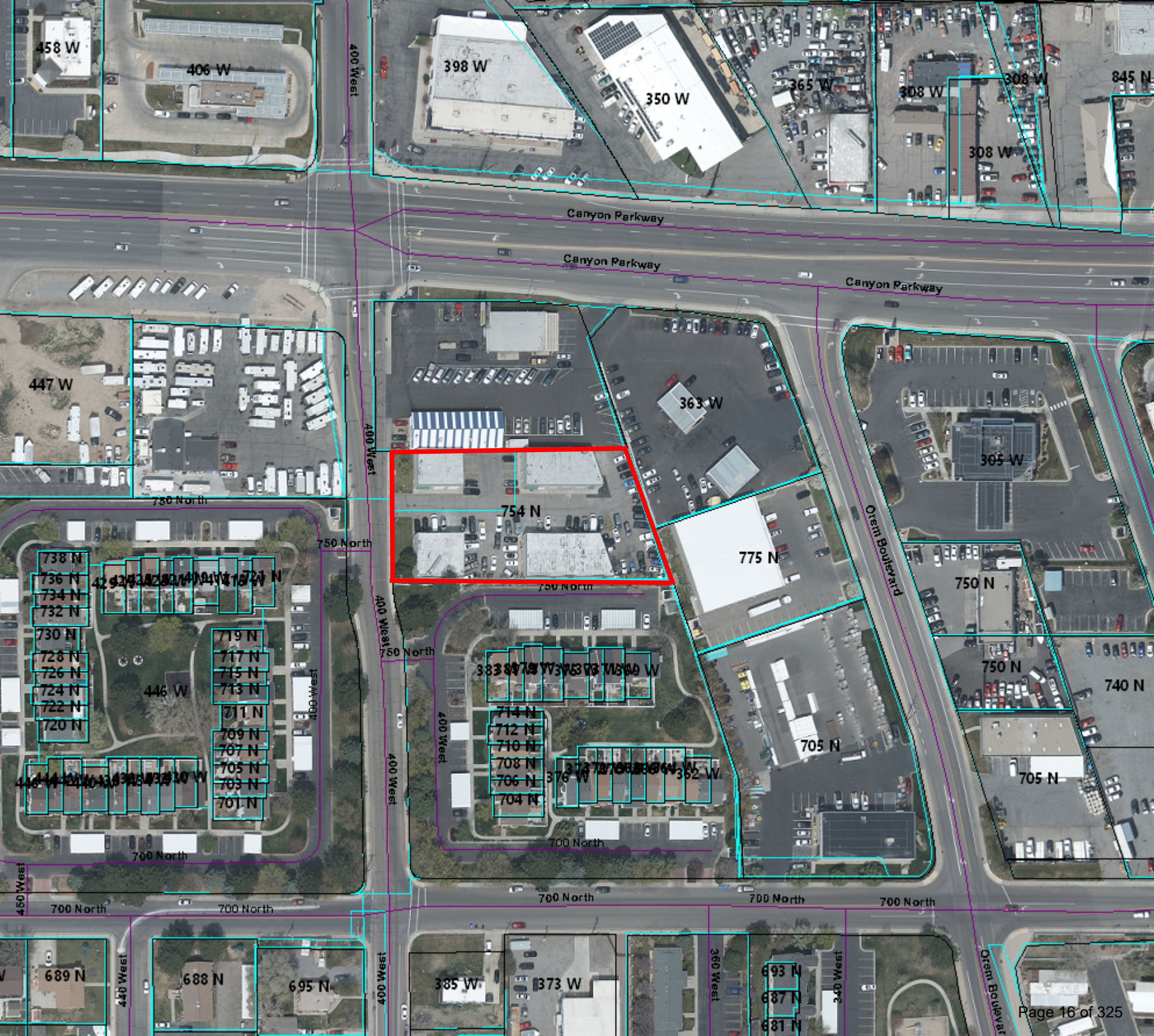
REQUEST: The applicant requests the Planning Commission approve the preliminary plat of 400 West Commercial Subdivision located generally at 754 North 400 West in the C2 zone.

BACKGROUND: The applicant is proposing to plat and subdivide an existing lot located generally at 754 North 400 West from one lot into four lots. This property is currently a lot of record. There are currently four buildings on this property and it will be divided into four lots so each building will be on its own lot.

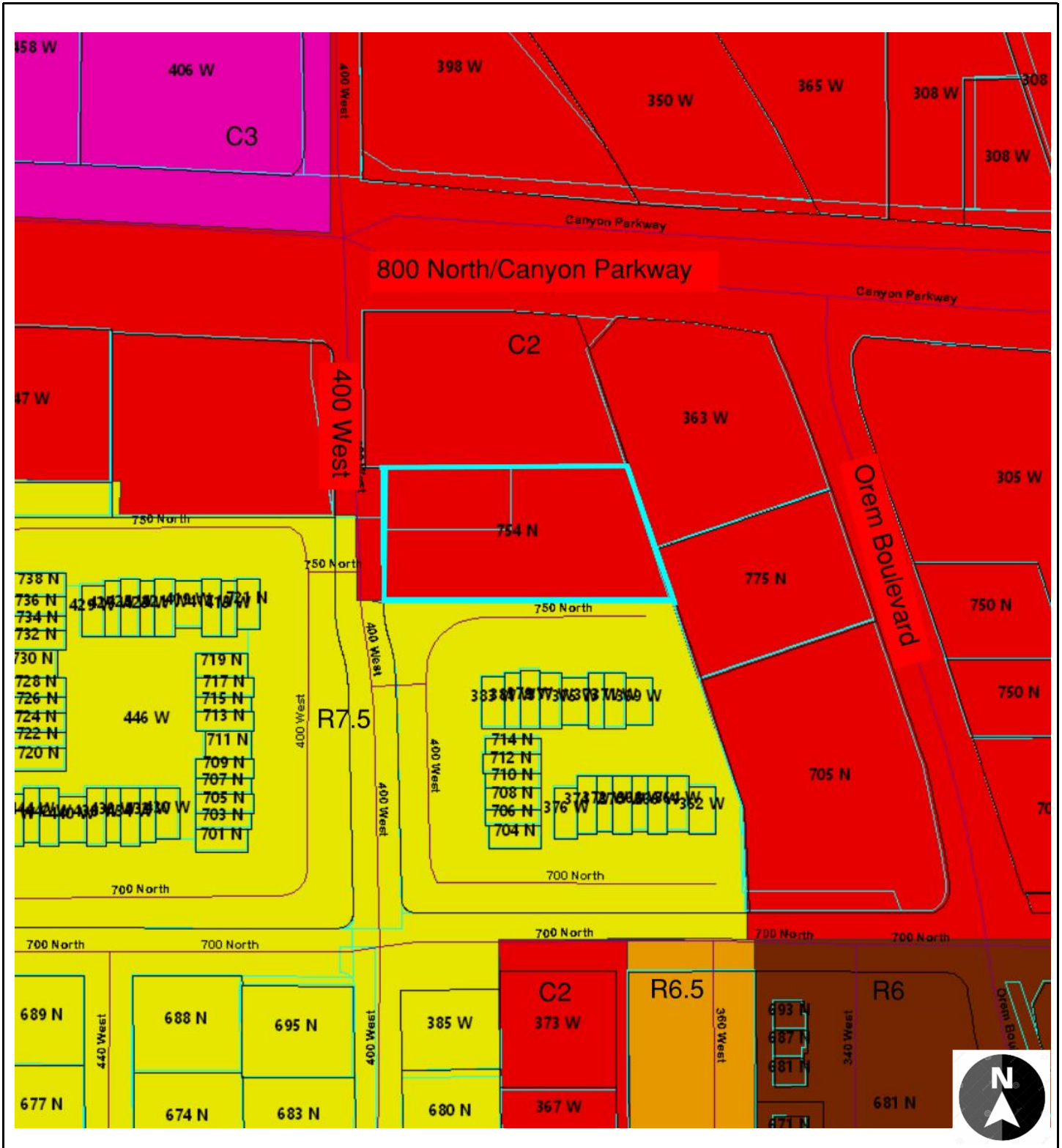
Because the four buildings already exist, the parking and drive accesses will be reciprocal to all four new lots, It is noted on the plat as “Joint Access Right-of-Way, Cross Parking, Cross Drainage and Utility Easement”.

In the C2 zone, the minimum lot area in square feet is 7,000. Each of the four lots meet this minimum requirement. Lot 1 is 7,054 square feet, Lot 2 is 10,752 square feet, Lot 3 is 13,167 square feet and Lot 4 is 7,572 square feet. [\(22-8-8\)](#)

RECOMMENDATION: Staff recommends the Planning Commission approve the preliminary plat of 400 West Commercial Subdivision located generally at 754 North 400 West in the C2 zone.



400 West Commercial



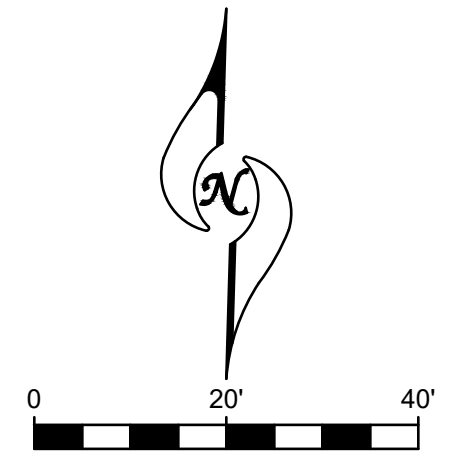
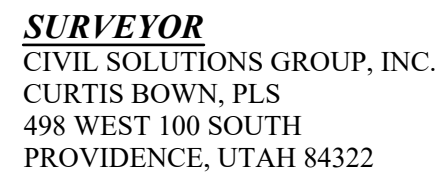
Legend

Preliminary Plat
Zone: C2
Acres: ..89

NEIGHBORHOOD
Geneva Heights

 754 N 400 West
 Parcels

LOCATED IN THE SE1/4 OF SECTION 10, T6S, R2E, S.L.B.&M.
OREM, UTAH

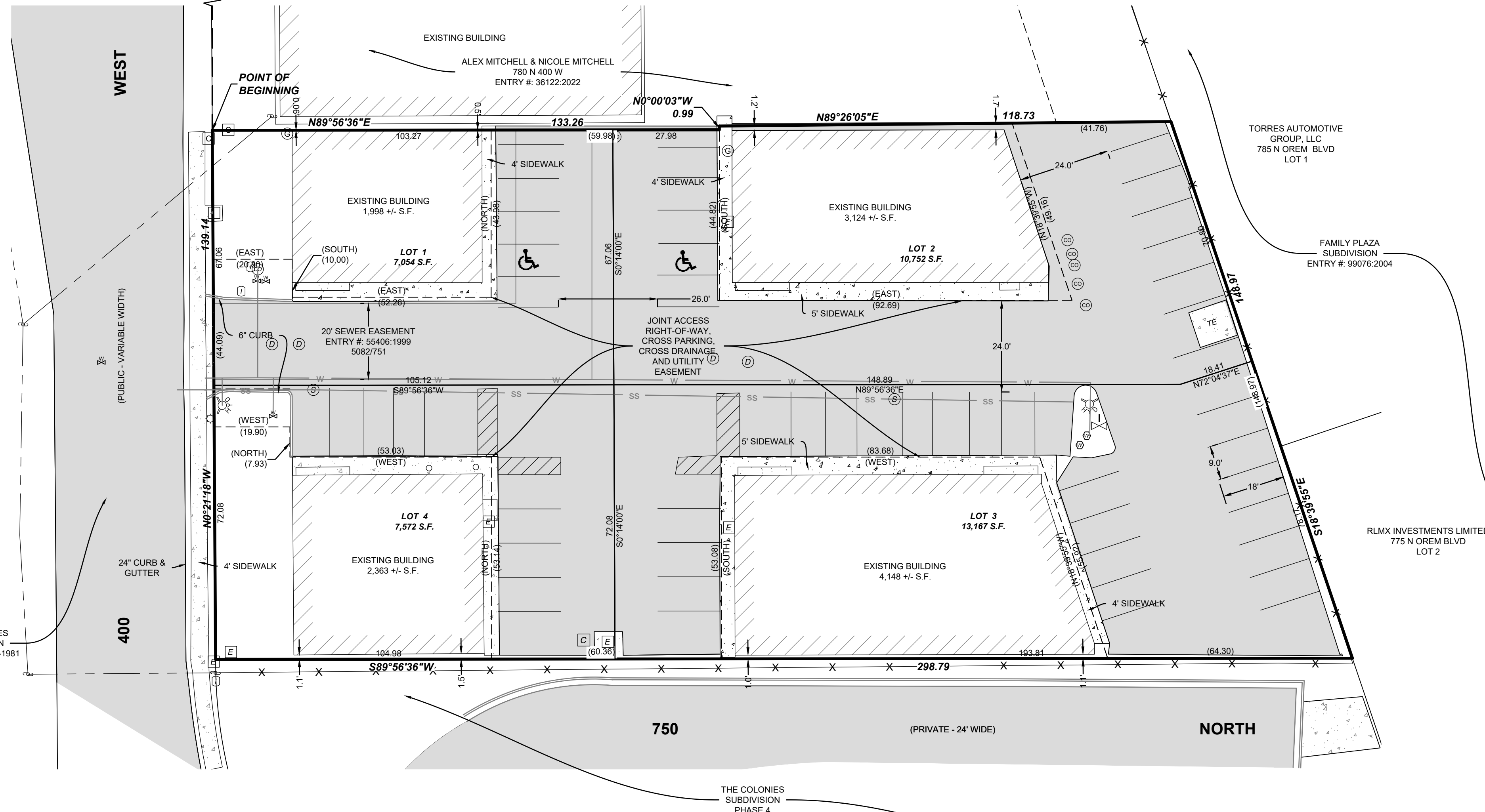


CACHE VALLEY | P: 435.213.3762
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UTAH VALLEY | P: 801.874.1432
info@civilsolutionsgroup.net
www.civilsolutionsgroup.net

NTS



**EAST 1/4 CORNER OF SECTION
10, T6S, R2E, SLB&M
(2008 COUNTY BRASS CAP)**



NOTES:

1. ALL EXISTING STRUCTURES (BUILDINGS, FENCES, WALLS, ETC.) TO REMAIN.
2. PARKING WILL BE RECIPROCAL FOR ALL LOTS.

<i>PARKING</i>
REQUIRED STALLS: 47
PROVIDED STALLS: 51
REQUIRED ADA STALLS: 2
PROVIDED ADA STALLS: 2
ALL STALLS TO BE 9'X18' TYP.

A portion of the SW1/4 of Section 10, Township 6 South, Range 2 East, Salt Lake Base & Meridian, Orem, Utah, more particularly described as follows:

Beginning at a point on the Eastern right-of-way line of 400 West Street, located N89°56'36" E along the 1/4 Section line 2,694.05 feet and South 160.86 feet from the West 1/4 Corner of Section 10, T6S, R2E, S1,2B.&M.; thence along the North line of that Real Property as described in Entry Number 117257-2022 of the official records of Utah County the following three (3) courses; N89°56'36" 133.26 feet, N89°00'37" S 0.99 feet, thence S89°26'05" E 118.73 feet to a fence line on the West line of Family Plaza Subdivision "A" of the Official plat thereof on file in the office of the Utah County Recorder Entry No. 9807005-2004; thence S18°39'55" E along North line 148.97 feet to the North line of The Colonies PUD Phase 4 of the official plat thereof on file in the office of the Utah County Recorder Entry No.21091-1983; thence S89°56'36" W along said North line 298.79 feet to the Eastern right-of-way line of 400 West Street, Subsection 202°11'18" W along said Eastern right-of-way line 139.14 feet to the point of beginning.

Contains: 0.88 +/- acres

ASPHALT
CONCRETE
POWER POLE
IRRIGATION BOX
IRRIGATION VALVE
WATER METER
WATER VALVE
HYDRANT
COMMUNICATIONS BOX
ELECTRICAL BOX
LIGHT POLE
GAS METER
SEWER CLEANOUT
SEWER MANHOLE/LINE
STORMDRAIN MANHOLE/LINE
STORMDRAIN BOX
POWER LINE
WATER LINE
FENCE LINE
REBAR AND CAP
(FOUND)
BOLLARD
MAILBOXES
TRASH ENCLOSURE

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LOCATION: SE1/4 OF SECTION 10, T6S, R2E, SLB&M
OREM, UTAH

PROPERTY OF: OREM PORTFOLIO, LLC
PREPARED FOR: NOVA GROUP

REVISION BLOCK			NO.	DATE:	DESCRIPTION:
SCALE: 1" = 20'			1	2/2/24	PARKING TABULATION TABLE
			2	2/26/24	PARKING DIMENSIONS
DRAWN BY: C. SQUIRE					
DATE: 7-19-23			PROJECT #: 23-089		

SHEET 1 OF 1

Final Plat

PLAT "A" 400 WEST COMMERCIAL SUBDIVISION

LOCATED IN THE SE1/4 OF SECTION 10, T6S, R2E, S.L.B.&M.
OREM, UTAH



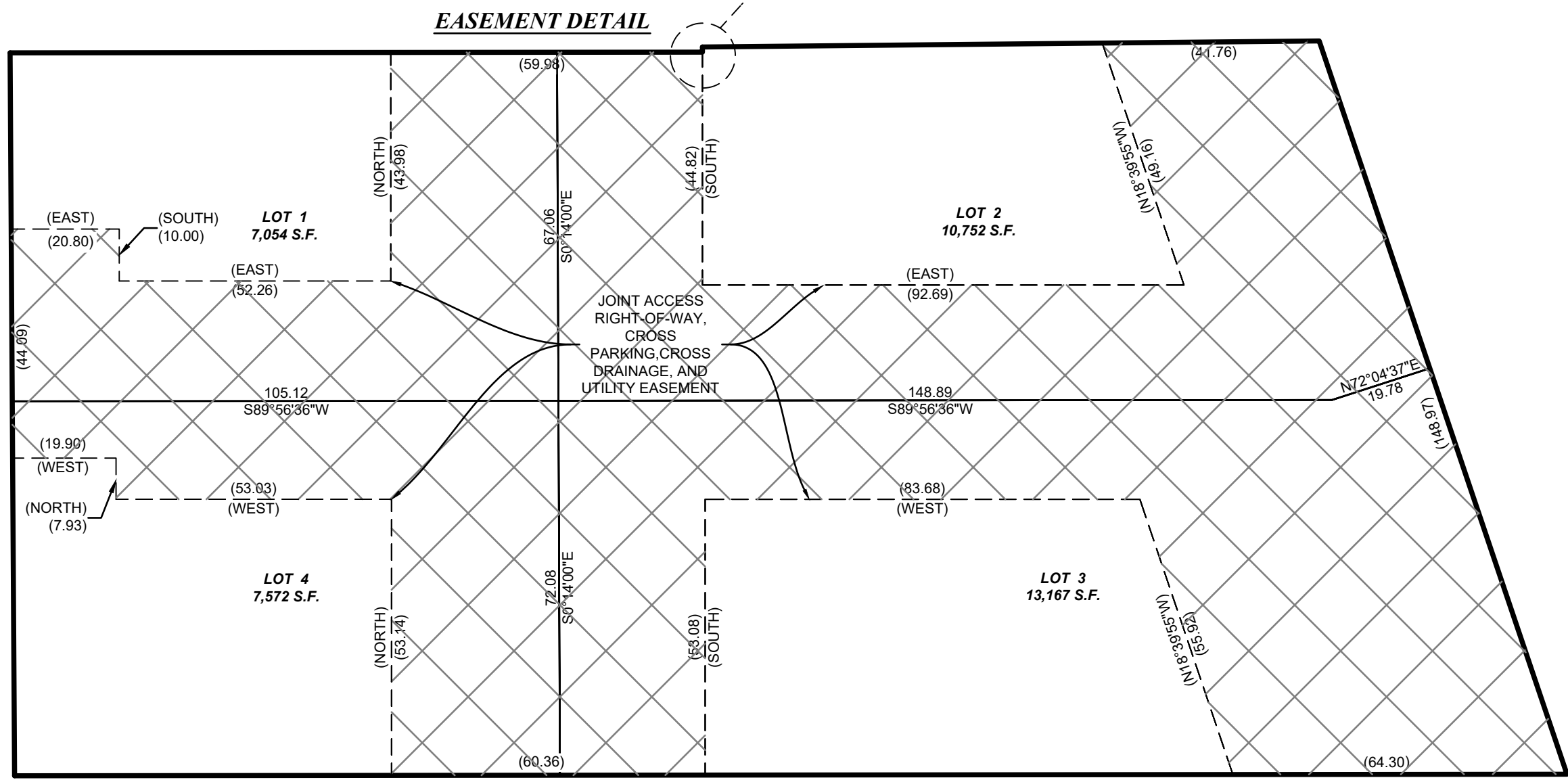
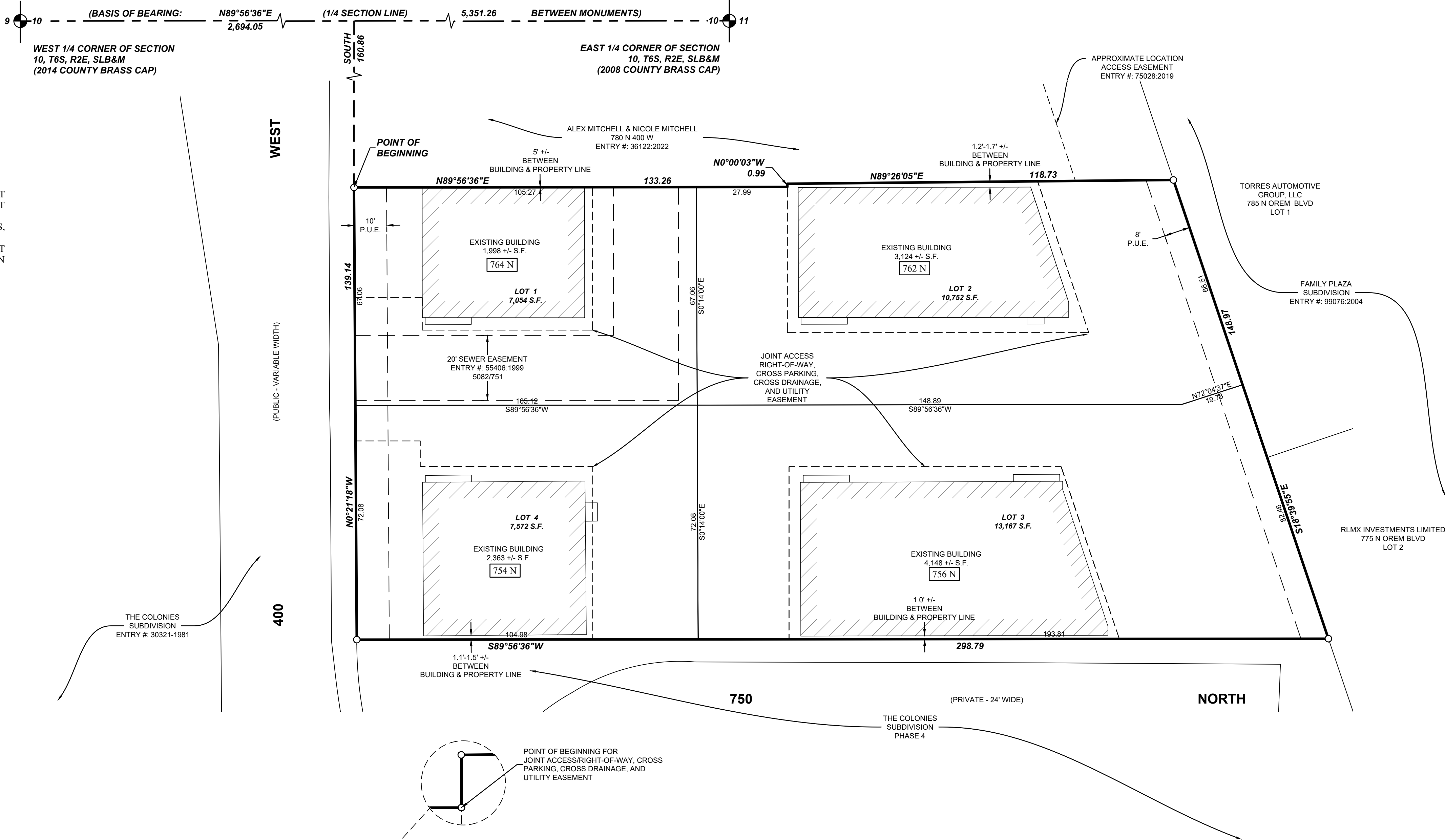
VICINITY MAP NTS

NOTES:

- #5 REBAR & CAP TO BE SET AT ALL BOUNDARY & REAR LOT CORNERS. CURB PINS TO BE SET IN THE TOP OF THE CURB AT THE EXTENSION OF THE SIDE LOT LINES.
- ALL EXISTING STRUCTURES (BUILDINGS, FENCES, WALLS, ETC.) TO REMAIN.
- NO DRIVEWAY OR ACCESS MAY BE LOCATED WITHIN 25 FEET OF AN EXISTING FENCE WHICH IS GREATER THAN 3 FEET IN HEIGHT.
- PARKING WILL BE RECIPROCAL FOR ALL LOTS.

LEGEND

- SUBDIVISION BOUNDARY
- PROPERTY MARKERS FOUND
- PROPOSED MARKERS TO BE SET (CSG ENG & SURVEY)
- EASEMENT LINE
- SANITARY SEWER EASEMENT
- ADJOINING PARCEL LINES
- JOINT ACCESS RIGHT-OF-WAY DIMENSION



civilsolutionsgroup inc.
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www.civilsolutionsgroup.net

APPROVED AS TO FORM
I, _____, HEREBY CERTIFY THAT I HAVE REVIEWED THIS ENTIRE DOCUMENT AND APPROVE IT AS TO FORM, THIS _____ DAY OF _____, A.D. 20____.

CITY ATTORNEY _____ DATE _____

SURVEYOR SEAL	NOTARY PUBLIC SEAL	CITY ENGINEER SEAL	RECORDER SEAL

SURVEYOR'S CERTIFICATE
I, CURTIS BOWN, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 12606452-2201 IN ACCORDANCE WITH TITLE 58, CHAPTER 22 OF UTAH STATE CODE. I FURTHER CERTIFY BY AUTHORITY OF THE OWNER(S) THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 OF SAID CODE, AND HAVE ALSO SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS, AND THE SAME HAS, OR WILL BE, CORRECTLY SURVEYED, STAKED AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

CURTIS BOWN
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 12606452-2201

BOUNDARY DESCRIPTION
A portion of the SW1/4 of Section 10, Township 6 South, Range 2 East, Salt Lake Base & Meridian, Orem, Utah, more particularly described as follows:
Beginning at a point on the Easterly right-of-way line of 400 West Street, located N89°56'36"E along the 1/4 Section line 2,694.05 feet and South 160.86 feet from the West 1/4 Corner of Section 10, T6S, R2E, S.L.B.&M.; thence along the North line of that Real Property as described in Entry Number 117257:2022 of the official records of Utah County the following three (3) courses; N89°56'36"E 133.26 feet, thence N0°00'03"W 0.99 feet, thence N89°26'05"E 118.73 feet to a fence line on the West line of Family Plaza Subdivision Plat "A" of the official plat thereof on file in the office of the Utah County Recorder Entry No. 99076:2004; thence S18°39'55"E along said West line 148.97 feet to the North line of The Colonies PUD Phase 4 of the official plat thereof on file in the office of the Utah County Recorder Entry No.21091-1983; thence S89°56'36"W along said North line 298.79 feet to the Easterly right-of-way line of 400 West Street; thence N0°21'18"W along said Easterly right-of-way line 139.14 feet, feet to the point of beginning.
Contains: 0.88 +/- acres and 4 lots

OWNER'S DEDICATION
KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED ARE THE OWNERS OF THE ABOVE DESCRIBED TRACT OF LAND, AND HEREBY CAUSE THE SAME TO BE DIVIDED INTO LOTS, PARCELS AND STREETS, TOGETHER WITH EASEMENTS AS SET FORTH TO BE HEREAFTER KNOWN AS:

400 WEST COMMERCIAL SUBDIVISION

AND DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL STREETS AND OTHER AREAS SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED OWNERS ALSO HEREBY CONVEY TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES. THE UNDERSIGNED OWNERS ALSO HEREBY CONVEY ANY OTHER EASEMENTS AS SHOWN ON THIS PLAT TO THE PARTIES INDICATED AND FOR THE PURPOSES SHOWN HEREON.

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

(SIGNATURE)
OREM PORTFOLIO, LLC

BY: _____ (PRINTED NAME)
ITS: _____

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

MY COMMISSION EXPIRES: _____ NOTARY PUBLIC (SIGNATURE)

RESIDING IN _____ COUNTY

MY COMMISSION No. _____ PRINTED FULL NAME OF NOTARY

ACCEPTANCE BY CITY OF OREM
THE ENGINEER OF 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 _____ DAY OF _____, A.D. 20____.

CITY ENGINEER'S SIGNATURE (SEE SEAL BELOW) _____ DATE _____

ATTEST: _____ DATE _____

SHEET 1 OF 1
PLAT "A"
**400 WEST COMMERCIAL
SUBDIVISION**
LOCATED IN THE SE1/4 OF SECTION 10, T6S, R2E, S.L.B.&M.
OREM, UTAH

CONDITIONS OF APPROVAL

COLONY VIEW BUSINESS CENTER

OREM, UTAH
800 NORTH STREET



NORTH
1" = 30'



VICINITY MAP

LANDSCAPING NOTES:

ALL COMMON AREA SHALL BE PERMANENTLY LANDSCAPED WITH TREES, SHRUBS, OR GROUND COVER AND MAINTAINED IN ACCORDANCE WITH GOOD LANDSCAPING PRACTICE.

ALL AREA NOT COVERED BY BUILDINGS OR PARKING AREAS SHALL BE LANDSCAPED AND WATERED WITH AN AUTOMATIC SPRINKLING SYSTEM.

EVERGREEN TREES PROVIDED - 2" CALIPER IN SIZE
DECIDUOUS TREES PROVIDED - 2" CALIPER IN SIZE
SHRUBS PROVIDED - 5 GALLON IN SIZE

TREES CONSIST OF THE FOLLOWING:



2 NORWAY MAPLES



2 AUSTRIAN PINES

SHRUBS CONSIST OF THE FOLLOWING:



10 BURNING BUSHES

ALL TREES AND SHRUBS PLACED NEAR AN ENTRANCE SHALL BE OF THE NATURE NOT TO OBSTRUCT THE SIGHT ONTO THE STREET.

DRAINAGE NOTES

1. GENERAL

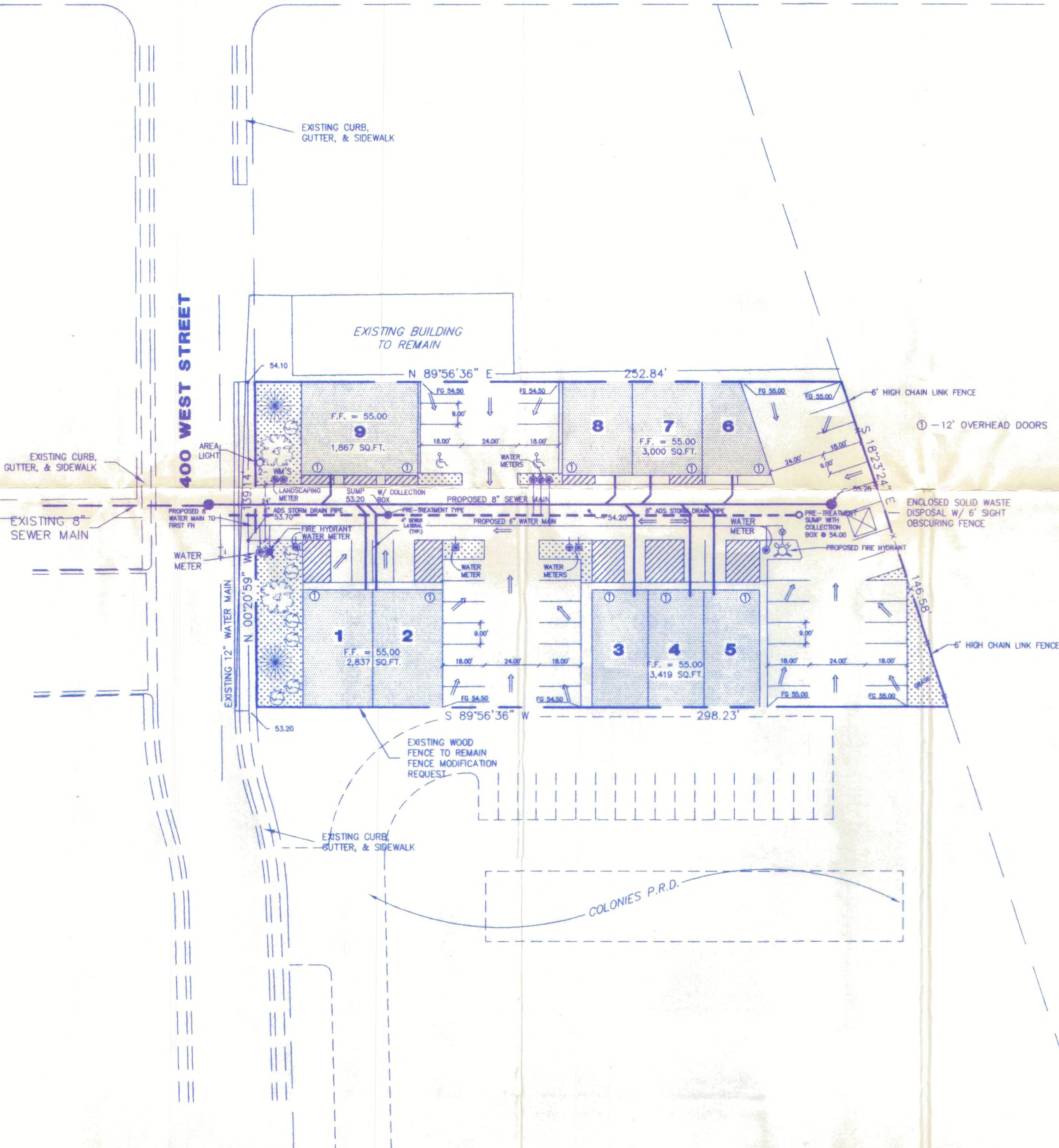
SURFACE DRAINAGE WILL BE DIRECTED INTO SUMPS AS SHOWN. COLLECTION BOXES WILL BE PROVIDED UPSTREAM FROM SUMPS.

2. 25 YEAR STORM RUNOFF CALCULATION

- MAXIMUM RAINFALL FOR 24 HOUR DURATION IS 24" FOR 25 YEAR DURATION.
- 70% OF RAINFALL WILL MOST LIKELY OCCUR WITHIN ONE HOUR RESULTING IN 1.68" PER HOUR.
- CONTRIBUTING DRAINAGE AREA = 0.72 ACRE
- RUNOFF COEFFICIENT USE C = 0.90
- TOTAL PEAK HOURLY RUNOFF = 0.90
 $(1.68)(0.90)(0.72) = 0.89 \text{ ACRE/FT.}$

NOTE: THE STORM DRAINAGE CAN BE PROPERLY CONTAINED USING THE TWO SUMPS IN THE LOCATION SHOWN.

THE TWO SUMPS WILL BE CONSTRUCTED TO MEET THE NEW PRE-TREATMENT REQUIREMENTS AS PER OREM CITY.



NOTES:

- THE APPLICANT IS RESPONSIBLE FOR COMPLIANCE WITH ALL REQUIREMENTS OF THE "AMERICAN'S WITH DISABILITIES ACT" (ADA).
- THE FIRE PROTECTION ITEMS (FIRE HYDRANTS, WATER MAINS, ACCESS ROADS) SHOWN ON THE PLAN ARE PRELIMINARY ONLY. DETAILED FIRE PROTECTION PLANS SHALL BE SUBMITTED WITH THE BUILDING PLANS. ADDITIONAL REQUIREMENTS WHICH ARE IDENTIFIED DURING THE PLAN REVIEW BY THE FIRE PREVENTION BUREAU MAY BE MANDATED BY THE UNIFORM FIRE CODE. PLAN REVIEWS MUST BE COMPLETED PRIOR TO THE BUILDING PERMIT BEING ISSUED. FIRE HYDRANT FOOT VALVES TO BE PLACED AT THE MAIN LINE CONNECTION.
- ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLING SYSTEM WITH A BACKFLOW PREVENTER DEVICE AND A BACKFLOW PREVENTER DEVICE TO THE BUILDING, PER SECTION 21-1-14.
- A SAMPLING MANHOLE AND HOLDING TANK SHALL BE INSTALLED I.A.W. CITY STANDARDS AND SPECIFICATIONS AS REQUIRED BY THE CITY.
- ALL SIGNAGE SHALL COMPLY WITH THE REQUIREMENTS OF THE OREM CITY CODE, CHAPTER 14.
- WATER METER LOCATIONS TO BE BACK OF WALK OR CURB AND GUTTER IN AN AREA WHICH IS ACCESSIBLE, NOT LOCATED BACK OF FENCED AREAS OR UNDER COVERED PARKING, PER SECTION 21-1-6.



PLANNING COMMISSION

Approval Nov 5, 1997 Denial

DEVELOPER: Carter Construction
P.O. BOX 1239
OREM, UTAH 84059
(801) 224-1642

ENGINEER: DUDLEY & ASSOCIATES
861 SOUTH OREM BLVD.
OREM, UTAH 84058
(801) 224-1252

SITE DATA:

ZONE - PC-2
TOTAL AREA - 0.87 ACRES
BUILDING - 11,219 SQ.FT.
PARKING & DRIVES - 17,663 SQ.FT. OR 0.41 ACRES
LANDSCAPING - 1,900 SQ.FT. OR 0.04 ACRES

BUILDING DATA:

BUILDING AREA - 11,219 SQ.FT.
PARKING REQUIRED - 56 (1 PER 200 SQ.FT.)
PARKING PROVIDED - 50 (SEE BOARD OF ADJUSTMENTS)

REVISIONS



DUDLEY & ASSOCIATES
ENGINEERS PLANNERS SURVEYORS
OREM, UTAH 801-224-1252

COLONY VIEW BUSINESS CENTER

SITE PLAN

DATE: JUNE 4, 1997

SCALE: 1" = 30'

BY: NATE

TRACING NO. L-11387

Street View





FAMILY CITY USA

Administrative

Planning Commission

March 20, 2024

Item 3.3

Prepared By:
Makayla Wagstaff

Applicant:
Brent Neel

SITE PLAN – Approving the site plan of Holiday Oil located generally at 1981 South Geneva Road in the C2 zone.

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 138 property owners with 500 ft.

SITE INFORMATION:

- General Plan Designation:

Low Density Residential

- Current Zone: **C2**
- Acreage: **2.16**
- Neighborhood:

Lakeview

ACTION:

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

REQUEST: The applicant requests the Planning Commission approve the site plan of Holiday Oil located generally at 1981 South Geneva Road in the C2 zone.

BACKGROUND: The applicant is proposing to build a new Holiday Oil convenience store and fuel canopy at approximately 1982 South Geneva Road. Due to a development agreement being in place for the site the new store and canopy are required to comply with the standards outlined in the development agreement. The city's decision to deny this application was overturned by the Board of Adjustment on December 13, 2023.

Parking: As the building is 5,000 square feet, 20 standard parking stalls (not under the fuel canopy) are required for this site. The proposed site plan provides 28 standard stalls (2 ADA stalls). The development agreement limits the site to no more than 8 pumps (16 fueling stations), the proposed plan has 6 pumps (12 fueling stations).

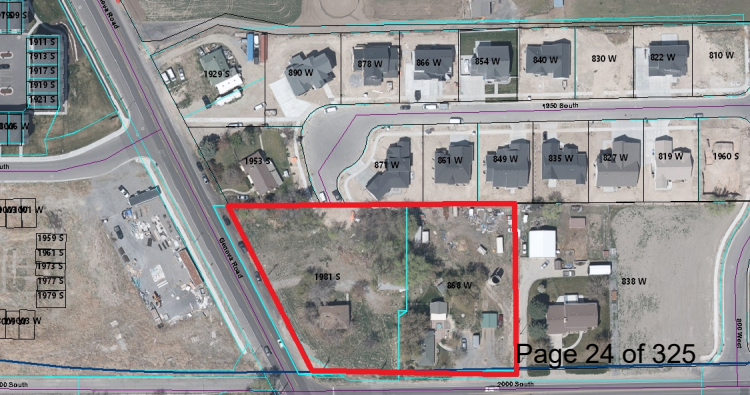
Height: The maximum height of a building in the C2 zone is 48 feet (if at least 100 feet from a residential property) or 35 feet within 100 feet of a residential property. The minimum required setback from a residential property is 10 feet, and the setback must be equal to the height of that portion of the building. For example, a building with an eave height of 15 feet and a maximum height of 20 feet – the eave portion must be 15 feet from the property line, and the peak of the roof must be at least 20 feet from the property line.

The proposed building has an eave height of 12 feet and the eave is 12 feet away from the property line. The highest peak of the roof is 24 feet 4 inches, and the peak of the roof is 39 feet away from the property line.

Architecture: The roof design of the proposed building matches that shown in the development agreement. The proposed finishing materials for the exterior of the building also match those shown in the development agreement. The proposed materials are as follows: Asphalt shingles (burnished slate), stucco (Havannah cream), brick (mt. red), wood, metal canopy (burnished slate).

Traffic/Road Access: The applicant has received approval for access onto 2000 South (2000 North, Provo) from Provo City. Transportation staff in Development Services reviewed the traffic impact study and the site plan through DRC. UDOT also reviewed the project and issued an access permit at Geneva Road. Orem suggested restricting traffic to not allow left turn out onto southbound Geneva Road. An island was suggested to be installed to prevent that movement. Geometric changes to the access on 2000 South was modified per the City to match Orem's standards. Transportation staff recommends approval.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the site plan of Holiday Oil located generally at 1981 South Geneva Road in the C2 zone.



11 S
13 S
17 S
19 S
21 S

W

1959 S
1961 S
1973 S
1977 S
1979 S

W

1929 S

890 W

878 W

866 W

854 W

840 W

830 W

822 W

1930 South

1953 S

871 W

861 W

849 W

835 W

827 W

819 W

1981 S

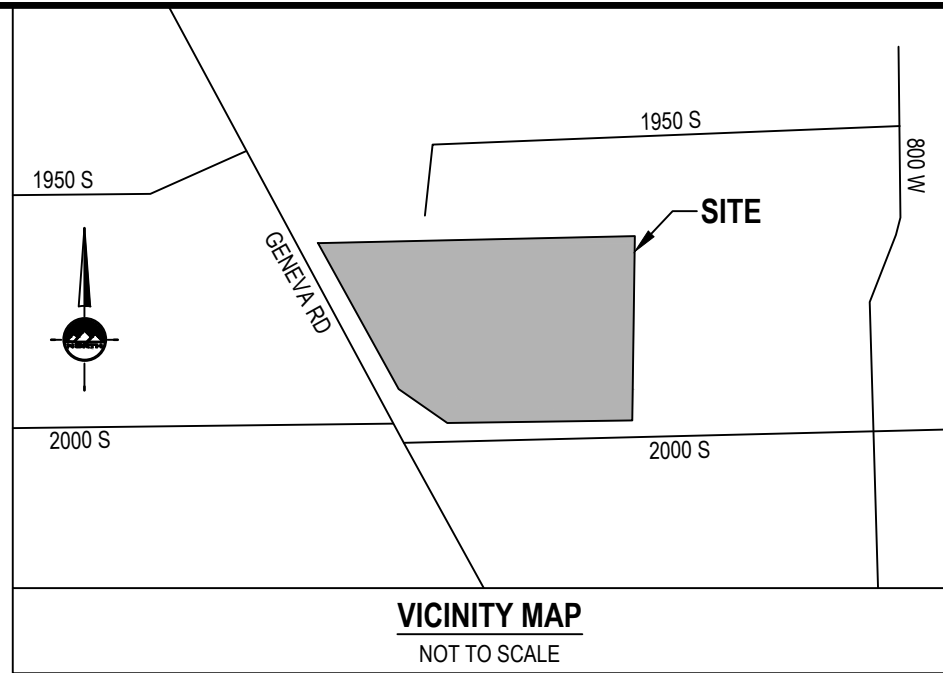
C2

868 W

838 W

PLAT "A"
HOLIDAY OIL - GENEVA ROAD SUBDIVISION

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 28,
TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN
OREM, UTAH COUNTY, UTAH



LEGEND

- SECTION CORNER
- EXISTING MONUMENT
- SET ENSIGN REBAR AND CAP
- SECTION LINE
- CENTERLINE
- PROPERTY LINE
- EASEMENT LINE
- EXIST. FIRE HYDRANT

SURVEYOR'S CERTIFICATE

I, **BENJAMIN D. HANEL**, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. **12986042** in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyor's Act. I further certify that by authority of the Owners, I have completed a survey of the property described on this subdivision plat in accordance with Section 17-23-17 and have verified all measurements; that the reference monuments shown on this plat are located as indicated and are sufficient to accurately establish the lateral boundaries of the herein described tract of real property; and 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 of the county recorders office. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

A parcel of land situate in the Southeast Quarter of Section 28, Township 6 South, Range 2 East, Salt Lake Base and Meridian, being more particularly described as follows:
Beginning at a point on the north line of 2000 South Street, said point being North 89°31'44" West 335.63 feet from the Southeast Corner of said Section 28, and running;
thence along the north line of 2000 South Street the following three (3) calls, (1) North 89°31'47" West 172.01 feet, (2) South 00°34'45" West 4.18 feet, (3) West 71.23 feet;
thence North 58°35'20" West 72.31 feet to the east line of Geneva Road;
thence North 27°49'58" West 246.73 feet along the east line of Geneva Road to the Southwest corner of Lot 15, Payton Crossing "Plat A" Subdivision (Entry No. 4906-2020);
thence North 89°28'53" East 422.31 feet along the southerly line of said subdivision;
thence South 00°28'16" West 256.94 feet to the Point of Beginning.

Contains 89,916 SQ. FT. or 2.06 ACRES and 1 LOT.

DATE 9/01/23
SURVEYOR NAME B. Hanel
LICENSE NO. 12986042

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 same to be subdivided, hereafter known as the

PLAT "A"
HOLIDAY OIL - GENEVA ROAD SUBDIVISION

do hereby dedicate the streets, easements and other public areas as indicated hereon for the perpetual use of the public.
In witness whereof I / we have hereunto set our hand (s) this _____ day of _____ A.D., 20 _____.

By: _____
Its: _____

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF _____ } S.S.
COUNTY OF _____ }
ON THE _____ DAY OF _____ A.D. 20 _____, I, _____, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF _____, IN SAID STATE OF UTAH, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE _____ OF _____, A LIMITED LIABILITY COMPANY AND THAT _____ SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED AND ACKNOWLEDGED TO ME THAT SAID LIMITED LIABILITY COMPANY EXECUTED THE SAME.
MY COMMISSION EXPIRES: _____
NOTARY PUBLIC
RESIDING IN _____ COUNTY

ACCEPTANCE BY 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.

THIS _____ DAY OF _____ A.D. 20 _____

CITY ENGINEER _____ ATTEST: _____
CLERK/RECORDER
(SEE SEAL BELOW)

DEVELOPMENT SERVICES DIRECTOR _____

OCCUPANCY RESTRICTION NOTE

IT IS UNLAWFUL TO OCCUPY ANY BUILDING LOCATED WITHIN THIS SUBDIVISION WITHOUT HAVING FIRST OBTAINED A CERTIFICATE OF OCCUPANCY ISSUED BY THE CITY OF OREM.

PLAT "A"
HOLIDAY OIL - GENEVA ROAD SUBDIVISION
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 28,
TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN
OREM, UTAH COUNTY, UTAH

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



OWNER
WAGSTAFF INVESTMENTS LLC
3115 WEST 2100 SOUTH
WEST VALLEY, UT 84119

SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449
WWW.ENSIGNENG.COM

LAYTON
Phone: 801.541.1100
TOOELE
Phone: 435.943.3360
CEDAR CITY
Phone: 435.955.1453
RICHFIELD
Phone: 435.985.2853

SHEET 1 OF 1

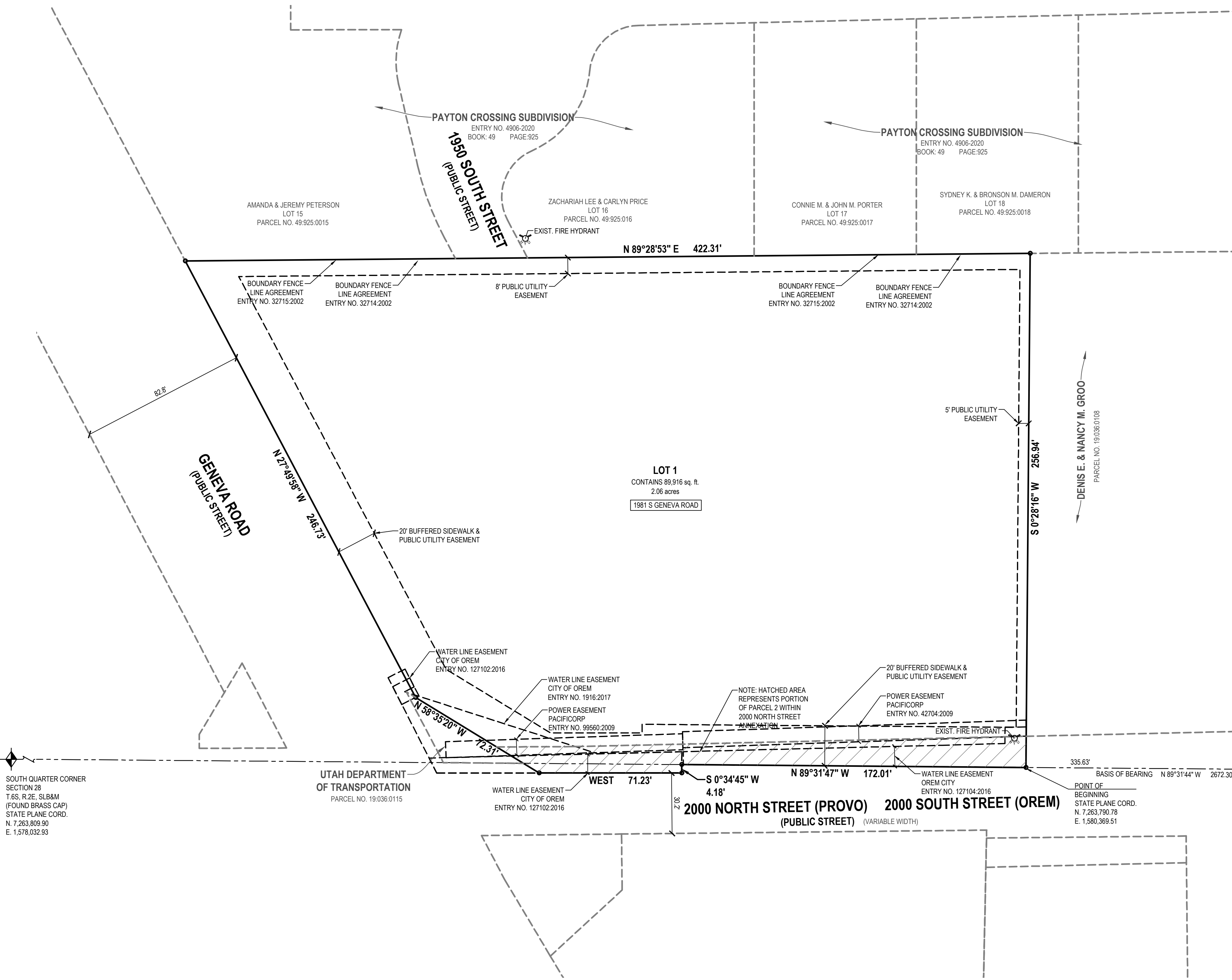
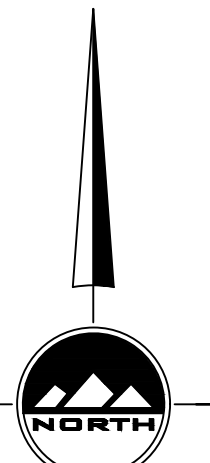
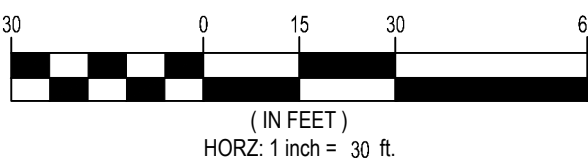
PROJECT NUMBER: 12089
MANAGER: P. HARRIS
DRAWN BY: BDH
CHECKED BY: SJL
DATE: 8/21/23

APPROVAL AS TO FORM

APPROVED THIS _____ DAY OF _____
A.D. _____ BY THE OREM CITY ATTORNEY.

OREM CITY ATTORNEY

HORIZONTAL GRAPHIC SCALE



SOUTH QUARTER CORNER
SECTION 28
T.6S, R.2E, SLB&M
(FOUND BRASS CAP)
STATE PLANE CORD.
N. 7,263,809.90
E. 1,578,032.93

UTAH DEPARTMENT
OF TRANSPORTATION
PARCEL NO. 19.036.0115

WATER LINE EASEMENT
CITY OF OREM
ENTRY NO. 127102.2016

WATER LINE EASEMENT
CITY OF OREM
ENTRY NO. 1916.2017
POWER EASEMENT
PACIFICORP
ENTRY NO. 99560.2009

NOTE: HATCHED AREA
REPRESENTS PORTION
OF PARCEL 2 WITHIN
2000 NORTH STREET
ANNEXATION

20' BUFFERED SIDEWALK &
PUBLIC UTILITY EASEMENT
POWER EASEMENT
PACIFICORP
ENTRY NO. 42704.2009

WATER LINE EASEMENT
OREM CITY
ENTRY NO. 127104.2016

POINT OF
BEGINNING
STATE PLANE CORD.
N. 7,263,790.78
E. 1,580,369.51

SOUTHEAST CORNER
SECTION 28
T.6S, R.2E, SLB&M
(FOUND BRASS CAP)
STATE PLANE CORD.
N. 7,263,788.04
E. 1,580,704.34

811

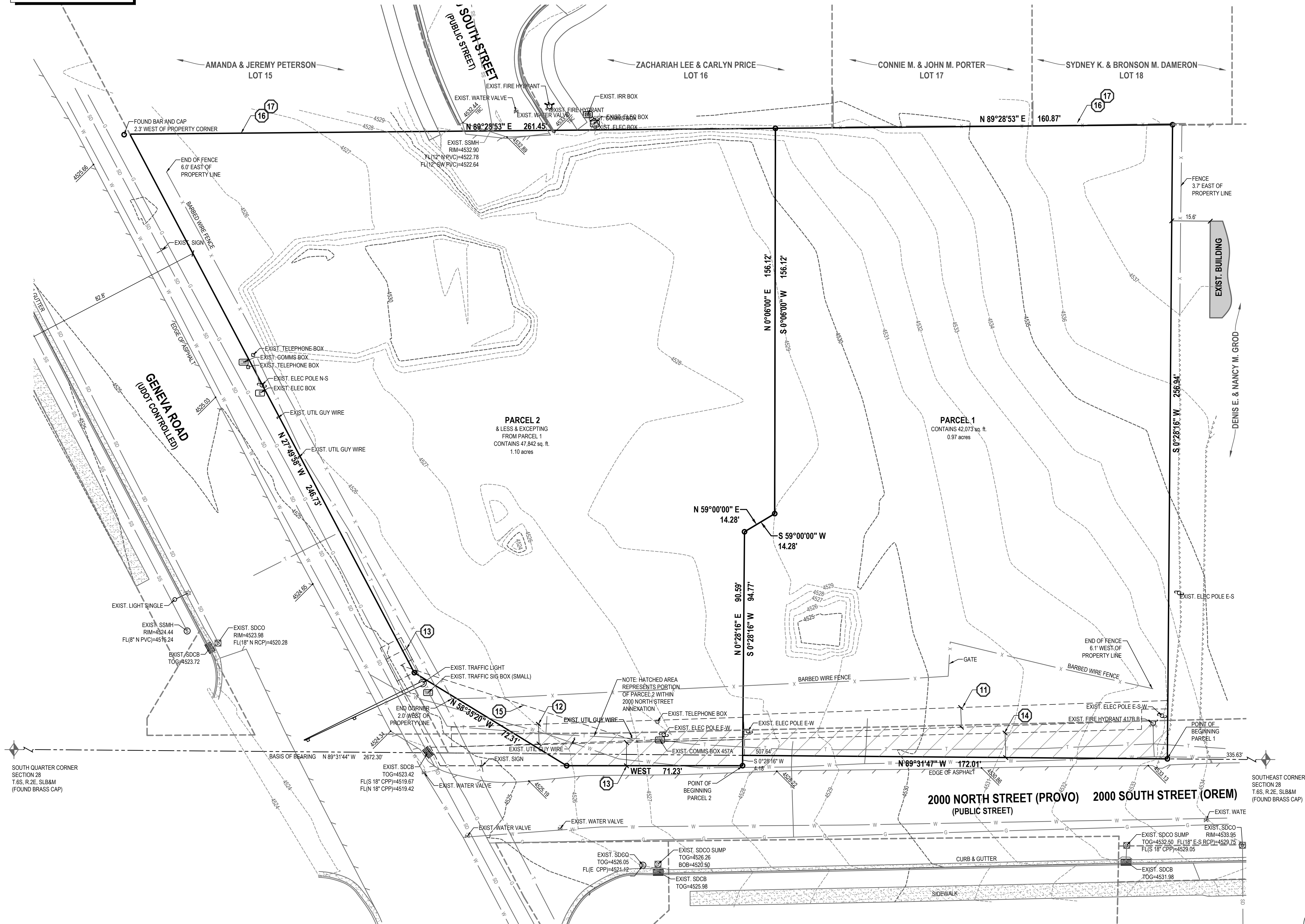
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BENCHMARK

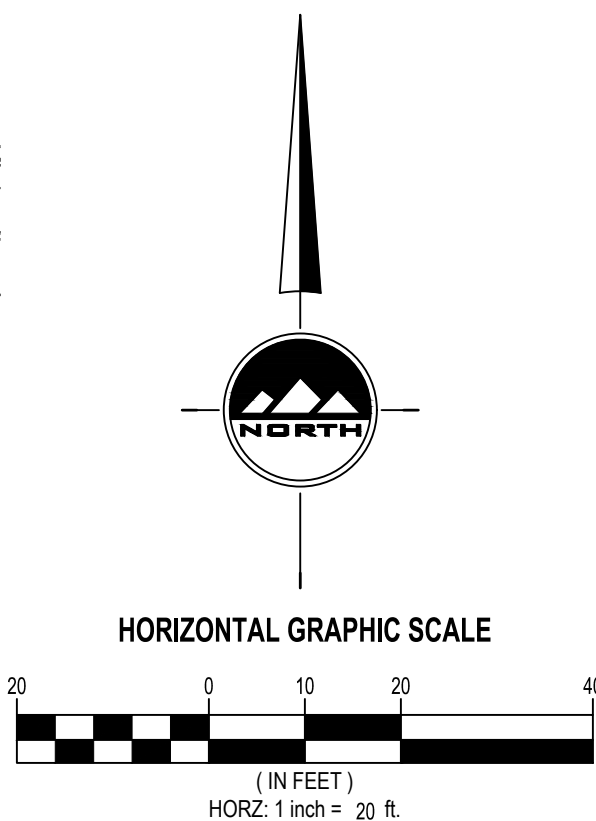
SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 6 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN

ELEV = 4539.23'



LEGEND	
	SECTION CORNER
	MONUMENT
	EXIST REBAR AND CAP
	SET ENSIGN REBAR AND CAP
	SET RIVET
	WATER METER
	WATER MANHOLE
	WATER VALVE
	FIRE HYDRANT
	STORM DRAIN CATCH BASIN
	STORM DRAIN COMBO BOX
	STORM DRAIN CULVERT
	SIGN
	UTILITY MANHOLE
	UTILITY POLE
	GAS METER
	TREE
	OVERHEAD POWER LINE
	MINOR CONTOURS 1' INCREMENT
	MAJOR CONTOURS 5' INCREMENT
	CONCRETE
	ELECTRIC METER
	STORM DRAIN CLEAN OUT
	SANITARY SEWER MANHOLE
	WATER LINE
	ADJACENT RIGHT OF WAY
	RIGHT OF WAY
	DEED LINE
	TANGENT LINE
	SECTION LINE
	FENCE
	EDGE OF ASPHALT
	SANITARY SEWER
	STORM DRAIN LINE
	GAS LINE
	BUILDING PRIMARY
	SECONDARY WATERLINE
	IRRIGATION LINE
	CENTERLINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	ELECTRIC POWERLINE
	TELEPHONE LINE
	IRRIGATION VALVE
	SCHEDULE B-2 REFERENCE NUMBER

LOCATED IN THE SOUTHEAST
QUARTER OF SECTION 28
TOWNSHIP 6 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN
OREM, UTAH COUNTY, UTAH



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THE STANDARD IN ENGINEERING

SALT LAKE CITY
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LAYTON
Phone: 801.547.1100

TOOELE
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WWW.ENSIGNENG.COM

FOR:
HOLIDAY OIL
3115 WEST 2100 SOUTH
WEST VALLEY CITY, UTAH 84119
CONTACT:
SCOTT WAGSTAFF
PHONE: 801-873-7002

HOLIDAY OIL OREM ALTA / NSPS LAND TITLE & TOPOGRAPHY SURVEY 868 WEST 2000 SOUTH OREM, UTAH

ALTA / NSPS
LAND TITLE &
TOPOGRAPHY
SURVEY

PROJECT NUMBER
12089
PRINT DATE
1/16/23
DRAWN BY
BDH
CHECKED BY
P. HARRIS
PROJECT MANAGER
P. HARRIS

2 OF 2

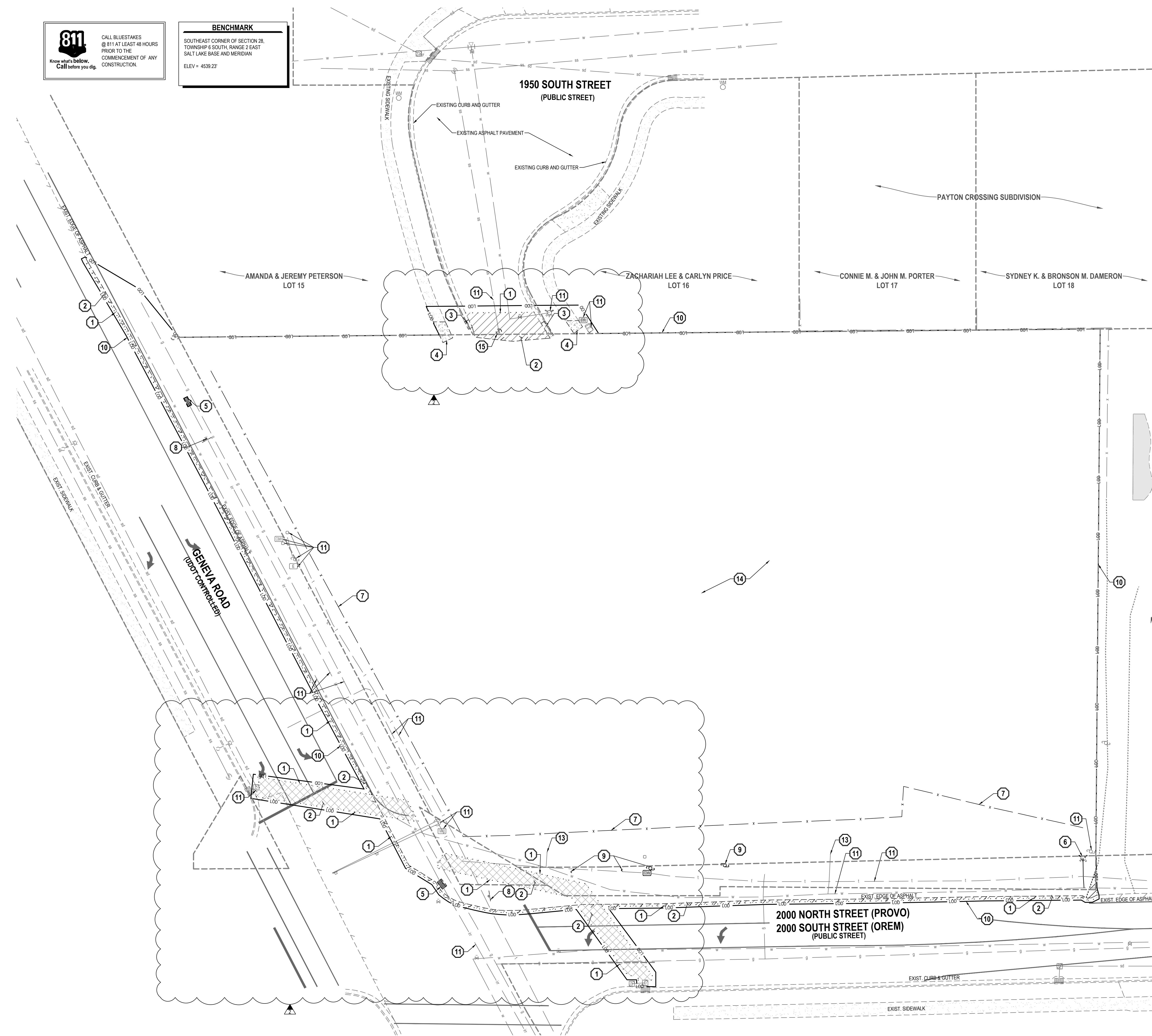
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ELEV = 4539.23'



- GENERAL NOTES
1.

ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2.

EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR WORTHY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
3.

ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
4.

ALL CONSTRUCTION SIGNAGE, BARRICADES, TRAFFIC CONTROL DEVICES, ETC. SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. THE CONTRACTOR WILL MAINTAIN SUCH SO THAT THEY ARE PROPERLY PLACED AND VISIBLE AT ALL TIMES.
5.

SIDEWALKS AND CURBS DESIGNATED TO BE DEMOLISHED SHALL BE DEMOLISHED TO THE NEAREST EXPANSION JOINT, MATCHING THESE PLANS AS CLOSELY AS POSSIBLE.
6.

THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

- SCOPE OF WORK:
- PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1

SAWCUT EXISTING ASPHALT PAVEMENT TO PROVIDE A CLEAN EDGE FOR THE TRANSITION BETWEEN EXISTING AND PROPOSED ASPHALT PAVEMENT.
- 2

REMOVE AND PROPERLY DISPOSE OF EXISTING ASPHALT PAVEMENT.
- 3

SAWCUT, REMOVE, AND PROPERLY DISPOSE OF EXISTING CONCRETE CURB AND GUTTER.
- 4

SAWCUT, REMOVE, AND PROPERLY DISPOSE OF EXISTING CONCRETE SIDEWALK.
- 5

REMOVE AND PROPERLY DISPOSE OF EXISTING STORM DRAIN CATCH BASIN.
- 6

REMOVE AND PROPERLY DISPOSE OF EXISTING FIRE HYDRANT AND EXISTING 6" VALVE AT TEE
- 7

REMOVE AND PROPERLY DISPOSE OF EXISTING FENCE.
- 8

REMOVE AND RELOCATE EXISTING SIGN.
- 9

REMOVE AND RELOCATE EXISTING POWER POLES, OVERHEAD POWER LINES AND/OR GUY WIRES. COORDINATE WITH LOCAL POWER COMPANY.
- 10

LIMIT OF DISTURBANCE.
- 11

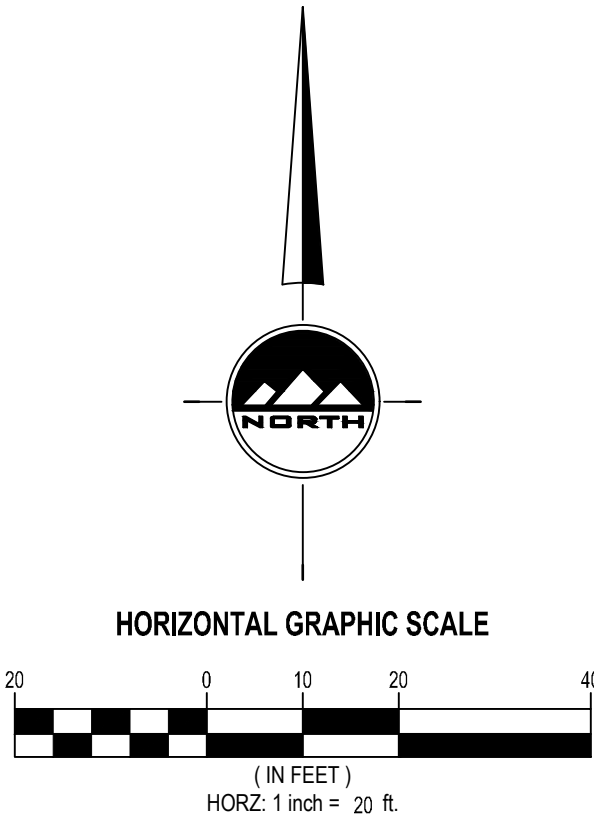
PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, SIGNS, ETC. (TYPICAL UNLESS OTHERWISE NOTED).
- 12

REMOVE AND PROPERLY DISPOSE OF EXISTING WATER LINE.
- 13

ABANDON AND CAP EXISTING WATER SERVICES AT MAIN
- 14

TWO EXISTING WELLS ON THIS PROPERTY SHALL BE CAPPED BY A STATE LICENSED WELL DRILLER AND A REPORT FROM THE WELL DRILLER MUST BE SUBMITTED TO OREM CITY.
- 15

REMOVE AND RELOCATE EXISTING SANITARY SEWER MANHOLE. SEE SHEET C-400 FOR INFORMATION



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1981 SOUTH GENEVA ROAD

OREM, UTAH

PROFESSIONAL ENGINEER

2/21/2024

No. 9125581-2202

MICHAEL S. BURGE

STATE OF UTAH

NO.

DATE

REVISION

BY

1

1-24-24

Open City Comments

JL

2

2-9-24

Open City Comments

JL

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DEMOLITION PLAN

PROJECT NUMBER
12089

PROJECT MANAGER
CD

PRINT DATE
2024-02-20

DESIGNED BY
MB

C100

Page 28 of 325

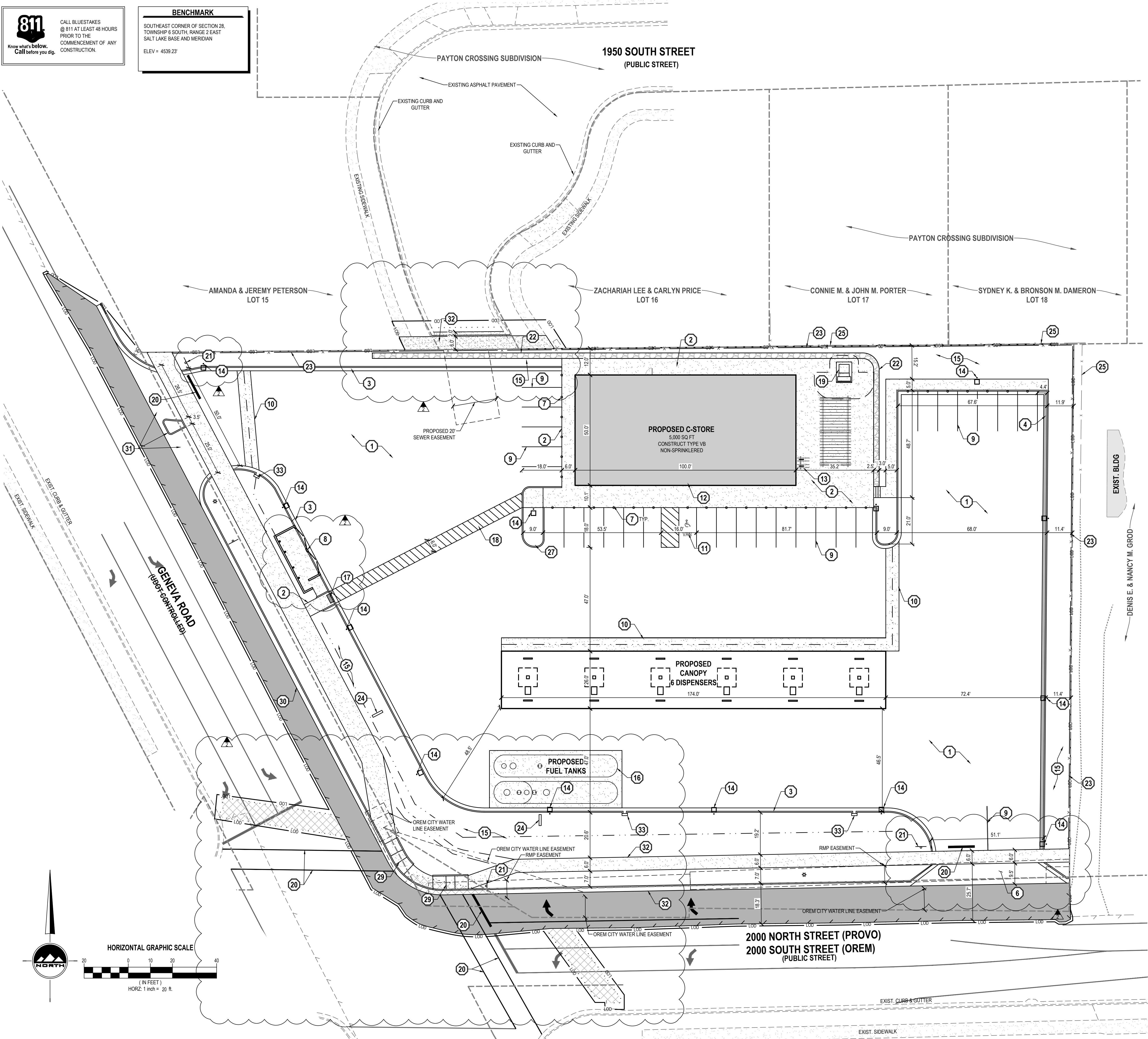
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ELEV = 4539.23'



- GENERAL NOTES
1.

ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2.

ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
3.

SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
4.

ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
5.

ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOO, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
6.

NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
7.

THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
8.

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.

- SCOPE OF WORK:
- PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1

CONCRETE PAVEMENT: 6" THICK CONCRETE WITH 5" UNTREATED BASE COURSE PER GEOTECHNICAL REPORT AND DETAIL 1/C600.
- 2

4" THICK CONCRETE PATIO/SIDEWALK WITH 4" UNTREATED BASE COURSE PER GEOTECHNICAL REPORT.
- 3

24" COLLECTION CURB AND GUTTER PER DETAIL 2/C600.
- 4

24" REVERSE PAN CURB AND GUTTER PER DETAIL 3/C600.
- 5

TRANSITION BETWEEN COLLECTION CURB AND GUTTER AND REVERSE PAN CURB AND GUTTER.
- 6

DRIVE APPROACH PER OREM CITY STANDARD DRAWING RW-5. SEE SHEET C601.
- 7

6" BOLLARD PER DETAIL 8/C600.
- 8

DOUBLE TRASH ENCLOSURE PER DETAILS 5/C-500, 7/C600. MUST MEET OREM STANDARDS AS MINIMUM.
- 9

4" WIDE SOLID SINGLE WHITE PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
- 10

6" WATERWAY PER APWA STANDARD PLAN NO. 211 AND SPECIFICATIONS.
- 11

PAINTED ADA SYMBOL AND ASSOCIATED HATCHING PER M.U.T.C.D. STANDARD PLANS.
- 12

"HANDICAP PARKING" SIGN PER M.U.T.C.D. STANDARD PLANS INSTALLED ON BUILDING. SEE DETAIL 4/C600. NORTH HANDICAP PARKING STALL TO BE DESIGNATED "VAN ACCESSIBLE" ON SIGN.
- 13

BICYCLE RACK (5% OF REQUIRED CAR STALLS)
- 14

16' TALL LIGHT POLE, SEE PHOTOMETRIC PLAN
- 15

NEW LANDSCAPING. SEE LANDSCAPE PLANS.
- 16

FUEL TANKS. SEE TANK DRAWINGS.
- 17

ADA RAMP ASSEMBLY PER APWA STANDARD PLAN NO. 235 AND SPECIFICATIONS.
- 18

6" WIDE CROSSWALK MARKING PER M.U.T.C.D. STANDARDS.
- 19

S.A.D.S.M.P. ELECTRICAL TRANSFORMER. LAYOUT SHOWN IS SCHEMATIC IN NATURE AND MAY VARY IN THE FIELD. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
- 20

12" WIDE SOLID WHITE STOP BAR PER M.U.T.C.D. STANDARD PLANS.
- 21

STOP SIGN PER M.U.T.C.D. STANDARDS.
- 22

ROCK RETAINING WALL PER DETAIL 15/C600. SEE GRADING PLAN FOR ELEVATION INFORMATION.
- 23

7' TALL PRECAST CONCRETE FENCE. PER DETAIL 1/C603.
- 24

MONUMENT SIGN. SEPARATE SIGN PERMIT.
- 25

EXISTING FENCE.
- 26

INSTALL NEW OREM STANDARD STREET LIGHT
- 27

6" TYPE "P" CURB WALL PER APWA STANDARD PLAN NO. 209.
- 28

NOT USED
- 29

GENERAL PEDESTRIAN ACCESS RAMP PER UDOT STANDARD PA 1.
- 30

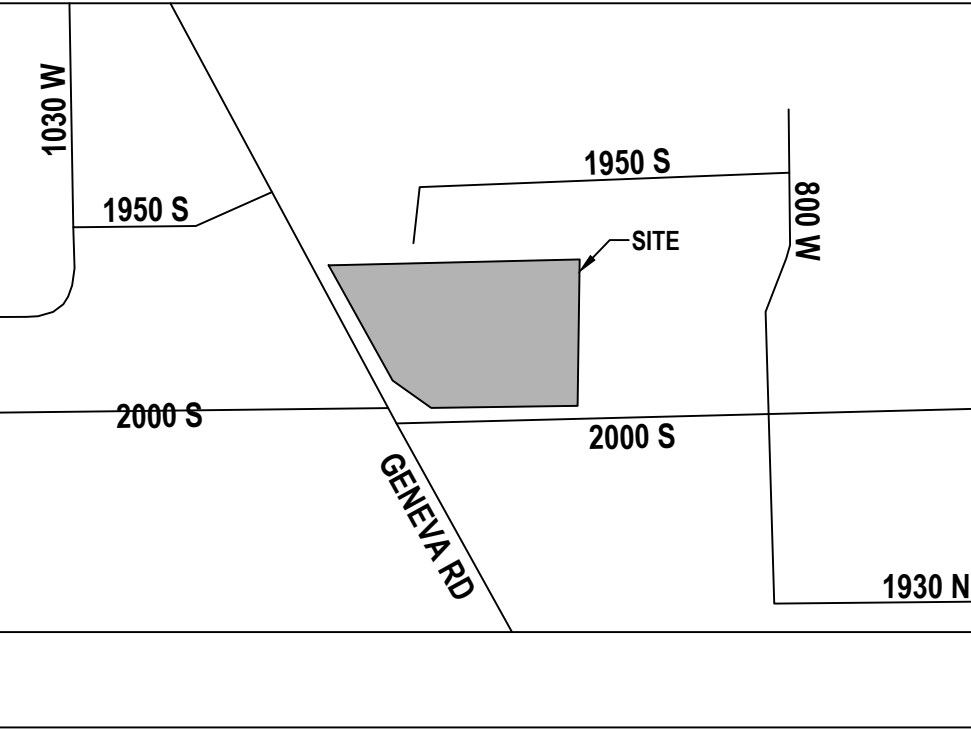
INSTALL TYPE B1 CURB AND GUTTER PER UDOT STANDARDS.
- 31

CONCRETE DRIVEWAY, MODIFIED PORKCHOP AND SIDEWALK PER UDOT STANDARD DRAWING GW-3B AND UDOT SPECIFICATIONS.
- 32

24" CONCRETE CURB, GUTTER AND SIDEWALK PER OREM CITY STANDARD DRAWINGS RW-1 AND RW-04.
- 33

CURB CUT PER DETAIL 1/C604.

SITE SUMMARY TABLE		
ITEM	AREA	CALCULATION
TOTAL GROSS ACREAGE (ACRES)	2.064	100%
STREET RIGHT OF WAYS (SQ. FT.)	NA	NA
TOTAL BUILDING FOOTPRINT (SQ. FT.)	5,000	7.5%
C-STORE BUILDING FOOTPRINT (SQ. FT.)	5,000	
LANDSCAPING (SQ. FT.)	13,440	15%
REQUIRED NUMBER OF PARKING SPACES	1 PER 250 SF BLDG	20
ACTUAL NUMBER OF PARKING SPACES	41	100%
STANDARD STALLS	28	62%
PUMP STALLS	12	35%
HANDICAP-ACCESSIBLE STALLS	2	3%
REQUIRED NUMBER OF BIKE STALLS	3	100%



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No. 9125581-2202

MICHAEL S. BRIDGE

STATE OF UTAH

NO. DATE REVISION BY

1 1/24/04 Orem City Comments J.L.

2 2/24/24 Orem City Comments J.L.

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SITE PLAN

PROJECT NUMBER
12089

PRINT DATE
2024-02-29

PROJECT MANAGER
CD

DESIGNED BY
MB

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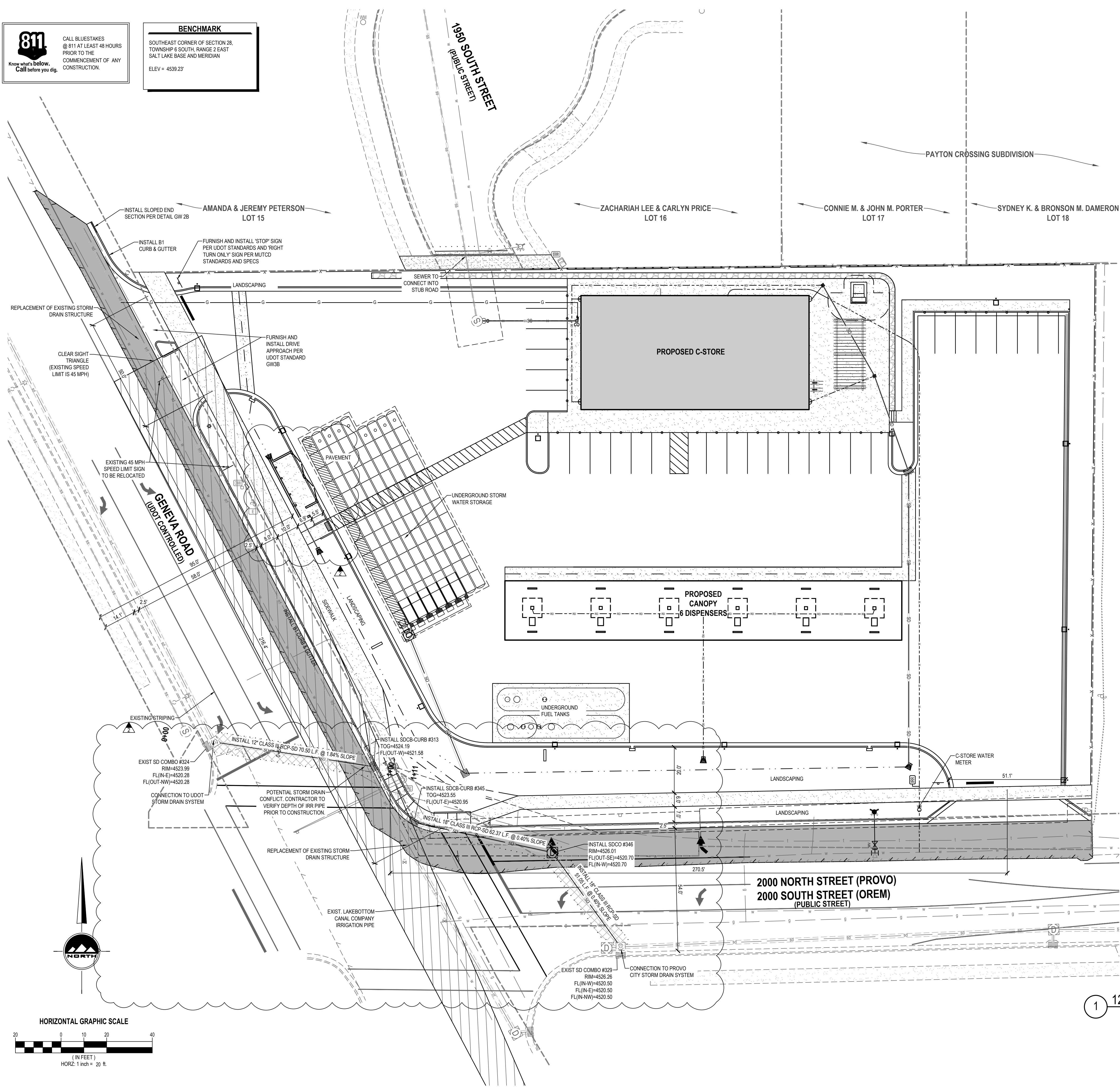
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- UDOT NOTES
1.

ALL CONSTRUCTION WITHIN THE UDOT RIGHT-OF-WAY SHALL CONFORM TO THE MOST CURRENT UDOT STANDARD (INCLUDING SUPPLEMENTAL) DRAWINGS AND SPECIFICATIONS.
2.

THE CONTRACTOR IS TO OBTAIN AN ENCROACHMENT PERMIT FROM THE APPLICABLE UDOT REGION PERMIT OFFICE PRIOR TO COMMENCING WORK WITHIN UDOT RIGHT-OF-WAY. WORKING HOUR LIMITATIONS WILL BE LISTED IN THE LIMITATIONS SECTION OF THE ENCROACHMENT PERMIT.
3.

UDOT RESERVES THE RIGHT, AT ITS OPTION, TO INSTALL A RAISED MEDIAN ISLAND OR RESTRICT THE ACCESS TO A RIGHT-IN OR RIGHT-OUT AT ANY TIME.
4.

OWNER, DEVELOPER, AND CONTRACTOR ARE RESPONSIBLE FOR ANY DAMAGES DIRECTLY OR INDIRECTLY WITHIN THE UDOT RIGHT-OF-WAY AS A RESULT OF DEVELOPMENT ACTIVITIES.
5.

OWNER, DEVELOPER, AND/OR CONTRACTOR IS REQUIRED TO HIRE AN INDEPENDENT COMPANY FOR ALL TESTING WITHIN THE UDOT RIGHT-OF-WAY.
6.

ALL SIGNS INSTALLED ON THE UDOT RIGHT-OF-WAY MUST BE HIGH INTENSITY GRADE (TYPE XI SHEETINGS) WITH A B3 SLIP BASE. INSTALL ALL SIGNS PER UDOT SM SERIES STANDARD DRAWINGS.
7.

COMPLY WITH THE REQUIREMENTS OF UTAH CODE 17-23-14 (DISTURBED CORNERS - COUNTY SURVEYOR TO BE NOTIFIED - COORDINATION WITH CERTAIN STATE AGENCIES).

- NOTES
1.

ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2.

EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
3.

ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER SARATOGA SPRINGS STANDARD PLANS AND SPECIFICATIONS.
4.

ALL WATER INFRASTRUCTURE TO BE INSTALLED PER SARATOGA SPRINGS OR APWA STANDARD PLANS AND SPECIFICATIONS.
5.

NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
6.

DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER SARATOGA SPRINGS CITY STANDARDS AND SPECIFICATIONS.
7.

THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL/PLUMBING PLANS.
8.

ALL WORK WITHIN THE UDOT RIGHT-OF-WAY SHALL BE PER UDOT STANDARDS AND SPECIFICATIONS.
9.

PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
10.

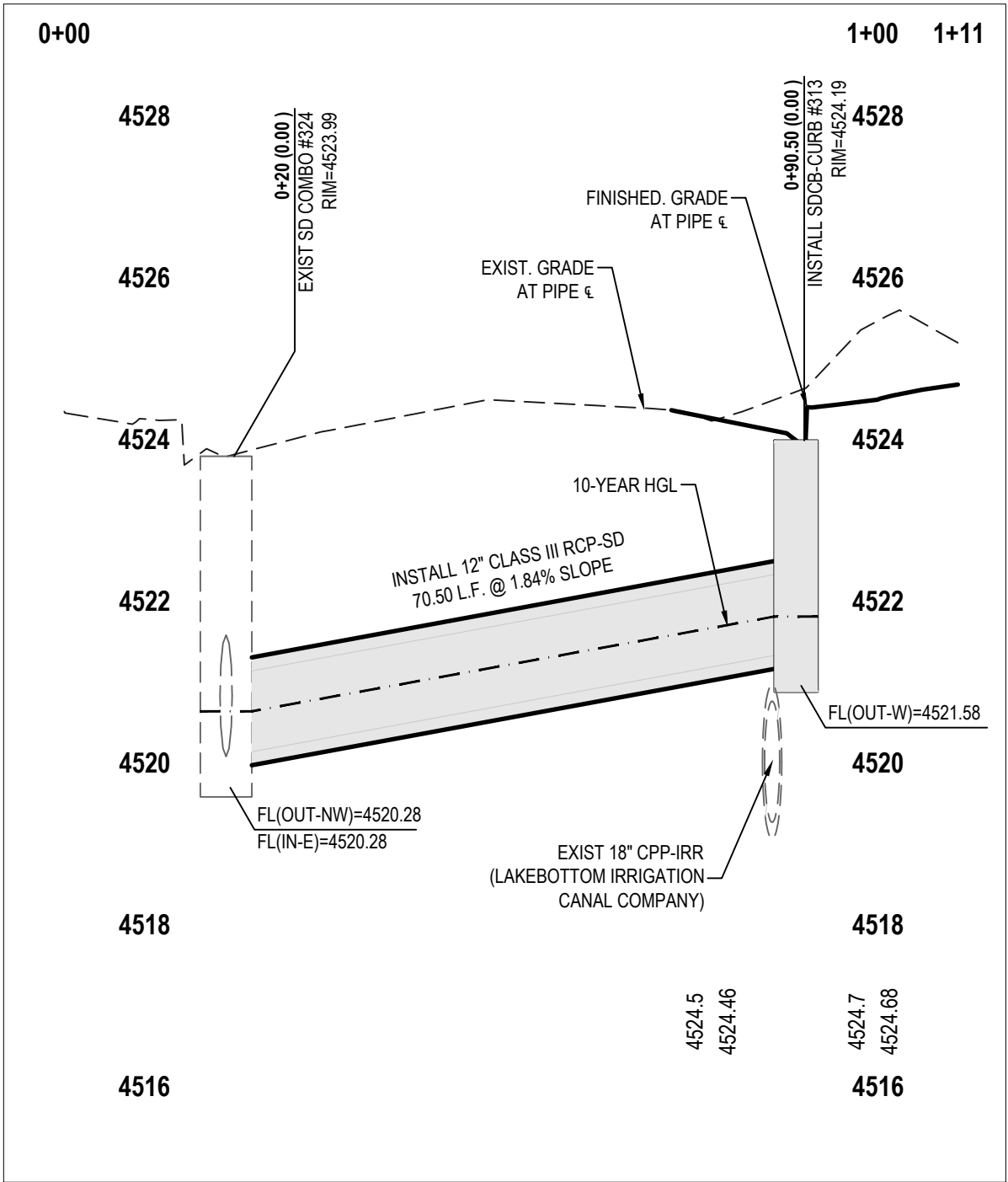
THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
11.

CULINARY WATER FACILITIES: ALL FACILITIES, I.E. PIPES, SERVICE LATERALS, VALVES, BENDS, THRUST BLOCKS, FIRE HYDRANTS, MISCELLANEOUS FITTINGS, ARE THE SOLE RESPONSIBILITY OF THE PROPERTY OWNERS TO MANAGE AND REPAIR TO THE CITY STANDARDS WHEN FAILURES OCCUR.
12.

SANITARY SEWER FACILITIES: ALL FACILITIES, I.E. PIPES, MANHOLES, LATERALS, PIPELINE CLEANING, SEWER BACKUPS, ARE THE SOLE RESPONSIBILITY OF THE PROPERTY OWNERS TO MANAGE AND REPAIR TO THE CITY STANDARDS WHEN FAILURES OCCUR.
13.

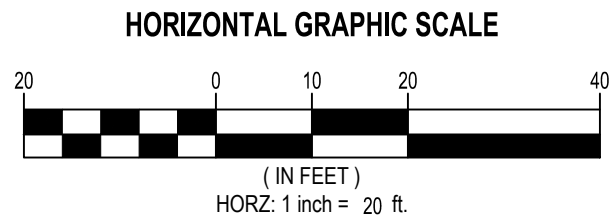
STORM WATER FACILITIES: ALL FACILITIES, I.E. PIPES, MANHOLES, INLET CATCH BASINS, ORIFICE AND ORIFICE CONTROL STRUCTURES, DETENTION STORAGE BASINS, OVERFLOW SPILLWAYS, ARE THE SOLE RESPONSIBILITY OF THE PROPERTY OWNERS TO MANAGE AND REPAIR TO THE CITY STANDARDS WHEN FAILURES OCCUR.
14.

ROADWAYS AND SIDEWALK FACILITIES: ALL HARD SURFACING FACILITIES ARE THE SOLE RESPONSIBILITY OF THE PROPERTY OWNERS TO MANAGE AND REPAIR TO THE CITY STANDARDS WHEN FAILURES OCCUR.



12" STORM DRAIN PROFILE

SCALE: 1" = 20' (HORIZ) 1" = 2' VERT



ENSIGN

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UDOT ACCESS PLAN

PROJECT NUMBER
12089

PRINT DATE
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CD

DESIGNED BY
MB

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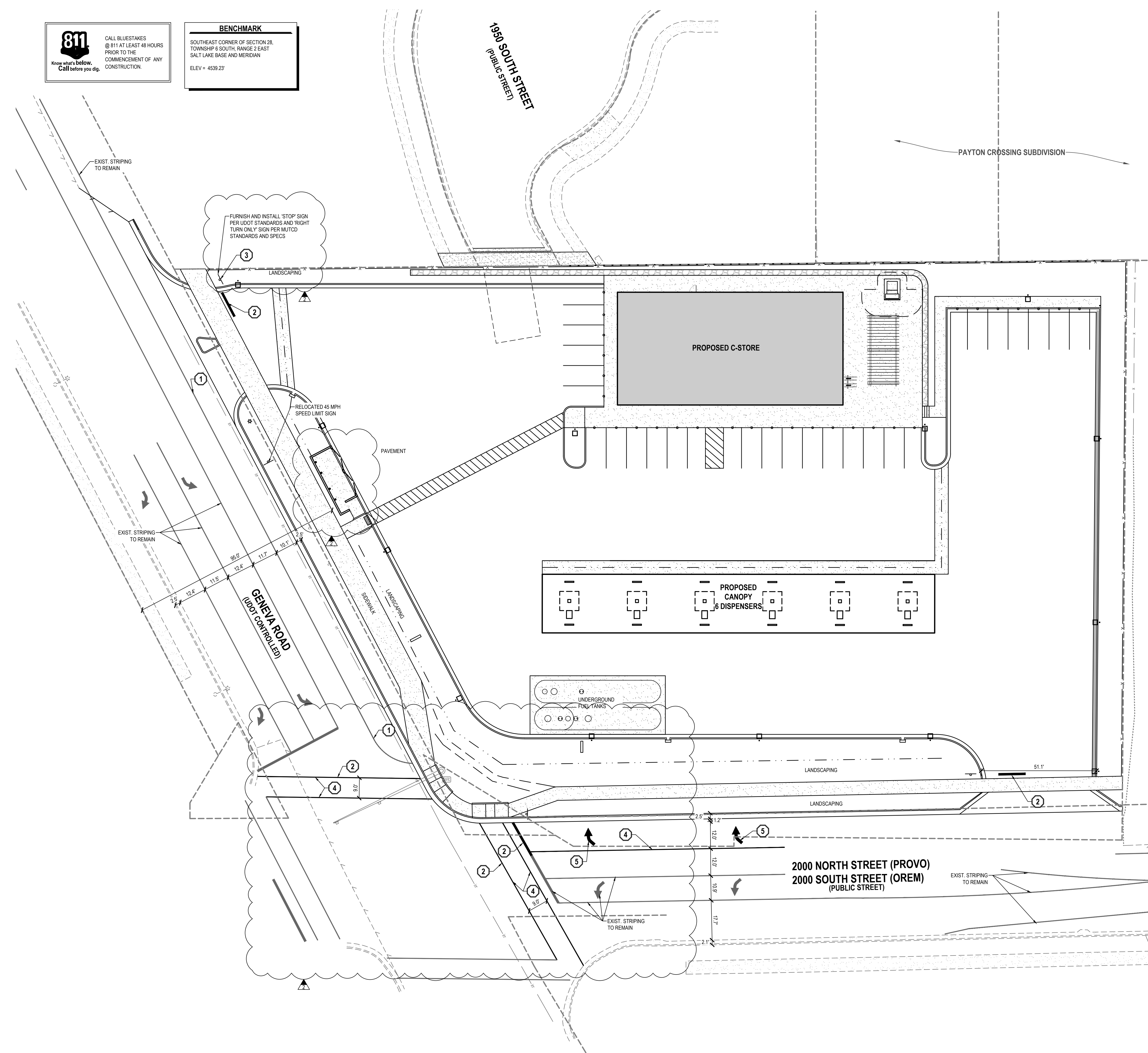
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- UDOT NOTES

1. UDOT RESERVES THE RIGHT, AT ITS OPTION, TO INSTALL A RAISED MEDIAN ISLAND OR RESTRICT THE ACCESS TO A RIGHT-IN OR 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 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 THERMO PLASTIC. ALL LETTERS, ARROWS, AND SYMBOLS SHALL CONFORM WITH THE 'STANDARD 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 XI 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 PERMITS 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, BACK FILL 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 OR 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 REGION'S 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 OUT 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.

- GENERAL NOTES

1. ALL WORK TO COMPLY WITH OREM CITY'S STANDARDS AND SPECIFICATIONS.

2. ALL WORK DONE WITHIN UDOT RIGHT OF WAY SHALL COMPLY WITH UDOT STANDARDS AND SPECIFICATIONS.

3. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

4. SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.

5. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.I.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).

6. ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOO, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.

7. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.

8. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

9. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.

10. ALL CONSTRUCTION SIGNAGE, BARRICADES, TRAFFIC CONTROL DEVICES, ETC. SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. THE CONTRACTOR WILL MAINTAIN SUCH SO THAT THEY ARE PROPERLY PLACED AND VISIBLE AT ALL TIMES.

- SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. 4" WIDE SOLID WHITE PAVEMENT MARKING PER UDOT STANDARDS

2. INSTALL 24" WHITE STOP BAR AND CROSSWALK PER M.U.T.C.D. STANDARDS (MATCH EXIST.)

3. INSTALL 36" X 36" STOP SIGN AND SIGN POST PER UDOT STANDARD SN SERIES DRAWINGS

4. 6" WIDE SOLID WHITE PAVEMENT MARKING.

5. TURN ARROW PER M.U.T.C.D. STANDARDS.

EN SIGN

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TOOELE

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CEDAR CITY

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RICHFIELD

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FOR:

HOLIDAY OIL
3115 WEST 2100 SOUTH
WEST VALLEY CITY, UTAH

CONTACT:

SCOTT WAGSTAFF
PHONE: (801) 631-3434

Holiday

OREM

HOLIDAY OIL

1981 SOUTH GENEVA ROAD

OREM, UTAH

1/21/2024

No. 9125581-2202

MICHAEL S. BURGE

STATE OF UTAH

NO. DATE REVISION BY

1 1/24/04 Open City Comments J.L.

2 2/9/24 Open City Comments J.L.

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UDOT SIGNAGE AND STRIPING PLAN

PROJECT NUMBER 12089 PROJECT MANAGER CD

PRINT DATE 2024-02-29 DESIGNED BY MB

C202

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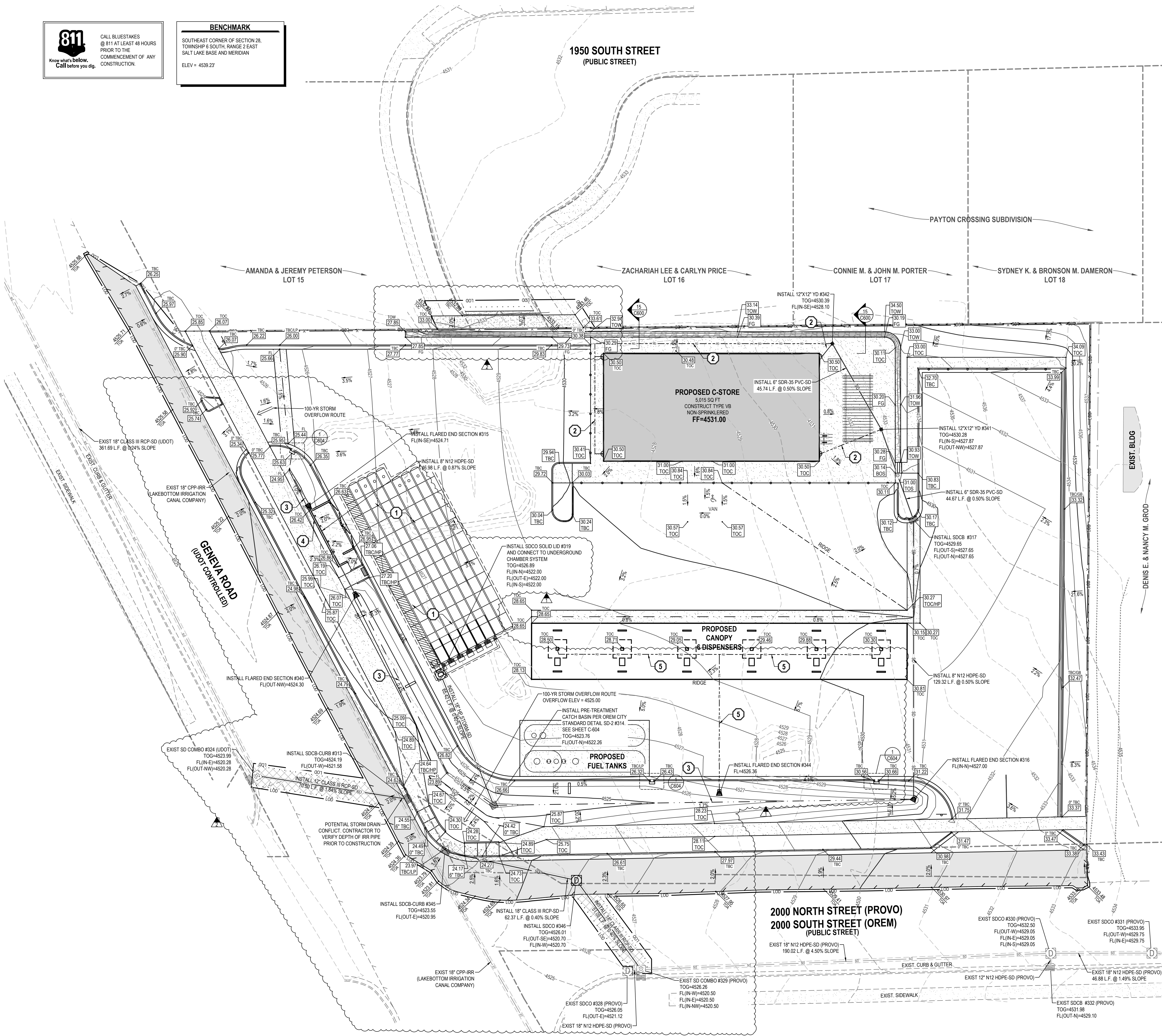
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BENCHMARK

SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 6 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN
ELEV = 4539.23'



GENERAL NOTES

1. ALL WORK TO COMPLY WITH OREM STANDARDS AND SPECIFICATIONS.

2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

3. ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF UNCONSOLIDATED FILL, ORGANICS, AND DEBRIS, PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.

4. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.

5. ELEVATIONS HAVE BEEN TRUNCATED FOR CLARITY. XX.XX REPRESENTS AN ELEVATION OF 46XX.XX ON THESE PLANS.

6. LANDSCAPED AREAS REQUIRE SUBGRADE TO BE MAINTAINED AT A SPECIFIC ELEVATION BELOW FINISHED GRADE AND REQUIRE SUBGRADE TO BE PROPERLY PREPARED AND SCARIFIED. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.

7. SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.

8. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTORS FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSURED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.

9. ALL STORM DRAIN INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.

10. ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS. NOTIFY ENGINEER IF MINIMUM COVER CANNOT BE ATTAINED.

11. ALL FACILITIES WITH DOWNSPOUTS/ROOF DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM. SEE MECHANICAL/PLUMBING PLANS FOR DOWNSPOUT/ROOF DRAIN LOCATIONS AND SIZES. ALL ROOF DRAINS TO HAVE MINIMUM 1% SLOPE.

12. THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL OREM STANDARDS AND SPECIFICATIONS.

13. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.

14. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

15. CONTRACTOR TO ENSURE THAT BOXES ARE SIZED TO ACCOMMODATE PIPE SIZES.

16. PERMANENT UNDERGROUND DETENTION FACILITY TO BE OWNED AND MAINTAINED BY OWNER OF THIS PROPERTY NOT TO BE ALTERED OR REMOVED WITHOUT APPROVAL FROM OREM ENGINEER.

17. STORM DRAIN INFRASTRUCTURE WITHIN PROPERTY IS PRIVATE, TO BE OWNED AND MAINTAINED BY OWNER OF THIS PROPERTY NOT TO BE ALTERED OR REMOVED WITHOUT APPROVAL FROM OREM ENGINEER.

18. THIS REPORT FOR THE DRAINAGE DESIGN OF OREM HOLIDAY OIL WAS PREPARED BY ME (OR UNDER MY DIRECT SUPERVISION) IN ACCORDANCE WITH THE PROVISIONS OF CITY OF OREM STORM DRAIN-AGE SYSTEMS DESIGN AND MANAGEMENT MANUAL, AND WAS DESIGNED TO COMPLY WITH THE PROVISIONS THEREOF. I UNDERSTAND THAT THE CITY OF OREM DOES NOT AND WILL NOT ASSUME LIABILITY FOR DRAINAGE FACILITIES DESIGN.

SCOPE OF WORK:

PROVIDE: INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

UNDERGROUND RETENTION BASIN: 113 STORMTECH SC-740 CHAMBERS AND 18 END CAPS. INSTALL PER MANUFACTURER'S RECOMMENDATIONS. SEE DETAILS ON SHEET C802

100-YR STORAGE REQUIRED = 8,863 CF

100-YR STORAGE PROVIDED = 9,081 CF

1. TOP OF STONE = 4525.00

TOP OF CHAMBERS = 4524.50

BOTTOM OF CHAMBERS = 4522.00

BOTTOM OF STONE = 4521.50

GROUNDWATER ELEVATION (PER 9/2023 CMT GROUNDWATER STUDY) = 4519.20

RETENTION CHAMBERS TO RETAIN THE 80TH PERCENTILE STORM OF 0.50-INCHES.

80TH PERCENTILE LID STORAGE REQUIRED = 3,747 CF

2. INSTALL 6" SDR-35 PVC ROOF DRAIN LINE @ 1.0% MINIMUM SLOPE. CONNECT DIRECTLY INTO STORM DRAIN BOX.

3. GRADE DRAINAGE SWALE PER DETAIL 'A' ON THIS SHEET.

4. PROVIDE DRAINAGE HOLE IN LOW POINT OF TRASH ENCLOSURE WALL.

5. INSTALL 6" SDR-35 PVC ROOF DRAIN LINE @ 1.0% MINIMUM SLOPE. DRAIN INTO LANDSCAPE AREA.

EXISTING GROUND

2" MIN.

6" MIN. PROPOSED GRADE

A

DRAINAGE SWALE

SCALE: NONE

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CONTACT:

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OREM, UTAH

PROFESSIONAL ENGINEER

1/21/2024

No. 9125581-2202

MICHAEL S. BURGE

STATE OF UTAH

NO. DATE

REVISION

BY

1 1/24-04

Open City Comments

J.L.

2 2/24-24

Open City Comments

J.L.

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GRADING AND DRAINAGE PLAN

PROJECT NUMBER
12089

PRINT DATE
2024-02-29

PROJECT MANAGER
CD

DESIGNED BY
MB

C300

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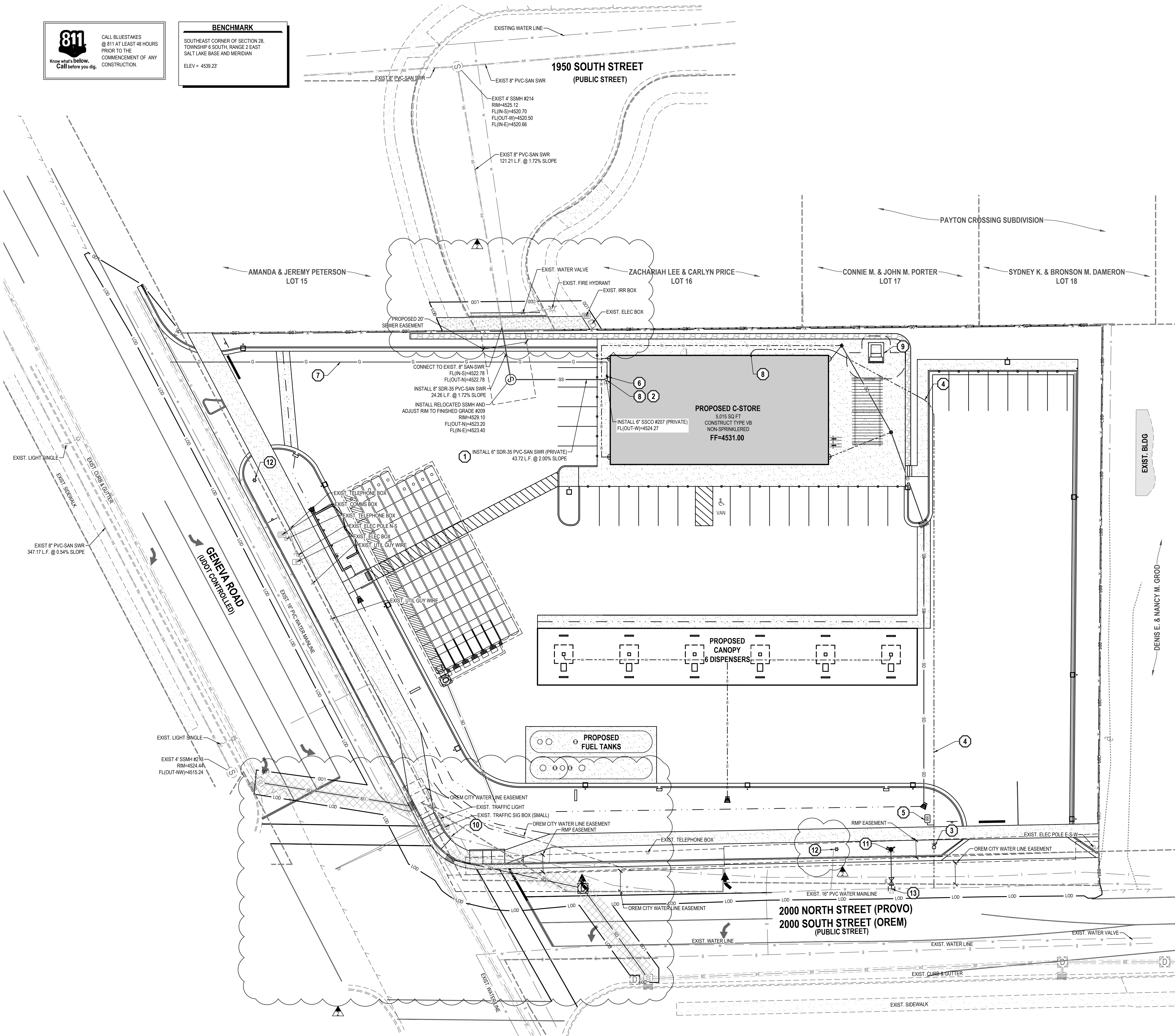
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BENCHMARK

SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 6 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN
ELEV = 4539.23'



- GENERAL NOTES
1.

ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2.

EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS. BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
3.

ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY STANDARD PLANS AND SPECIFICATIONS.
4.

ALL WATER INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.
6.

DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
7.

PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
8.

THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL/PLUMBING PLANS.
9.

NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
10.

THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
11.

THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
12.

CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY NEW SEWER LINES.
13.

FOUR FEET IS REQUIRED OVER ALL SEWER LINES.
14.

ALL MECHANICAL JOINTS REQUIRE A MEGA LUG OR OTHER APPROVED EQUAL JOINT RESTRAINT.
15.

AT LEAST THREE FEET (3') OF HORIZONTAL SEPARATION AND ONE FOOT (1') VERTICAL SEPARATION MUST BE MAINTAINED FROM CITY UTILITIES.
16.

WHEN TRENCHLESS UTILITY INSTALLATION METHODS ARE EMPLOYED, ALL EXISTING UTILITIES ARE TO BE POTHOLED AND EXPOSED FOR VISUAL INSPECTION PRIOR TO AND DURING THE INSTALLATION PROCESS.
17.

"ALL UTILITIES SHALL NOT BE LOCATED UNDER COVERED PARKING AREAS AND SHALL BE INSTALLED ACCORDING TO CHAPTER 21-4-6 OF THE OREM CITY CODE." THESE UTILITIES INCLUDE BUT ARE NOT LIMITED TO: WATER AND SEWER LATERALS, WATER AND SEWER MAINS, STORM WATER SUMPS, SEWER MANHOLES, WATER VALVES AND METERS, AND FIRE HYDRANTS.
18.

ALL 1/2" AND LARGER WATER METERS ARE TO BE INSTALLED AT THE TIME OF SERVICE INSTALLATION.

- SCOPE OF WORK:
- PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1

SDR-35 PVC SANITARY SEWER LATERAL, INCLUDING CLEANOUTS AT MAXIMUM 100-FOOT SPACING. INSTALLATION AND TRENCHING PER OREM STANDARD DRAWING SS-3. SIZE, LENGTH AND SLOPE PER PLAN.
- 2

SANITARY SEWER CLEANOUT PER OREM STANDARDS AND SPECIFICATIONS.
- 3

1-1/2" WATER METER WITH 1-1/2" BLUE CTS POLY SERVICE FROM MAIN TO METER PER OREM STANDARD DRAWING W-13 (USC APPROVED RPZ BACKFLOW PREVENTER INSTALLED INSIDE BUILDINGS).
- 4

1-1/2" BLUE CTS POLY PIPE WATER SERVICE PER OREM STANDARD DRAWING W-21.
- 5

1" POINT OF CONNECTION FOR IRRIGATION CONTRACTOR. INSTALL 1" PURPLE IPS POLY SERVICE LINE FOR PRESSURE IRRIGATION SERVICE WITH USC APPROVED RPZ BACKFLOW PREVENTER PER OREM STANDARDS AND SPECIFICATIONS.
- 6

GAS METER LOCATION. COORDINATE GAS SERVICE WITH DOMINION ENERGY.
- 7

3/4" 2 LB NATURAL GAS LINE (220' +/-) FROM C-STORE TO CARWASH - SEE NATURAL GAS ISOMETRIC ON PLUMBING PLANS.
- 8

UTILITY POINT OF CONNECTION. SEE PLUMBING PLANS FOR FURTHER INFORMATION.
- 9

S.A.D.S.M.P. ELECTRICAL TRANSFORMER. LAYOUT SHOWN IS SCHEMATIC IN NATURE AND MAY VARY IN THE FIELD. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
- 10

UTILITY CROSSING. LOOP UTILITIES AS NEEDED PER OREM STANDARD DETAILS AND DRAWINGS.
- 11

FIRE HYDRANT ASSEMBLY COMPLETE PER CITY OF OREM STANDARD DRAWING W-7.
- 12

INSTALL OREM CORRIDOR LIGHT PER OREM CITY STANDARDS
- 13

INSTALL 16" X 6" TAPPING TEE WITH 6" WATER VALVE

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UTILITY PLAN

PROJECT NUMBER
12089

PRINT DATE
2024-02-29

PROJECT MANAGER
CD

DESIGNED BY
MB

C400

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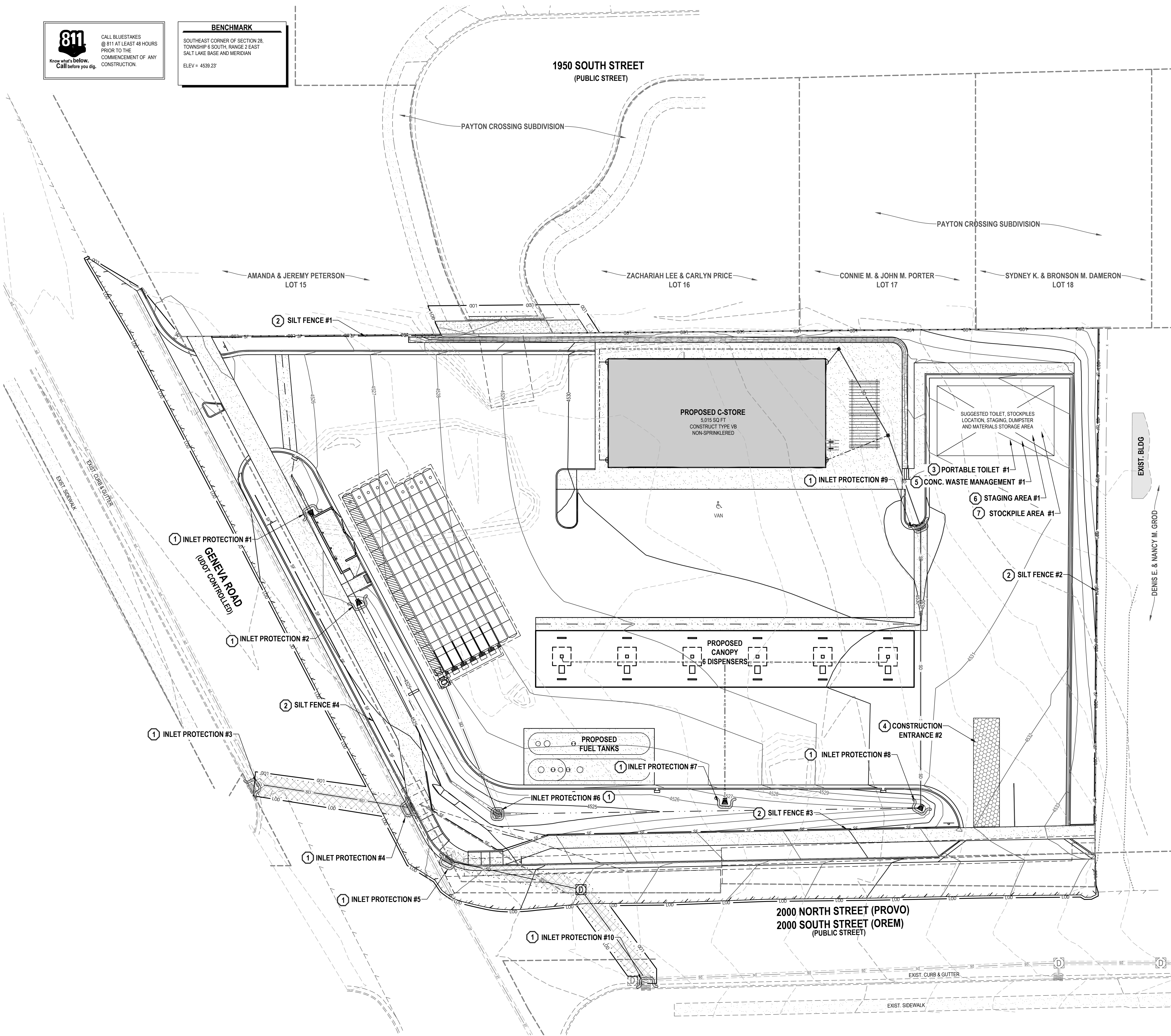
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- GENERAL NOTES

1.

THIS PLAN IS DESIGNED AS A FIRST APPRAISAL OF NECESSARY MEANS TO PROTECT THE WATERS OF THE STATE FROM POTENTIAL POLLUTION. IT IS THE RESPONSIBILITY OF THE OWNER/OPERATOR TO ADD WARRANTED BEST MANAGEMENT PRACTICES (BMPs) AS NECESSARY, MODIFY THOSE SHOWN AS APPROPRIATE, AND DELETE FROM THE PROJECT THOSE FOUND TO BE UNNECESSARY. FEDERAL AND STATE LAW ALLOWS THESE UPDATES TO BE MADE BY THE OWNER/OPERATOR ONSITE AND RECORDED BY THE OWNER/OPERATOR ON THE COPY OF THE SWPPP KEPT ONSITE.

2.

DISTURBED LAND SHALL BE KEPT TO A MINIMUM. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. HOWEVER, WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 21 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.

3.

RESEED DISTURBED LAND WITH NATIVE GRASS MIXTURE WITHIN 14 CALENDAR DAYS OF ACHIEVEMENT OF FINISH GRADE TO STABILIZE SOILS IF LAND IS NOT TO BE RE-WORKED WITHIN 14 CALENDAR DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES AT THAT LOCATION.

4.

DETAILS SHOWN ARE TO BE EMPLOYED TO PROTECT RUNOFF AS APPROPRIATE DURING CONSTRUCTION. NOT ALL DETAILS ARE NECESSARY AT ALL PHASES OF THE PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/OPERATOR TO USE APPROPRIATE BEST MANAGEMENT PRACTICES AT THE APPROPRIATE PHASE OF CONSTRUCTION. SEE SWPPP FOR BMP IMPLEMENTATION SCHEDULE.

5.

VARIOUS BEST MANAGEMENT PRACTICES HAVE BEEN SHOWN ON THE PLANS AT SUGGESTED LOCATIONS. THE CONTRACTOR MAY MOVE AND RECONFIGURE THESE BMPs TO OTHER LOCATIONS IF PREFERRED, PROVIDED THE INTENT OF THE DESIGN IS PRESERVED.

6.

NOT ALL POSSIBLE BMPs HAVE BEEN SHOWN. THE CONTRACTOR IS RESPONSIBLE TO APPLY CORRECT MEASURES TO PREVENT THE POLLUTION OF STORM WATER PER PROJECT SWPPP.

7.

A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE.

8.

PRIOR TO CONSTRUCTION AN EROSION AND SEDIMENTATION CONTROL PLAN WILL BE SUBMITTED TO THE PUBLIC WORKS DIRECTOR FOR APPROVAL.

- SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1

INLET PROTECTION PER DETAIL 11/C-500
- 2

SILT FENCE PER DETAIL 12/C-500
- 3

PORTABLE TOILET PER DETAIL 9/C-500
- 4

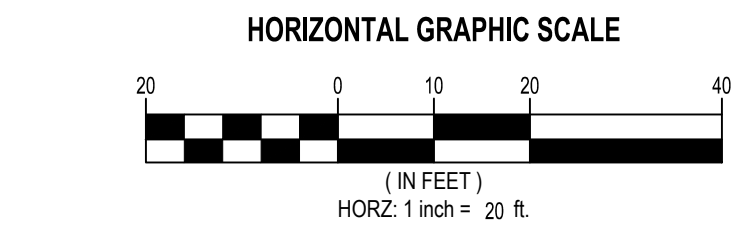
VEHICLE WASHDOWN AND STABILIZED CONSTRUCTION ENTRANCE PER DETAIL 10/C-500
- 5

CONCRETE WASTE MANAGEMENT PER DETAIL 13/C-500
- 6

SUGGESTED TEMPORARY CONSTRUCTION SITE PARKING, STAGING, DUMPSTER, AND MATERIAL STORAGE AREA.
- 7

SUGGESTED STOCKPILE AREA.

REVISION SCHEDULE			
NUMBER	DATE	AUTHOR	COMPANY REPRESENTATIVE SIGNATURE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			



EN SIGN

THE STANDARD IN ENGINEERING

SANDY

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LAYTON

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CEDAR CITY

Phone: 435.865.1453

RICHFIELD

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FOR:

HOLIDAY OIL

3115 WEST 2100 SOUTH

WEST VALLEY CITY, UTAH

CONTACT:

SCOTT WAGSTAFF

PHONE: (801) 631-3434

OREM

HOLIDAY OIL

1981 SOUTH GENEVA ROAD

OREM, UTAH

PROFESSIONAL ENGINEER

2/21/2024

No. 9125581-2202

MICHAEL S. BRIDGE

STATE OF UTAH

NO.

DATE

REVISION

BY

1

1-24-04

Orem City Comments

JL

2

2-9-24

Orem City Comments

JL

3

4

5

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8

EROSION CONTROL PLAN

PROJECT NUMBER
12089

PRINT DATE
2024-02-29

PROJECT MANAGER
CD

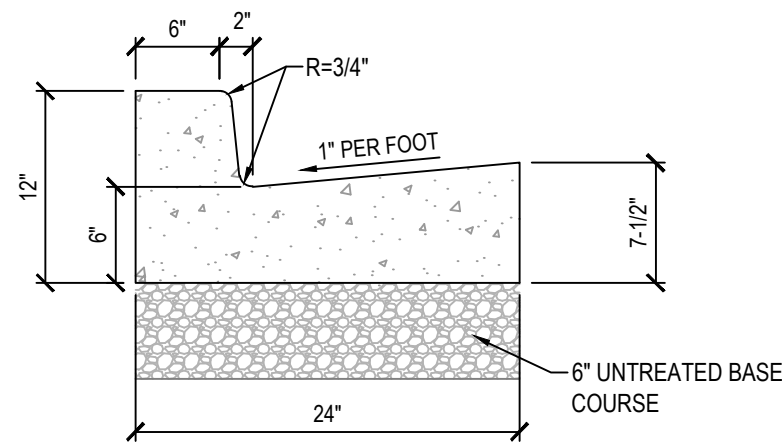
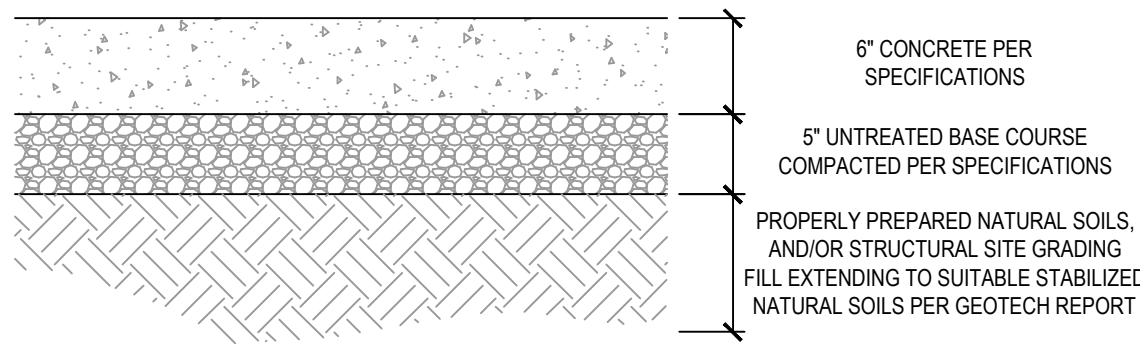
DESIGNED BY
MB

C500

Page 34 of 325

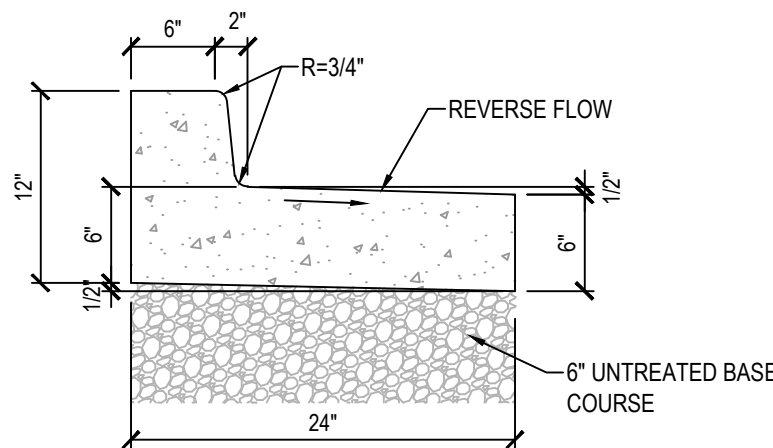
CONCRETE NOTES

- ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
- ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED PER THE PROJECT GEOTECHNICAL REPORT OR TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-99 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD BE PLACED PER GEOTECHNICAL RECOMMENDATIONS BUT SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
- REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.



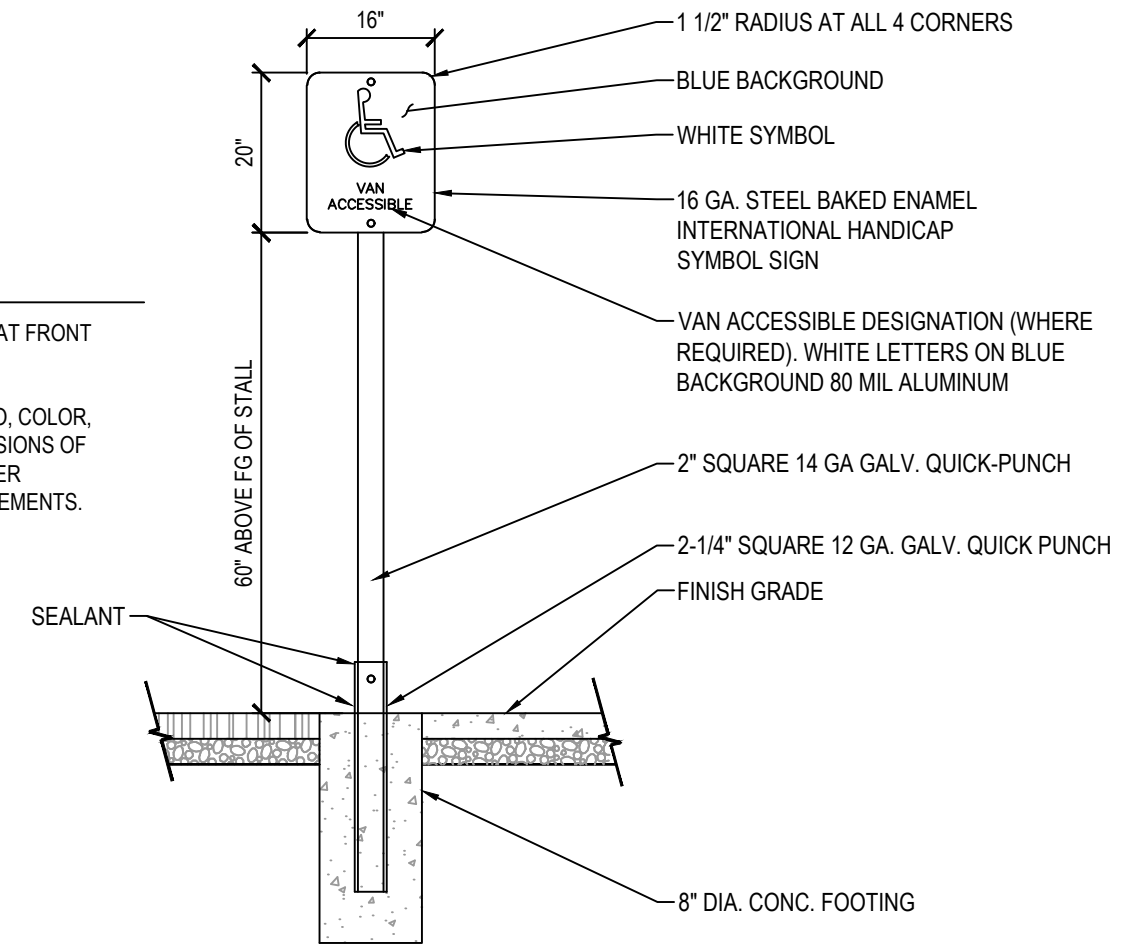
NOTE:

- CONSTRUCT PER NOTES AND SPECIFICATIONS ASSOCIATED WITH APWA STANDARD PLAN NO. 205.
- PROVIDE EXPANSION JOINT AT 60' MAX. O.C.
- PROVIDE 2" SCORE AT 8' O.C.



NOTE:

- CONSTRUCT PER NOTES AND SPECIFICATIONS ASSOCIATED WITH APWA STANDARD PLAN NO. 205.
- PROVIDE EXPANSION JOINT AT 60' MAX. O.C.
- PROVIDE 2" SCORE AT 8' O.C.

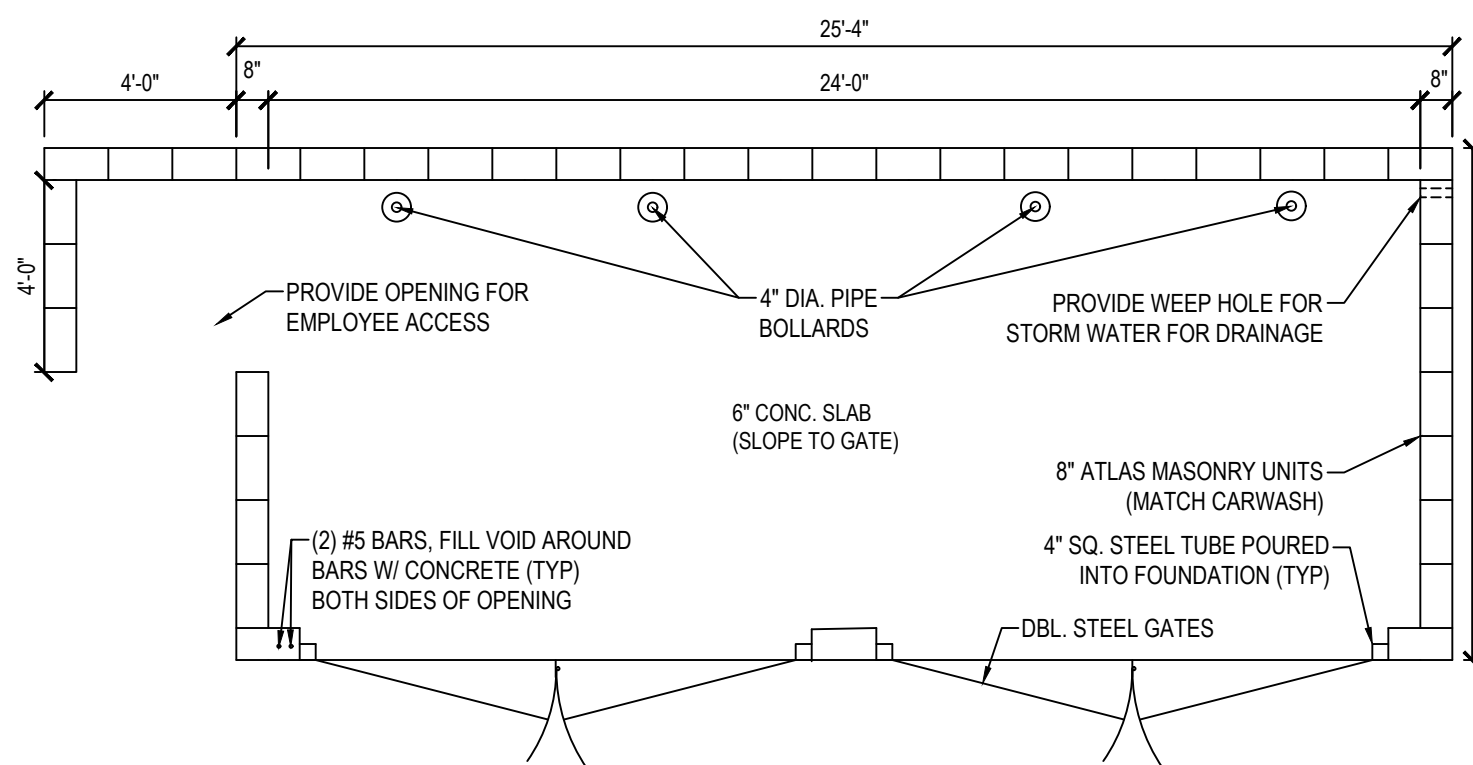


NOTES:

- SIGNS TO BE CENTERED AT FRONT OF PARKING SPACE.
- HANDICAP PARKING LOGO, COLOR, HEIGHT, OF POLE, DIMENSIONS OF SIGN TO BE INSTALLED PER GOVERNMENTAL REQUIREMENTS.

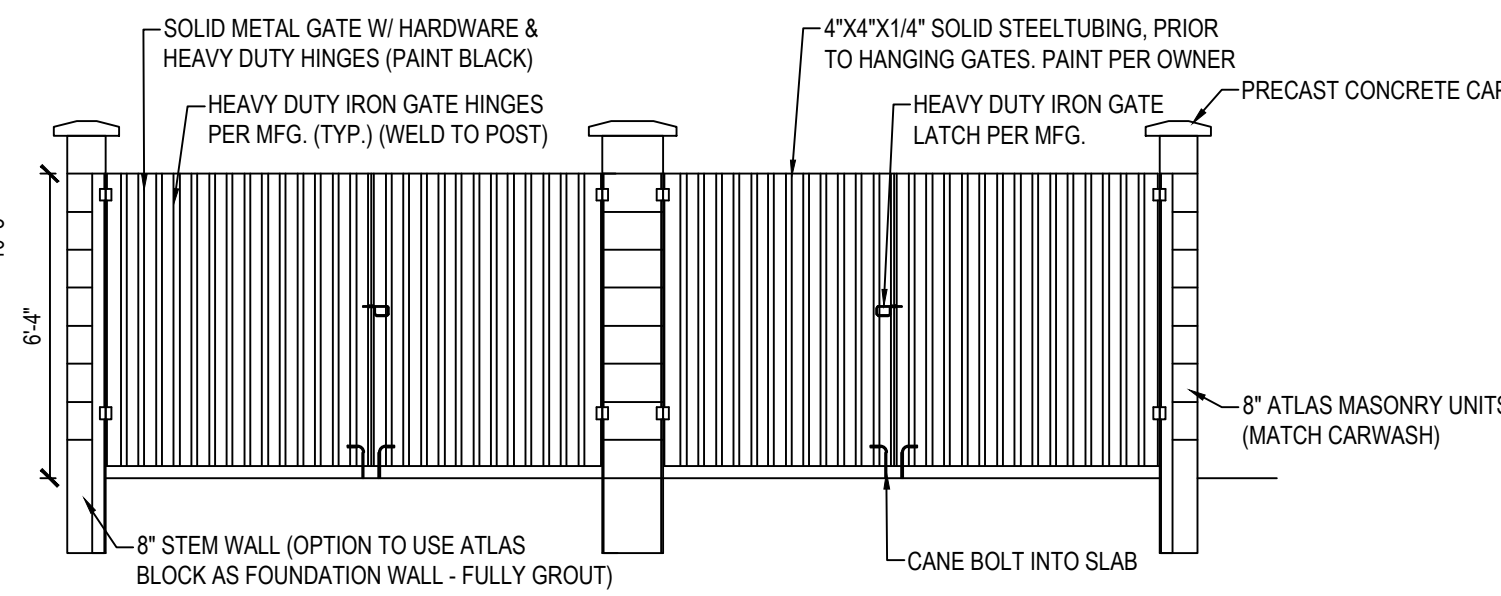
1 CONCRETE PAVEMENT SECTION

SCALE: NONE



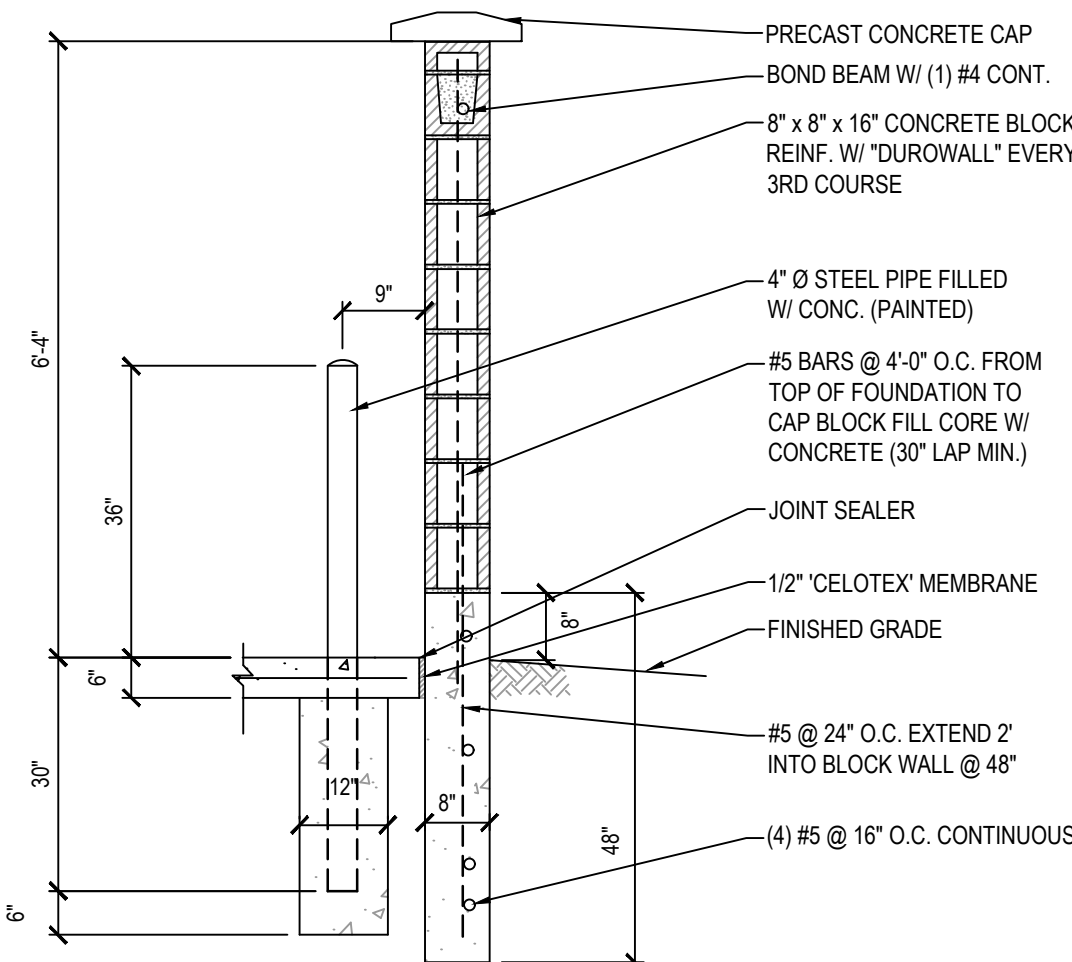
2 24" COLLECTION CURB AND GUTTER

SCALE: NONE



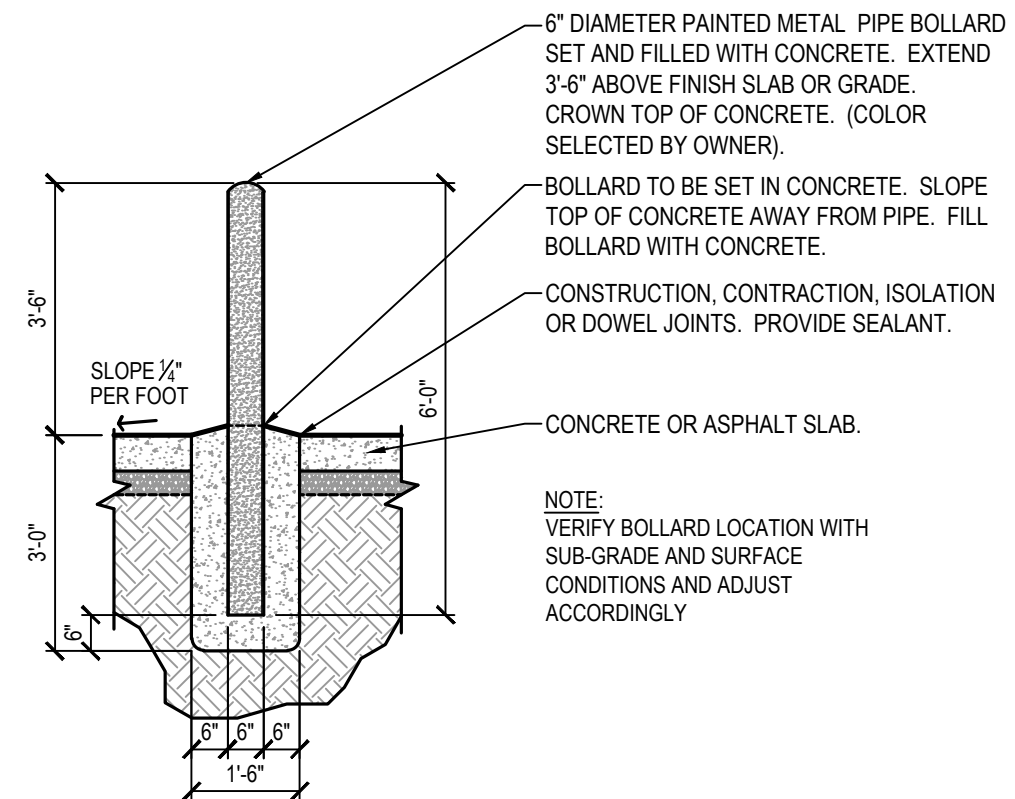
3 24" REVERSE PAN CURB AND GUTTER

SCALE: NONE



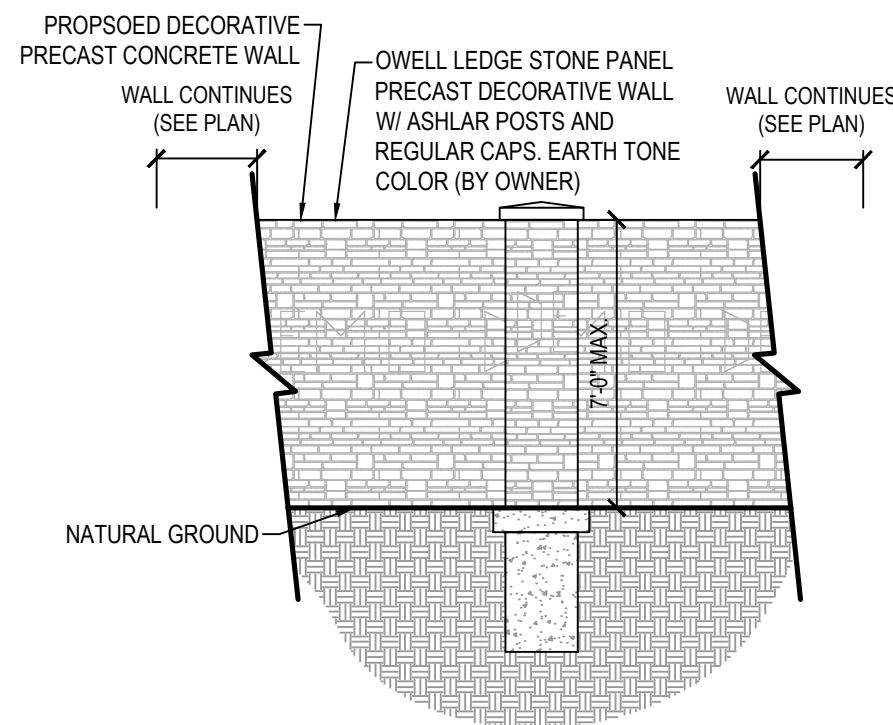
4 ACCESSIBLE PARKING SIGN

SCALE: NONE



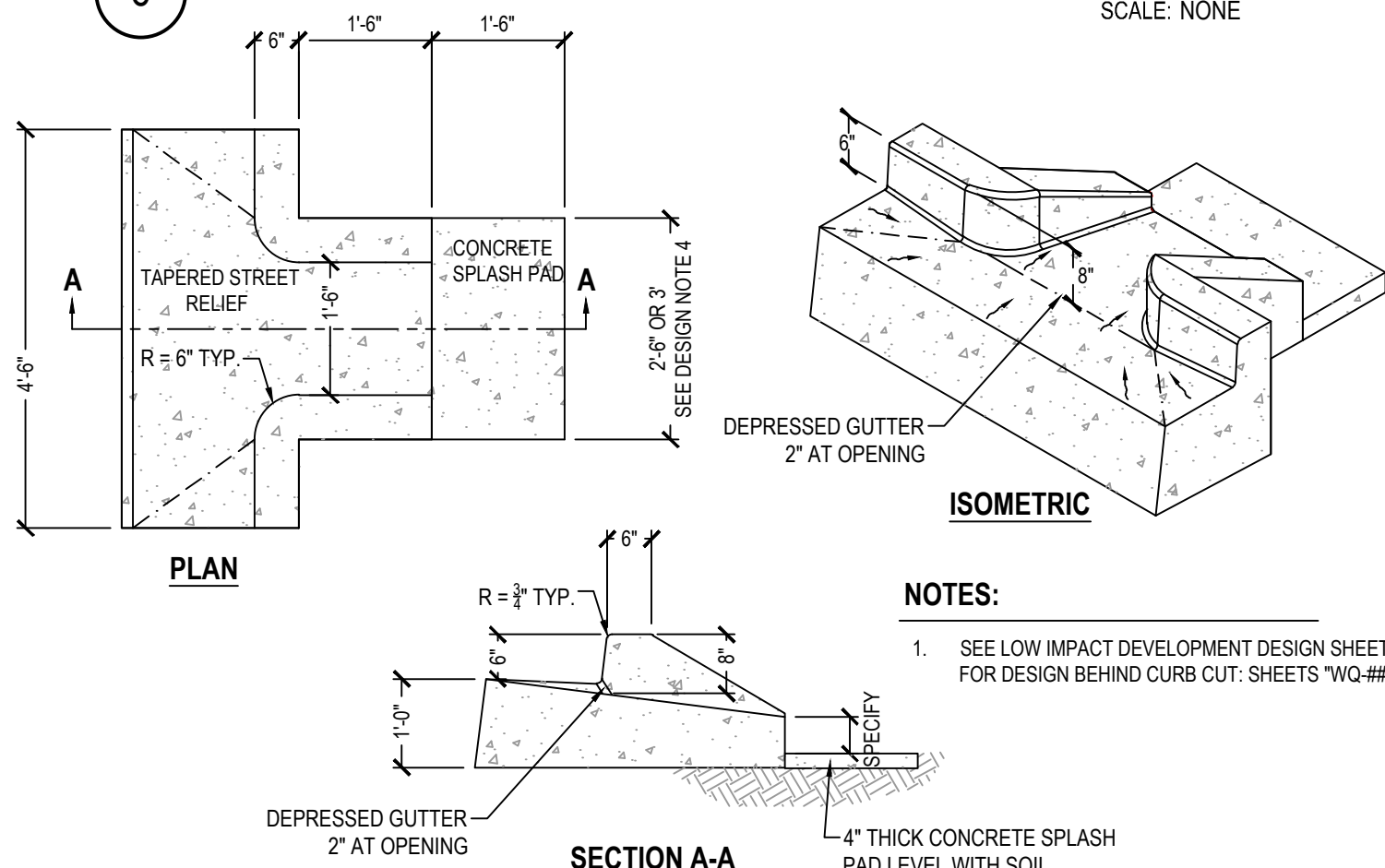
5 DOUBLE TRASH ENCLOSURE

SCALE: NONE



6 DOUBLE TRASH ENCLOSURE ELEVATION

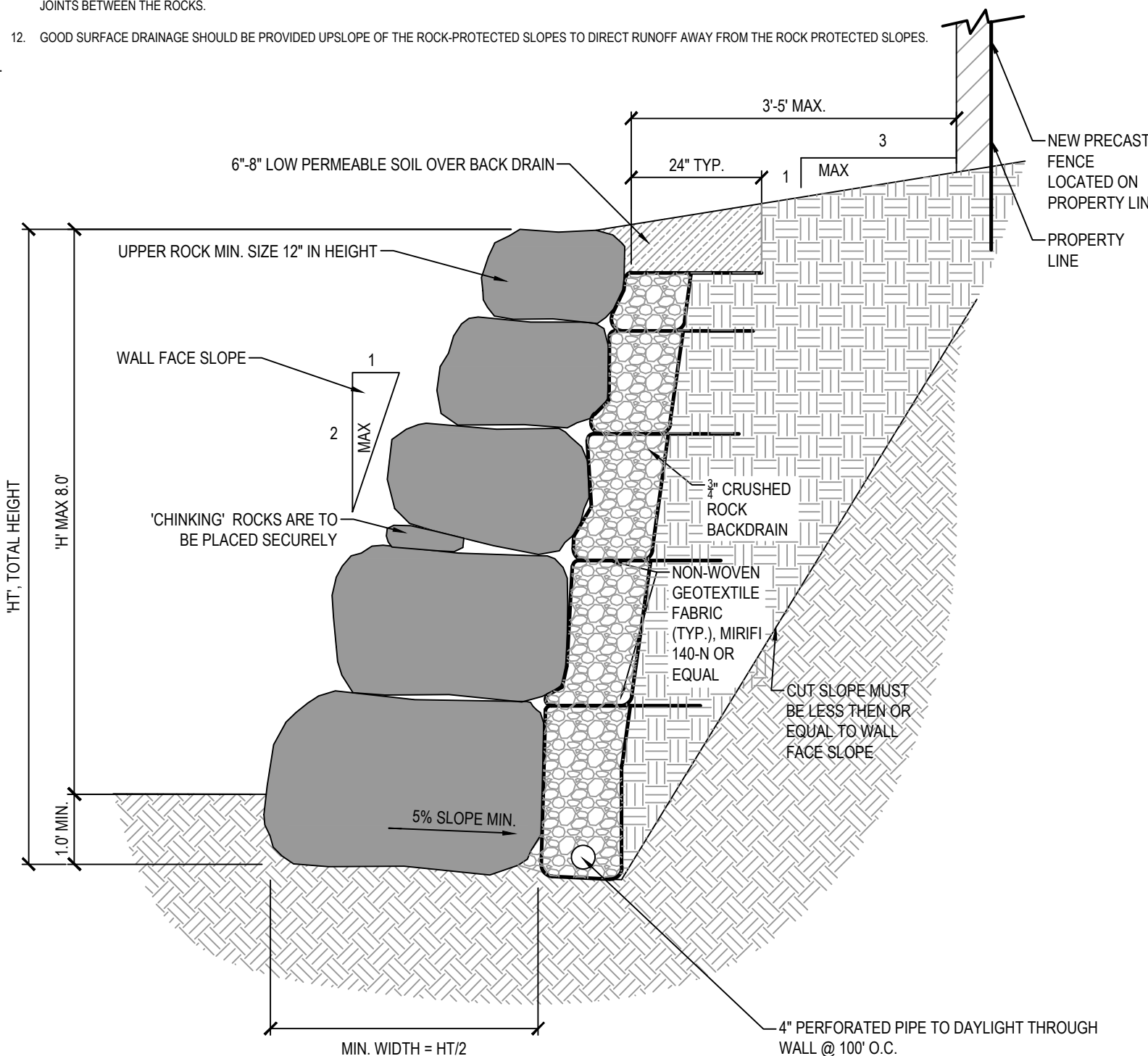
SCALE: NONE



7 TRASH ENCLOSURE WALL & BOLLARD

SCALE: NONE

- NOTES:
- EACH ROCK IS TO BE PLACED INDIVIDUALLY OF THE SIZE AND SHAPE SPECIFIED. ENSURE THAT EACH ROCK IS SET AND SUPPORTED BY UNDERLYING MATERIALS AND ADJACENT ROCKS. REPOSITION OR REPLACE LOOSE ROCKS.
 - UPPER ROCKS ARE TO BE SUPPORTED BY (2) ROCKS IN ROW BELOW. ROCKS ARE TO BE OFFSET SO THAT VERTICAL SEAMS ARE NOT CONSTRUCTED IN WALL.
 - PLACE BASE, FACING, AND CAP ROCKS SO THAT THEIR HEIGHT DIMENSION IS NOT GREATER THAN THEIR WIDTH. THE LONGEST DIMENSION OF THE BASE, FACING, AND CAP ROCKS IS PERPENDICULAR TO THE FACE OF ROCKERY. TYPICAL BASE DIMENSION IS 1.5 x HEIGHT OF ROCK.
 - ROCKS ARE TO BE PLACED SO THAT SLOPE BACK INTO HILLSIDE AT A MIN. OF 5%. PROVIDE 'CHINKS' AS NECESSARY BETWEEN ROCKS TO SLOPE UPPER ROCKS ADEQUATELY.
 - ALL FILL TO BE COMPACTED TO 90% MAX DRY DENSITY PLACED IN 8" LIFTS.
 - STABILITY OF TEMPORARY CUT SLOPES IS THE RESPONSIBILITY OF THE CONTRACTOR.
 - DO NOT CONSTRUCT ROCK WALLS OR SLOPES EXCEEDING THE HEIGHTS SHOWN HERE WITHOUT CONSULTING WITH ENGINEER.
 - ROCKS ARE TO BE ANGULAR TO PROVIDE ADEQUATE FLAT SURFACE FOR ROCK TO ROCK CONNECTION. ROUND SHAPED ROCKS ARE NOT ACCEPTABLE.
 - ROCKS ARE TO BE QUARRIED BY NON-EXPLOSIVE METHODS. ROCKS QUARRIED BY BLASTING METHODS ARE PRONE TO CRACKING AND ARE NOT ACCEPTABLE.
 - MAINTENANCE OF ROCK-PROTECTED SLOPES WILL BE REQUIRED AS THE ROCKS SETTLE AND MOVE OVER TIME. LOCALIZED AREAS OF ROCK-PROTECTED SLOPE MAY NEED ADJUSTMENTS TO IMPROVE ROCK INTERLOCKING OVER TIME. ADEQUATE BACKFILL OR ROCK TO ROCK CONTACT SHOULD BE MAINTAINED TO PREVENT SIGNIFICANT MOVEMENT OF THE TOP ROW OF ROCKS.
 - CARE SHOULD BE TAKEN NOT TO OVER WATER THE SOIL LOCATED ABOVE AND BEHIND THE ROCK-PROTECTED SLOPES. OVER WATERING WILL LIKELY RESULT IN SOIL ERODING THROUGH THE JOINTS BETWEEN THE ROCKS.
 - GOOD SURFACE DRAINAGE SHOULD BE PROVIDED UPSLOPE OF THE ROCK-PROTECTED SLOPES TO DIRECT RUNOFF AWAY FROM THE ROCK PROTECTED SLOPES.



11 ROCK RETAINING WALL

SCALE: NONE

9 PRE-CAST FENCE

SCALE: NONE

10 CURB CUT TYPICAL DETAIL

SCALE: NONE



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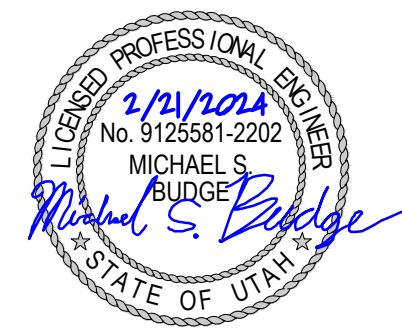
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PHONE: (801) 631-3434



OREM
HOLIDAY OIL
1981 SOUTH GENEVA ROAD
OREM, UTAH



NO.	DATE	REVISION	BY
1	1-24-24	Open City Comments	JL
2	2-24-24	Open City Comments	JL
3			
4			
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7			
8			

DETAILS

PROJECT NUMBER 12089	PRINT DATE 2024-02-20
PROJECT MANAGER CD	DESIGNED BY MB

C600

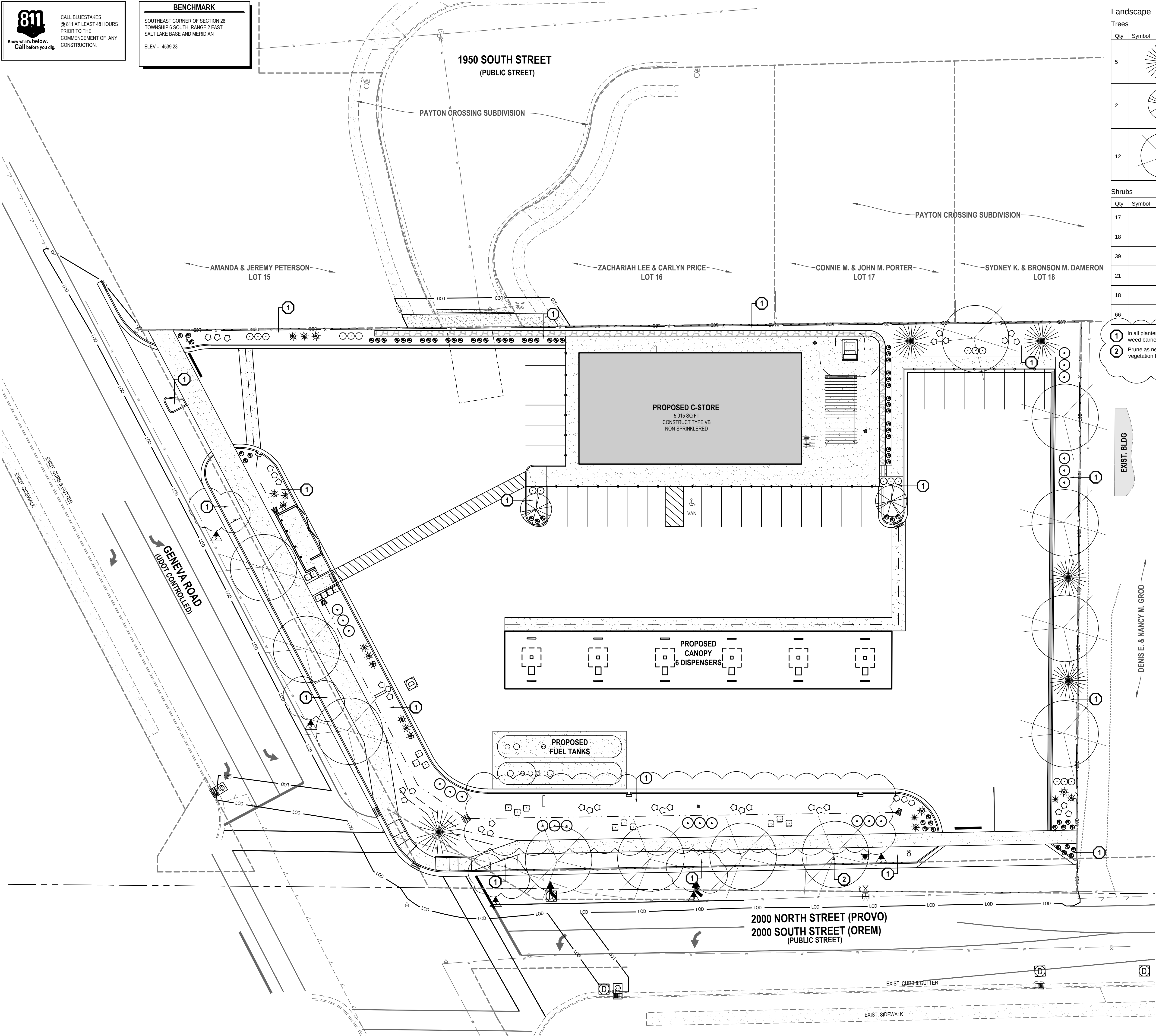
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@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 6 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN
ELEV = 4539.23'



Landscape

Trees

Qty	Symbol	Common Name	Botanical Name	Plant Size
5		Norway Spruce	Picea abies	6' Min.
2		Columnar Norway Maple	Acer platanoides 'Columnare'	2" Cal.
12		Eastern Redbud	Cercis canadensis	2" Cal.

Shrubs

Qty	Symbol	Common Name	Botanical Name	Plant Size
17		Barberry, 'Crimson Pygmy'	Berberis thunbergii atropurpurea nana	5 Gallon
18		Boxwood, Littleleaf	Buxus microphylla	5 Gallon
39		Cinquefoil	Potentilla fruticosa 'Abbotswood'	5 Gallon
21		Winged Euonymus	Euonymus alatus 'Grove's Compactus'	5 Gallon
18		Pine, Mugo	Pinus mugo 'Compacta'	5 Gallon
66		Fountain Grass	Pennisetum setaceum	1 Gallon

- 1

In all planter bed areas, install 4" deep 2'-3" dia. Nephi Rock & Gravel color 'Southtown' or equiv. decorative rock over weed barrier, typ. Landscape material must be 2" below the flowline of curb cuts.
- 2

Prune as needed to maintain 3' horizontal and 10' vertical separation from all trees, shrubs, and deep rooted vegetation from water meter and fire hydrants.

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OREM, UTAH

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2	2-9-24	Orem City Comments	JL
3			
4			
5			
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7			
8			

LANDSCAPE PLAN

PROJECT NUMBER
12089

PROJECT MANAGER
CD

PRINT DATE
2024-02-20

DESIGNED BY
MB

L100

HORIZONTAL GRAPHIC SCALE

20

0

10

20

40

(IN FEET)

HORZ: 1 inch = 20 ft.

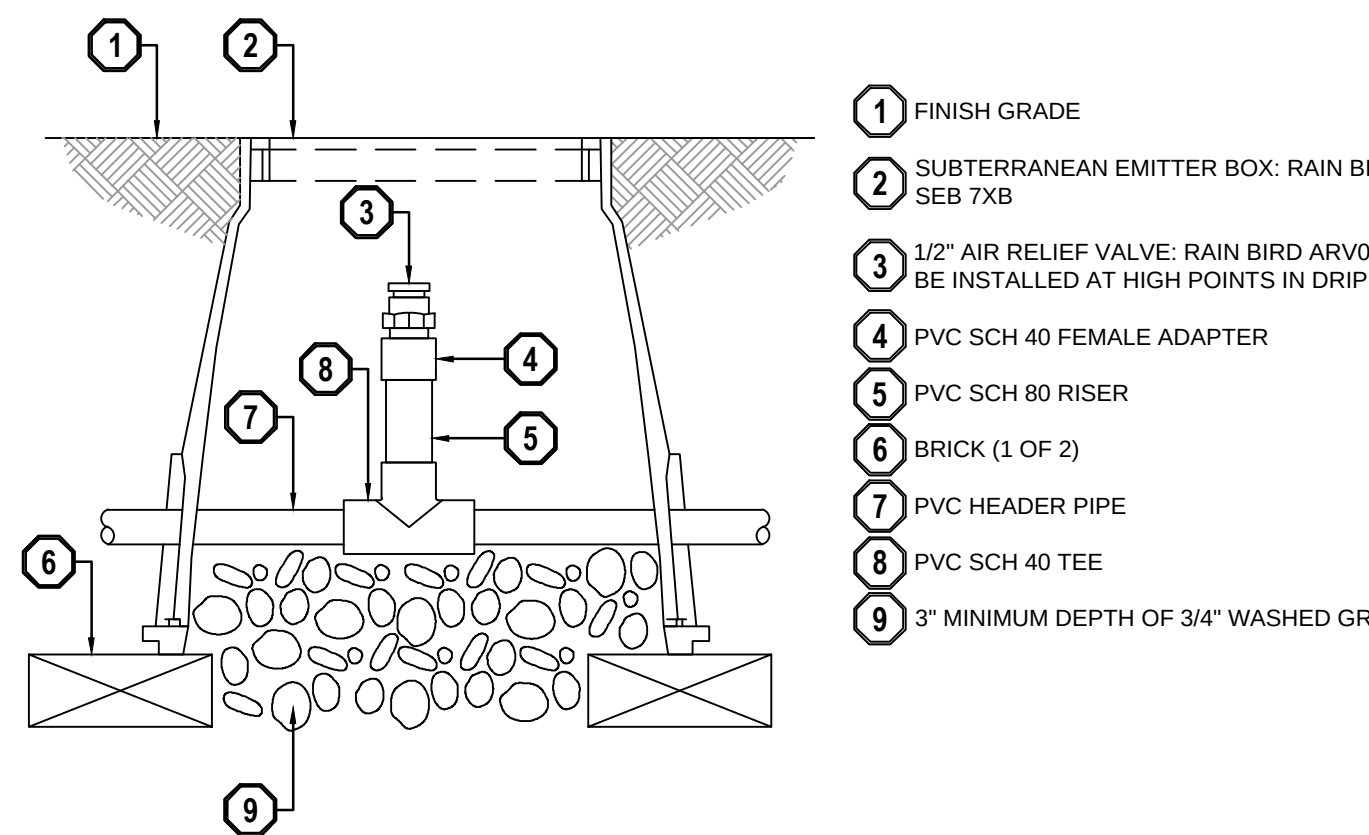
Page 36 of 325

LANDSCAPE NOTES:

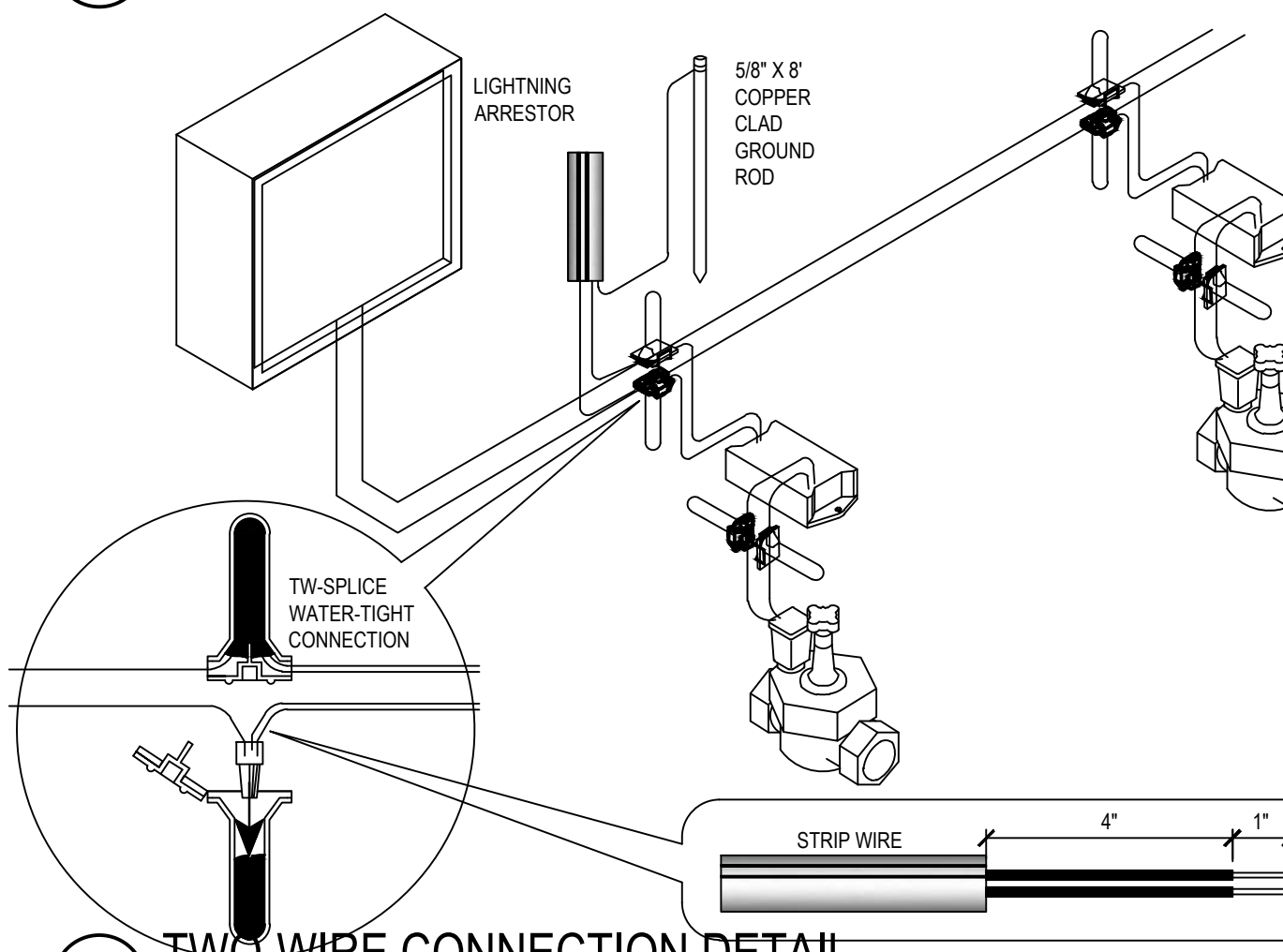
- LANDSCAPE CONTRACTOR HAS THE OPTION TO SUBSTITUTE PLANT MATERIAL IF SPECIFIED GENUS, SPECIES, AND/OR VARIETIES ARE NOT LOCALLY OR REGIONALLY AVAILABLE. LANDSCAPE CONTRACTOR SHALL REPLACE SAID PLANTS WITH THOSE OF LIKE HARDINESS ZONE, SIZE, FORM, MOISTURE AND SOLAR REQUIREMENTS, AND MEET THE GENERAL INTENT OF THE ORIGINAL DESIGN. ANY REPLACEMENT PLANTINGS SHALL BE APPROVED BY ENSIGN ENGINEERING AND LAND SURVEYING INC. OR PROJECT REPRESENTATIVE PRIOR TO INSTALLATION. ALL REPLACEMENT PLANT MATERIALS SHALL CONFORM TO CITY APPROVED PLANTS. ALL PLANTING SUBSTITUTION WILL BE APPROVED BY CITY.
- LOCATE ALL UTILITIES AND SITE LIGHTING CONDUITS BEFORE LANDSCAPE CONSTRUCTION BEGINS.
- NOTIFY LANDSCAPE REPRESENTATIVE OF ANY LAYOUT DISCREPANCIES PRIOR TO ANY PLANTING.
- FERTILIZE ALL PLANTS AT THE TIME OF PLANTING WITH TIME RELEASE FERTILIZER.
- MULCH, PER PLAN, SHALL BE USED AS A FOUR INCH (4") TOP DRESSING IN ALL PLANT BEDS AND AROUND ALL TREES. SINGLE TREES OR SHRUBS SHALL BE MULCHED TO THE OUTSIDE EDGE OF THE SAUCER OR LANDSCAPE ISLAND.
- LANDSCAPE CONTRACTOR SHALL INSTALL AN UNDERGROUND, POP-UP IRRIGATION SYSTEM WHICH PROVIDES COMPLETE COVERAGE OF THE SITE AND MEETS COUNTY/CITY REQUIREMENTS AT OR BEFORE THE INSTALLATION OF LANDSCAPE MATERIALS.
- ALL LANDSCAPE MATERIALS SHALL BE IN COMPLIANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI-Z60.1-1986)
- CONTRACTOR SHALL USE AVAILABLE SUITABLE TOPSOIL THAT HAD BEEN STOCKPILED ONSITE. IF QUANTITIES ARE NOT SUFFICIENT TO MEET SITE MINIMUMS CONTRACTOR SHALL PROVIDE ADDITIONAL MATERIALS. ADDITIONAL MATERIAL SHALL BE SUPPLIED BY A COMMERCIAL TOPSOIL SUPPLIER
- PROVIDE THE FOLLOWING TOP SOIL MINIMUMS:
A. 4" TOPSOIL IN ALL SOD AREAS
B. 6" TOP SOIL IN ALL PLANTER BEDS
- WEED FABRIC SHALL BE A DEWITT SUNBELT WOVEN GROUND COVER INSTALLED W/ GROUND STAPLES ACCORDING TO MANUFACTURER RECOMMENDATIONS.

IRRIGATION NOTES:

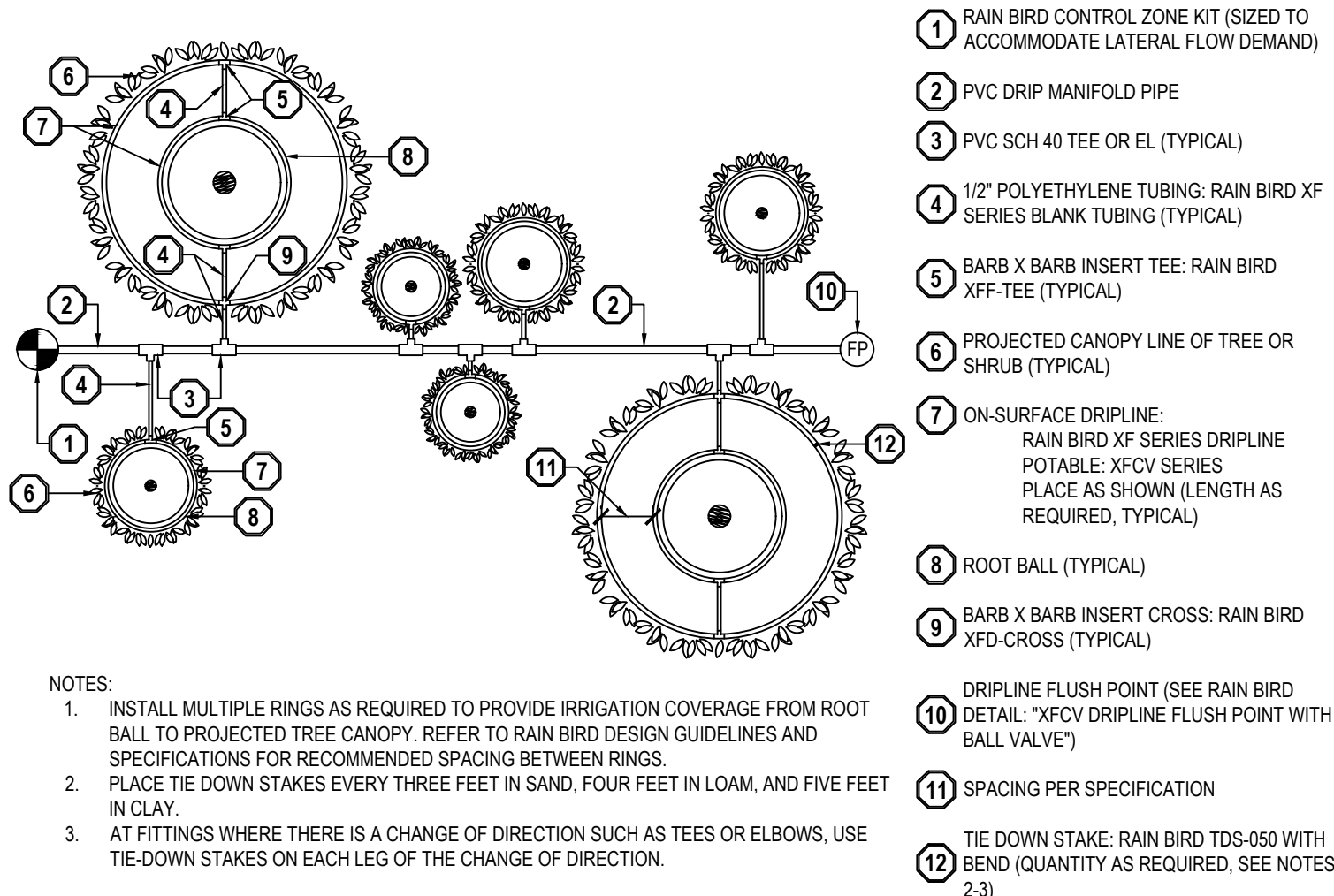
- IRRIGATION SYSTEM SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCES BY A LICENSED CONTRACTOR AND EXPERIENCED WORKMEN. CONTRACTOR TO OBTAIN AND PAY FOR ALL REQUIRED PERMITS.
- CONTRACTOR TO CONFIRM THE LOCATION OF EXISTING UTILITIES PRIOR TO ANY EXCAVATION. CONTRACTOR TO REPAIR ANY DAMAGE CAUSED BY OR DURING THE PERFORMANCE OF HIS WORK AT NO ADDITIONAL COST.
- PARALLEL PIPES MAY BE INSTALLED IN A COMMON TRENCH. PIPES ARE NOT TO BE INSTALLED ONE ABOVE THE OTHER.
- TRENCHES ARE TO BE DEEP ENOUGH TO ALLOW FOR 18" MIN. COVER, ON MAIN LINES AND 12" MIN. COVER ON LATERAL LINES. BACKFILL TO BE WATERED IN AND COMPACTED.
- ALL MAIN AND LATERAL LINES SHALL BE SCHEDULE 40 PVC PIPE.
- ALL ELECTRICAL VALVES SHALL BE INSTALLED IN VALVE BOXES WITH LOCKING LIDS.
- DIRECT BURIAL 14 GAGE WIRE WITH SPEARS DRI-SPLICE CONNECTORS (OR EQUAL) SHALL BE USED. 6" SEPARATION BETWEEN MAIN LINE & WIRE EITHER BELOW PIPE OR TO SIDE.
- CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE PROPER COVERAGE OF ALL IRRIGATED AREAS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR GRADING ALL LINES AND SHALL INSTALL MANUAL DRAINS AT ALL VALVE MANIFOLDS AND AT ALL LOW POINTS ON MAIN LINES. MANUAL VALVES SHALL BE INSTALLED IN WELL MARKED VALVE BOXES WITH LOCKING LIDS. KING AUTOMATIC DRAIN VALVES TO BE INSTALLED AT ALL LOW POINTS ON LATERAL LINES. CONTRACTOR TO INSTALL QUICK COUPLER VALVE AT ALL VALVE MANIFOLD LOCATIONS.
- ALL SPRINKLER LINES AND CONTROL WIRES CROSSING UNDER PAVED AREAS SHALL BE INSTALLED IN A SLEEVE TWICE THE SIZE OF THE PIPE.
- FLUSH MAIN LINES PRIOR TO THE INSTALLATION OF REMOTE CONTROL VALVES. FLUSH LATERAL LINES PRIOR TO THE INSTALLATION OF HEADS. MAIN LINES TO BE INSPECTED FOR LEAKS UNDER FULL PRESSURE PRIOR TO BACKFILLING TRENCHES.
- CONTRACTOR TO MAINTAIN A SET OF "AS BUILT" DRAWINGS, A REPRODUCIBLE COPY OF WHICH WILL BE TURNED OVER TO THE OWNER'S REPRESENTATIVE UPON COMPLETION.
- THE OWNER RESERVES THE RIGHT TO REJECT MATERIAL OR WORK WHICH DOES NOT CONFORM TO THESE DRAWINGS. REJECTED WORK SHALL BE REMOVED OR CORRECTED AT CONTRACTOR'S EXPENSE.



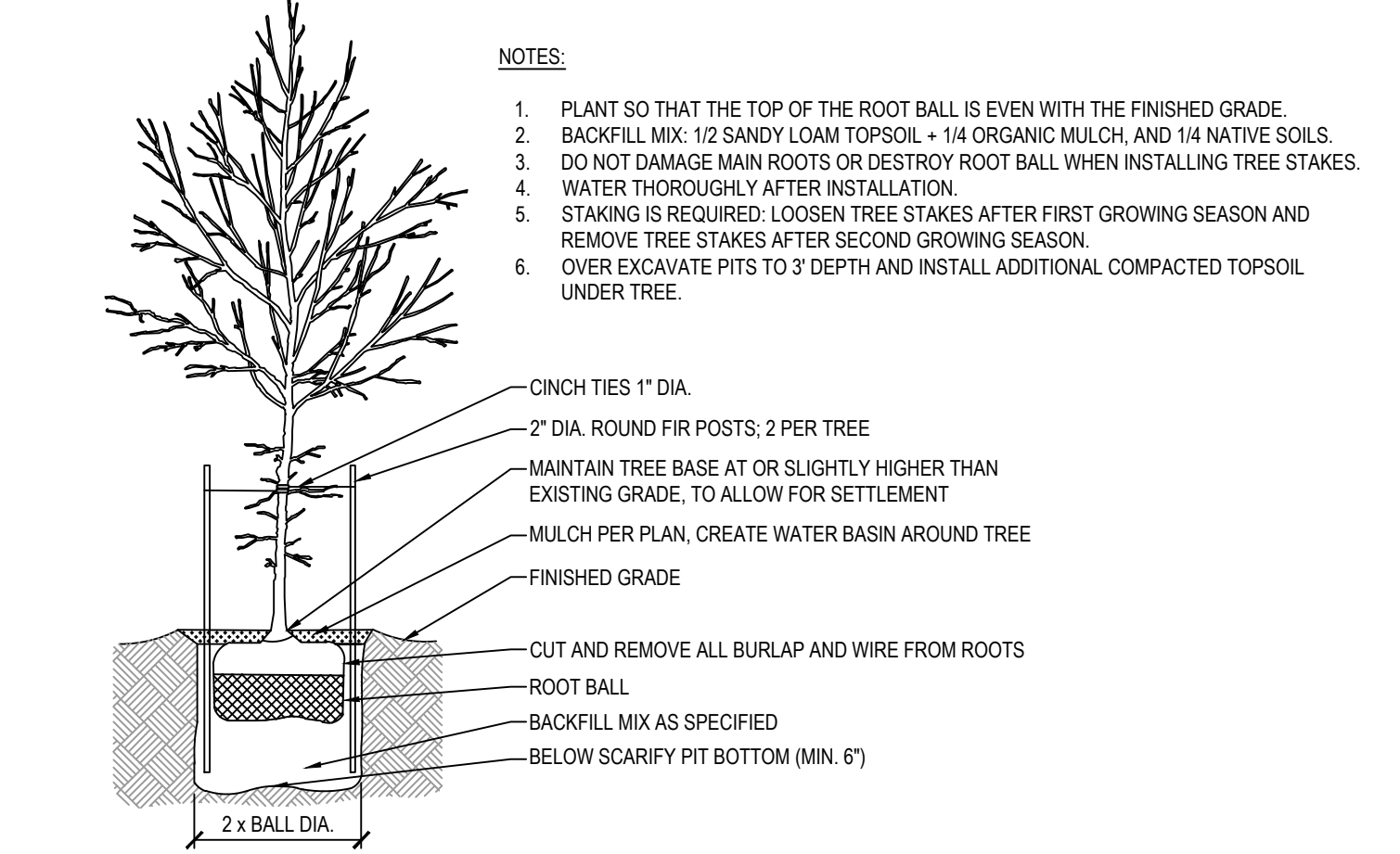
13 AIR RELIEF VALVE DETAIL SCALE: NONE



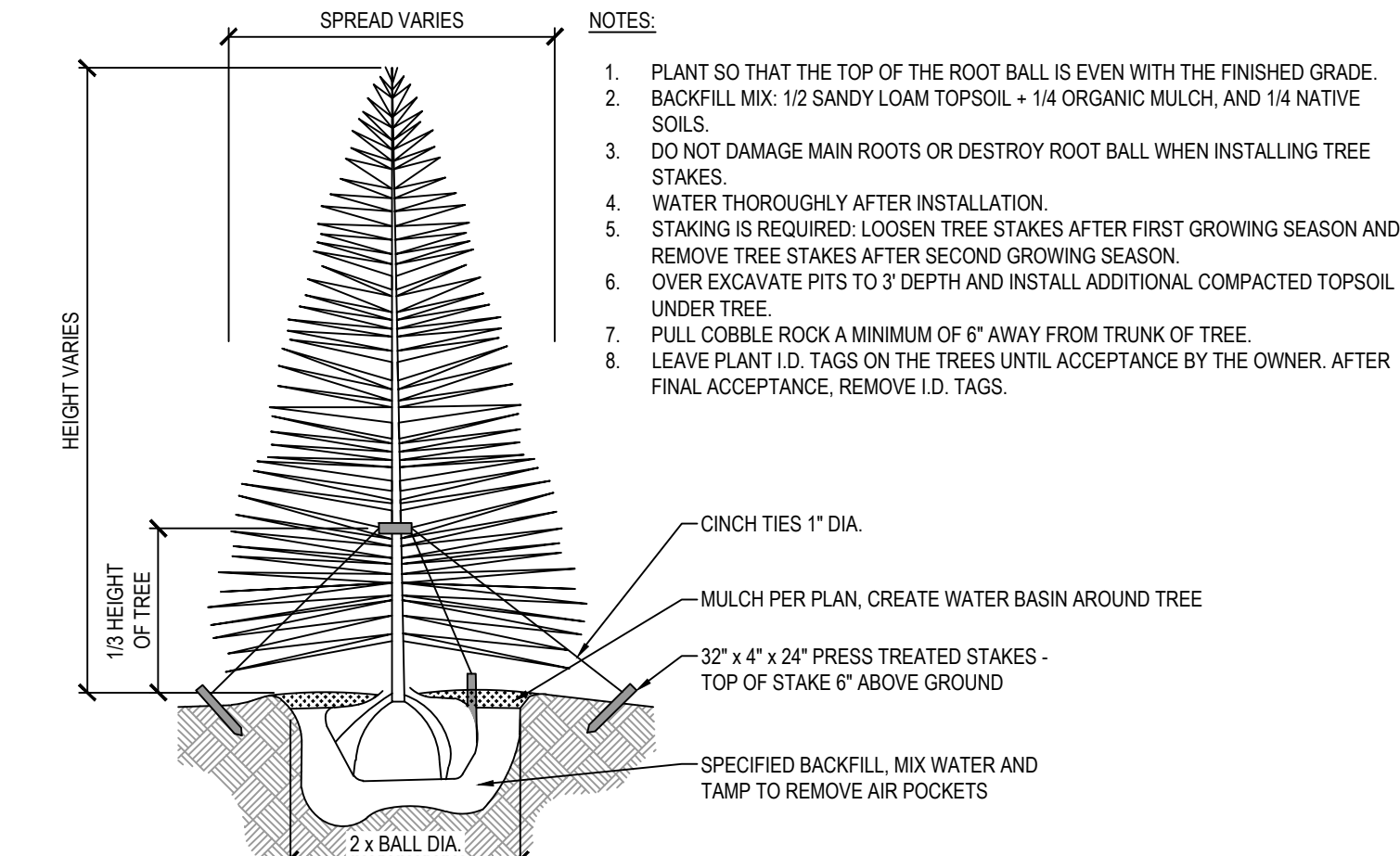
14 TWO-WIRE CONNECTION DETAIL SCALE: NONE



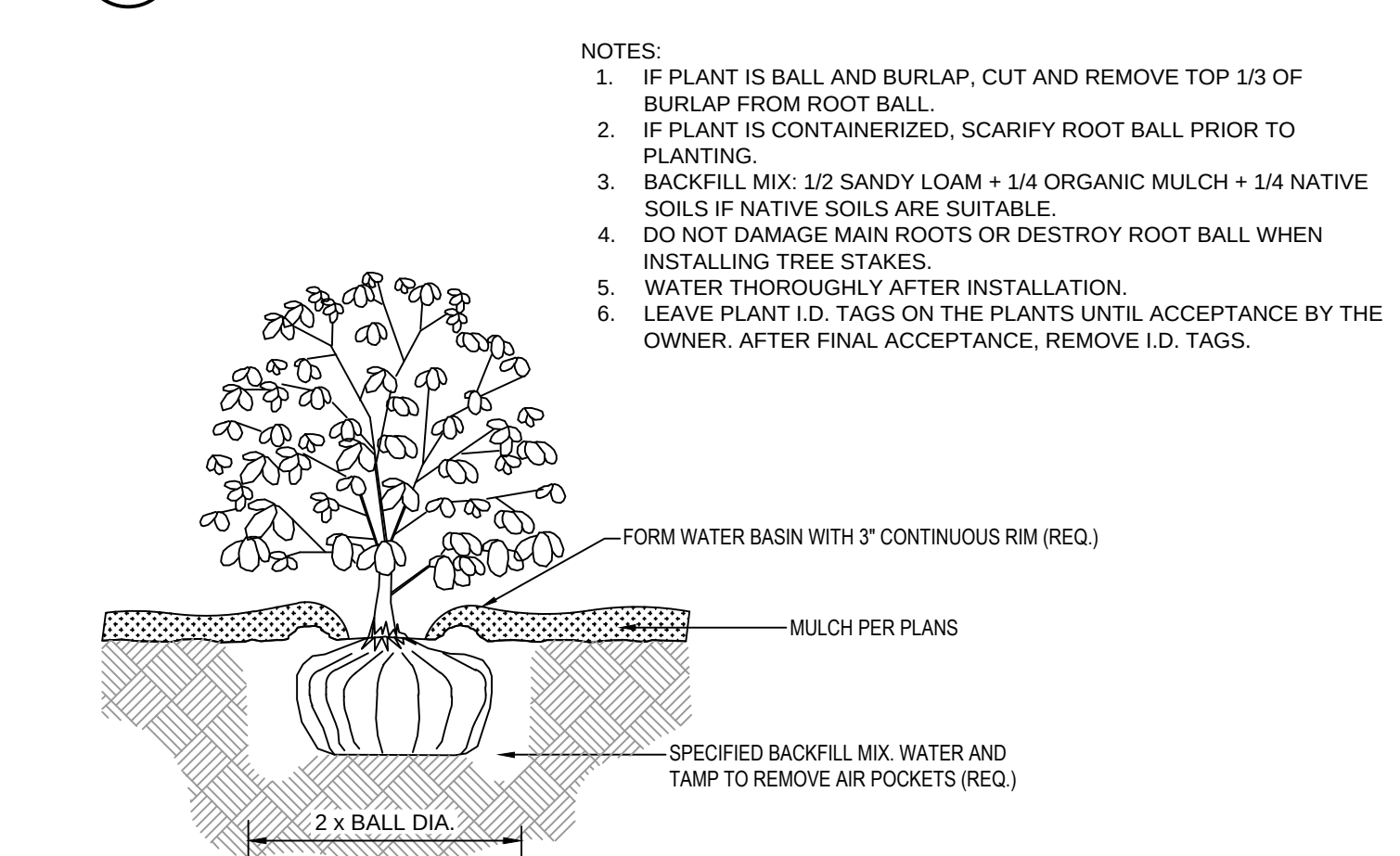
9 ON-SURFACE DRIPLINE TREE/SHRUB DETAIL SCALE: NONE



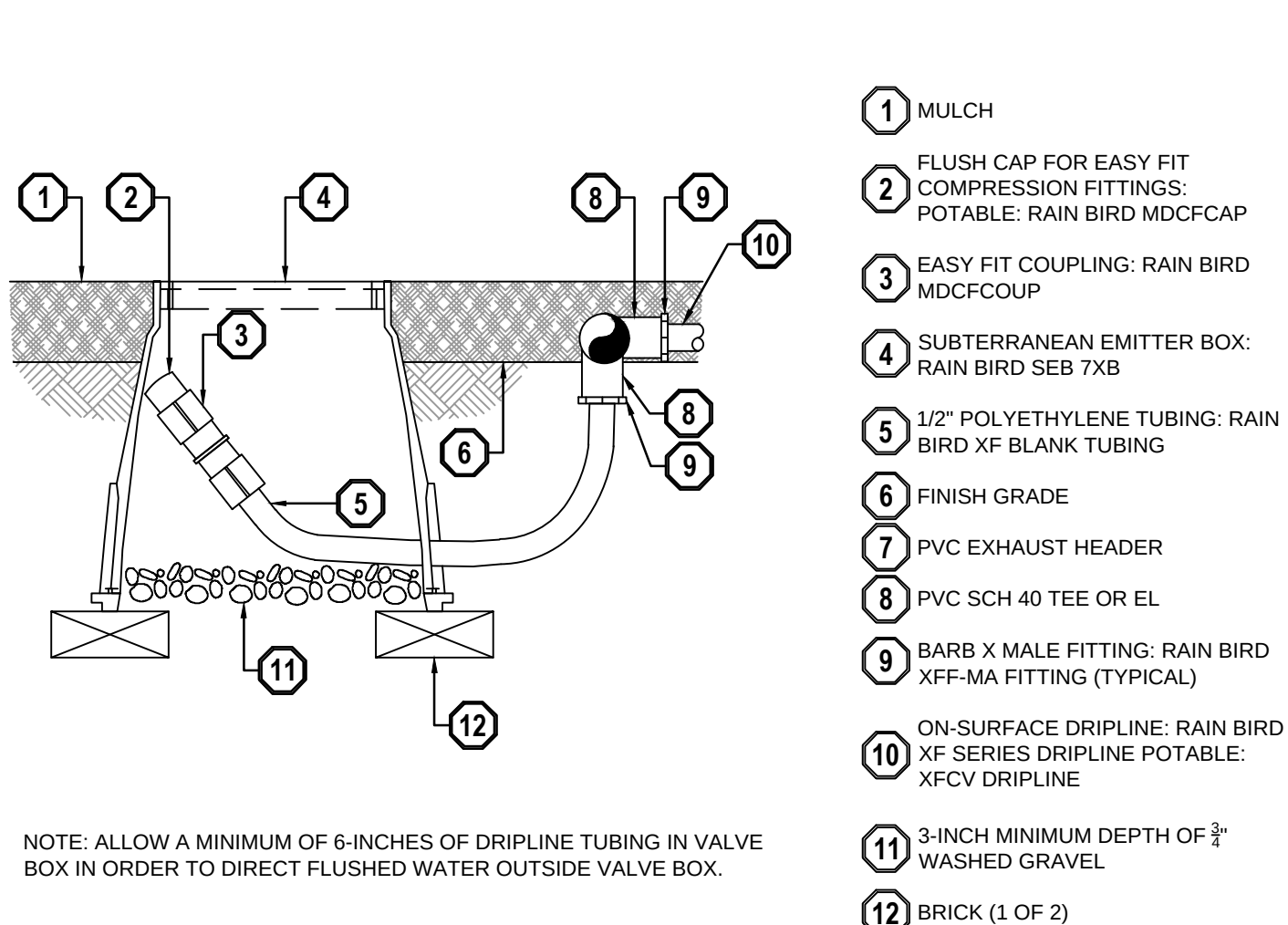
10 DECIDUOUS TREE PLANTING SCALE: NONE



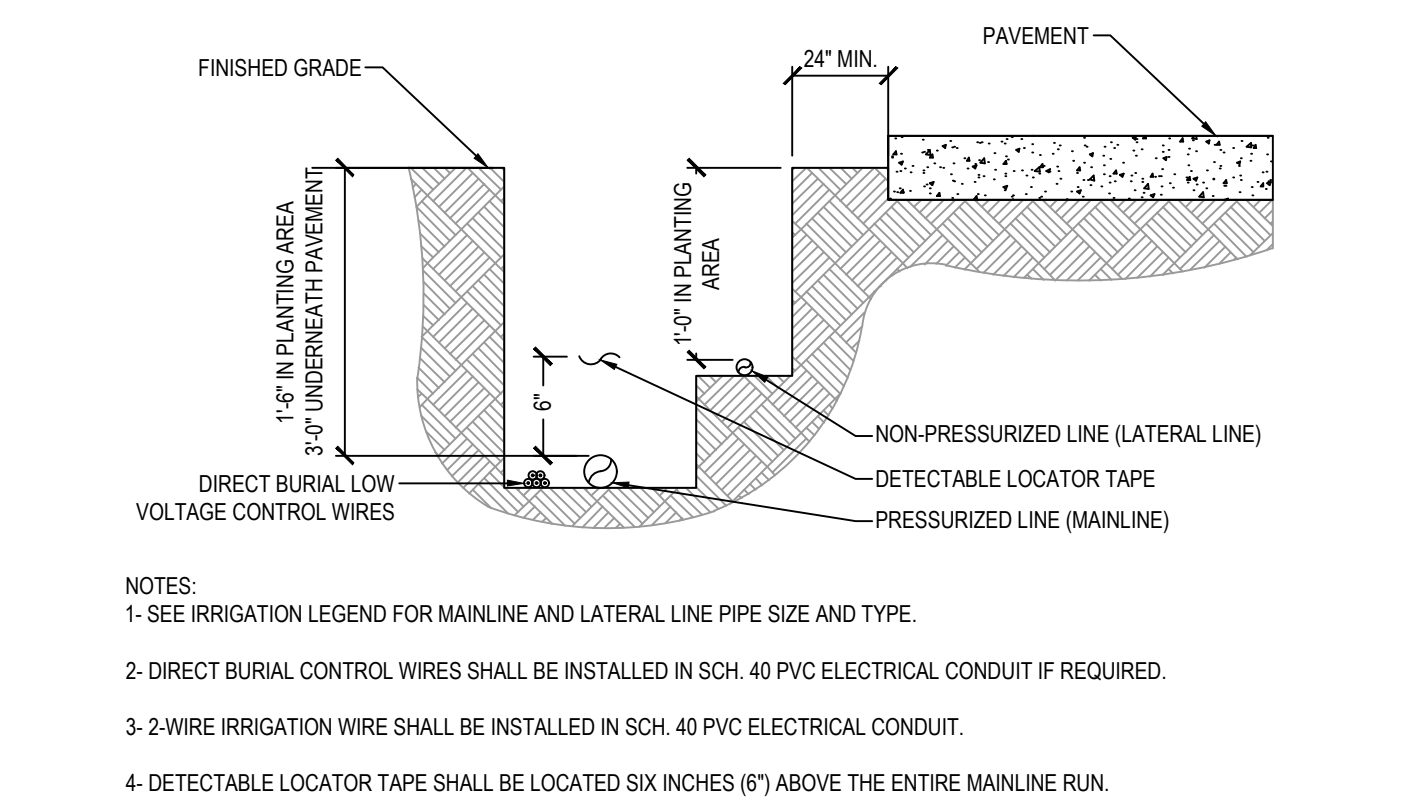
11 EVERGREEN TREE PLANTING SCALE: NONE



12 SHRUB PLANTING SCALE: NONE

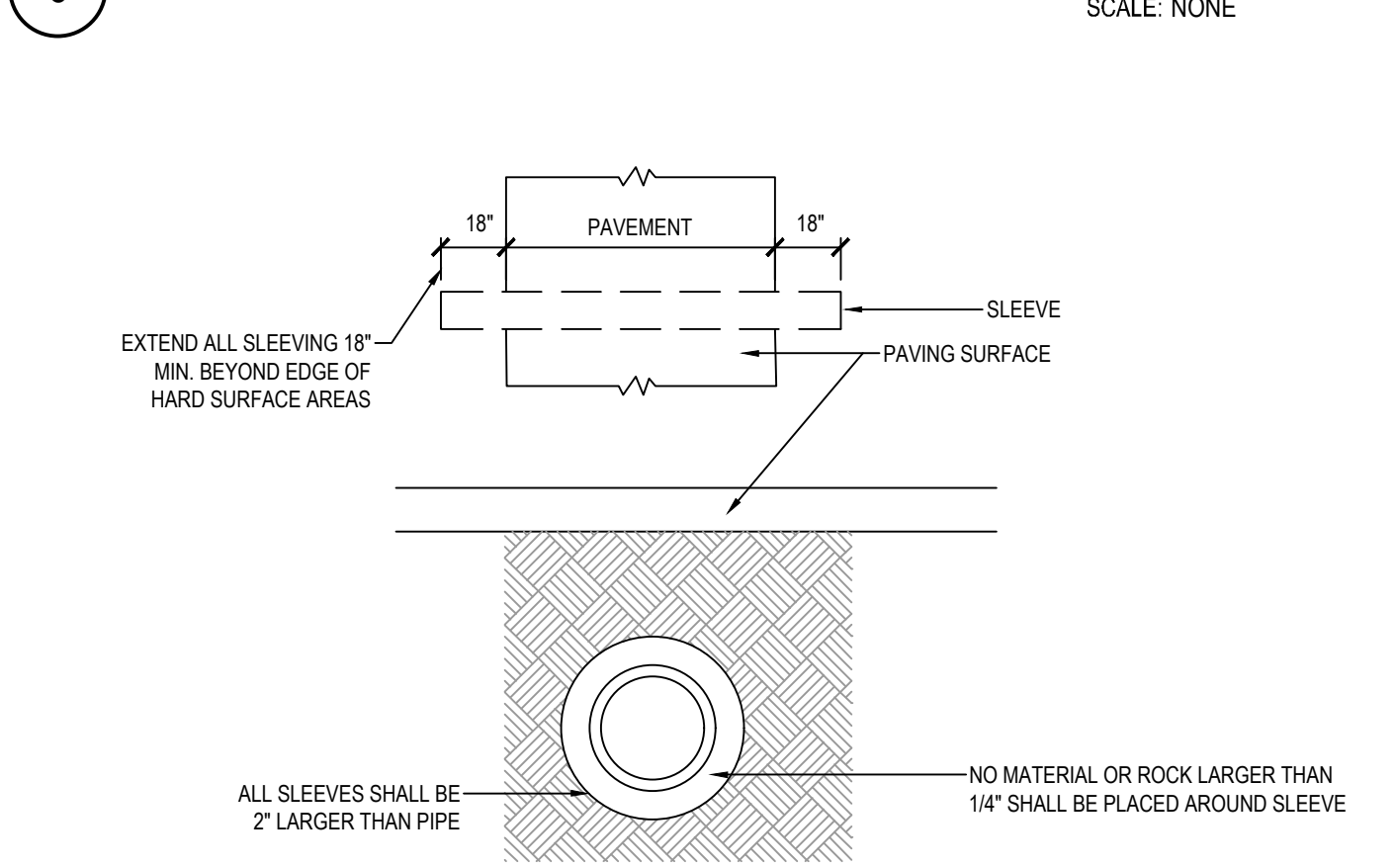


5 ON-SURFACE DRIPLINE FLUSH POINT DETAIL SCALE: NONE



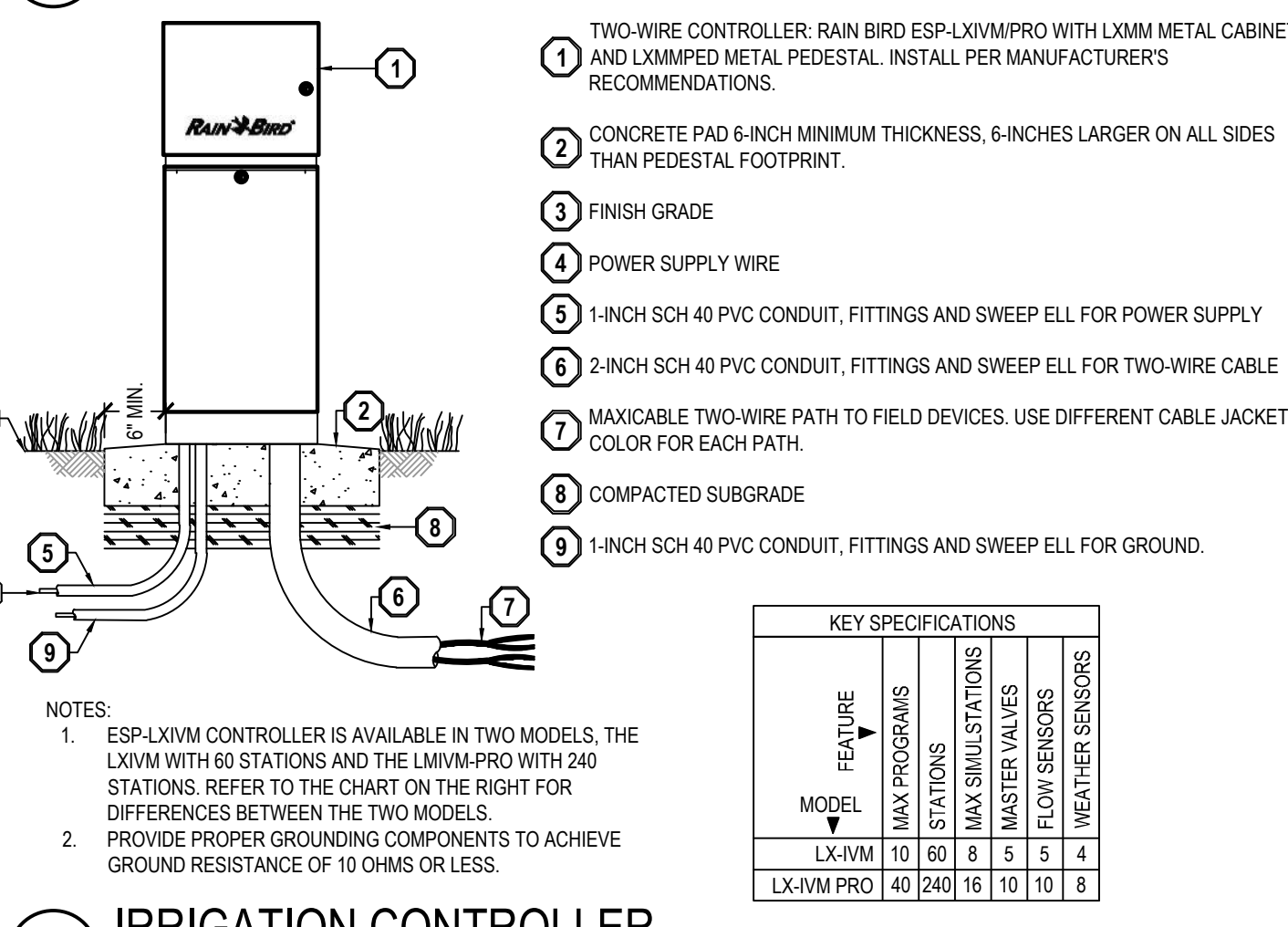
6 IRRIGATION TRENCHING SCALE: NONE

IRRIGATION TRENCHING

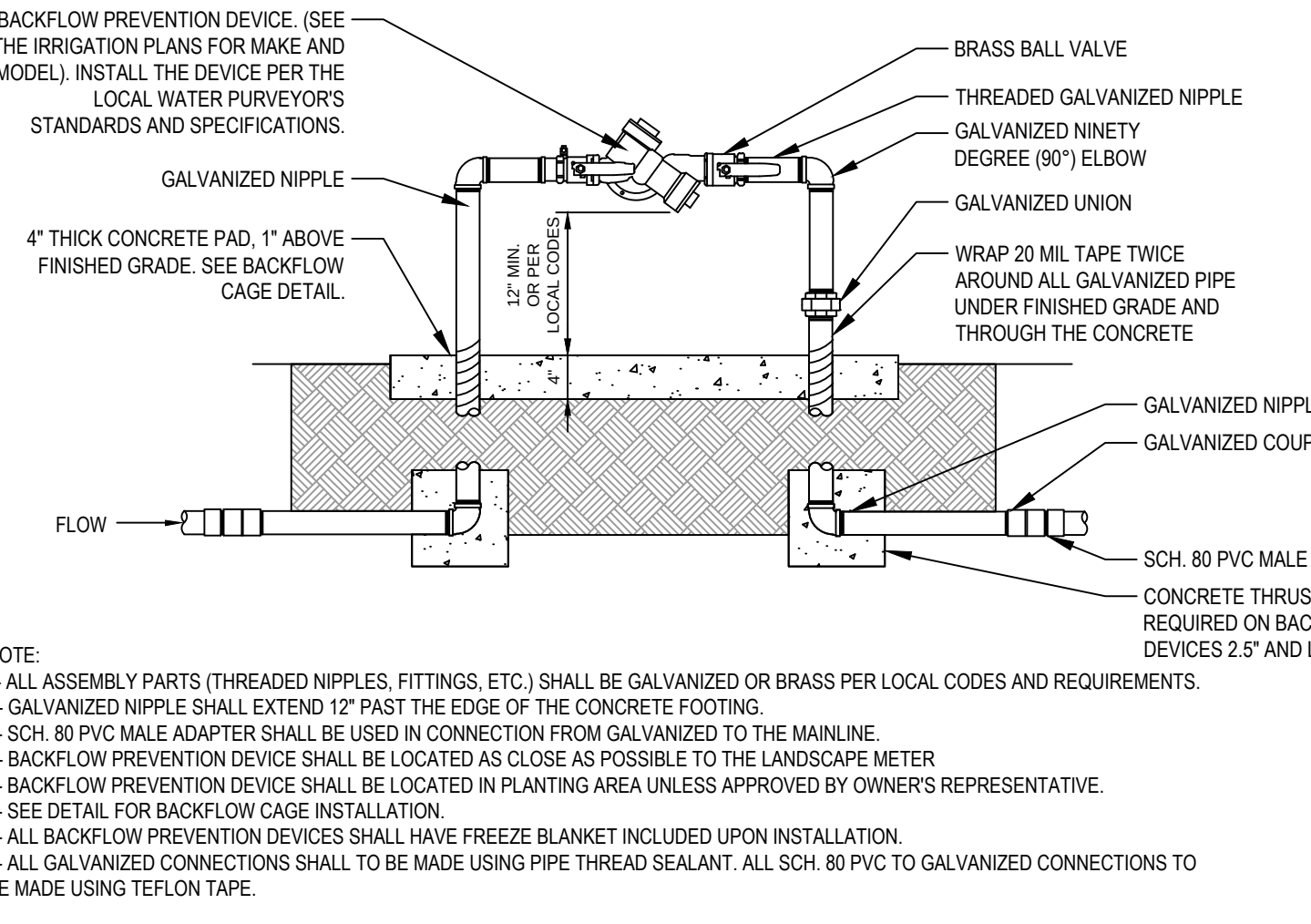


7 PIPE BENEATH PAVEMENT SCALE: NONE

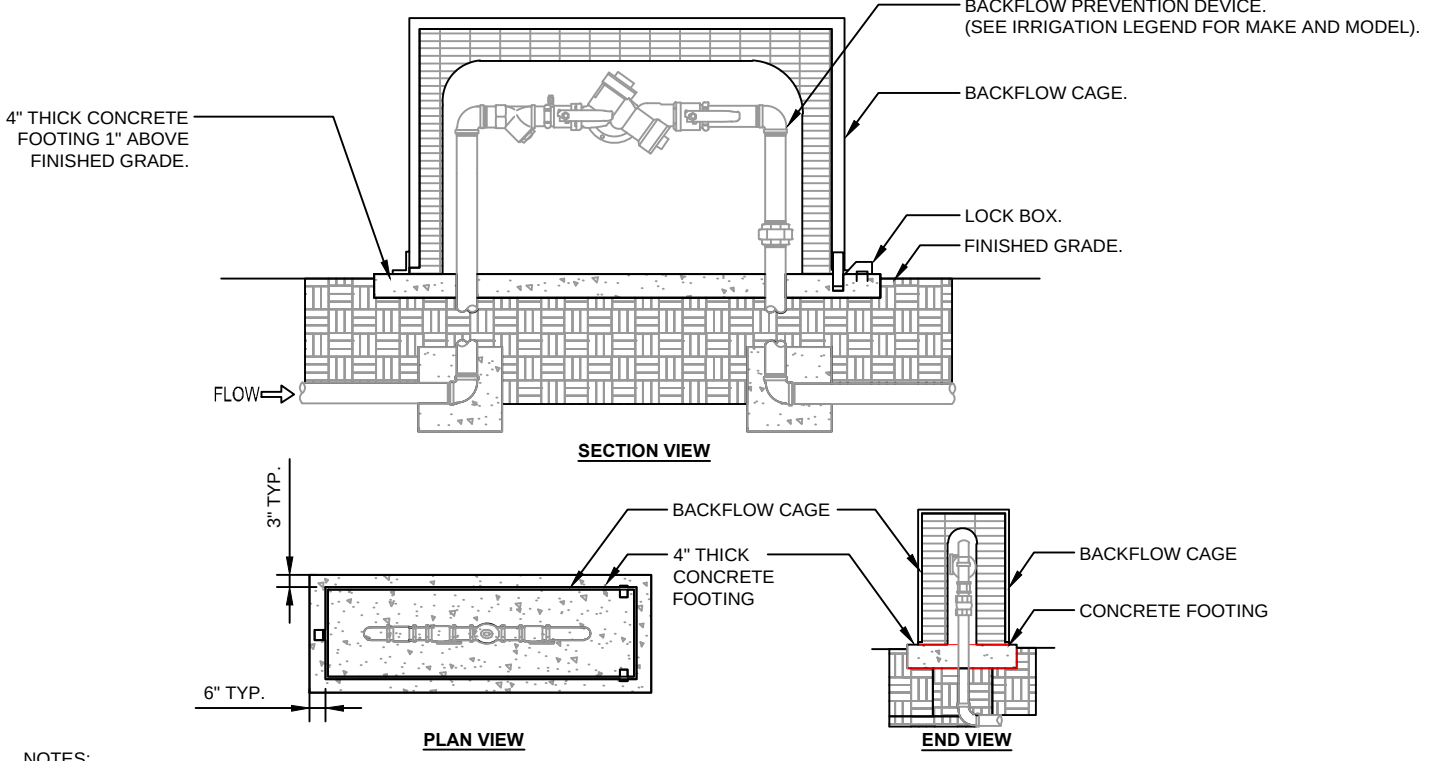
PIPE BENEATH PAVEMENT



8 IRRIGATION CONTROLLER SCALE: NONE

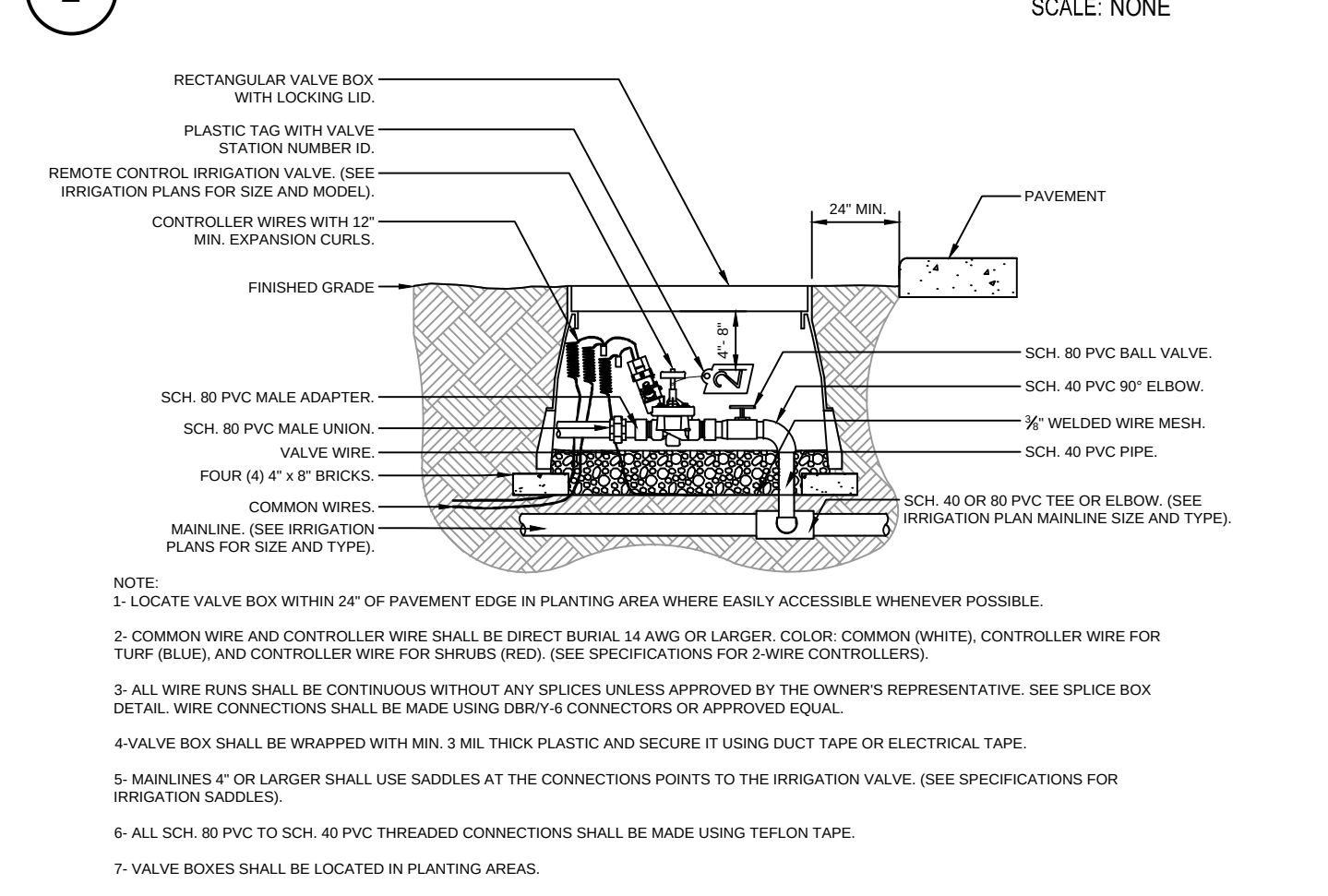


1 BACKFLOW PREVENTER SCALE: NONE

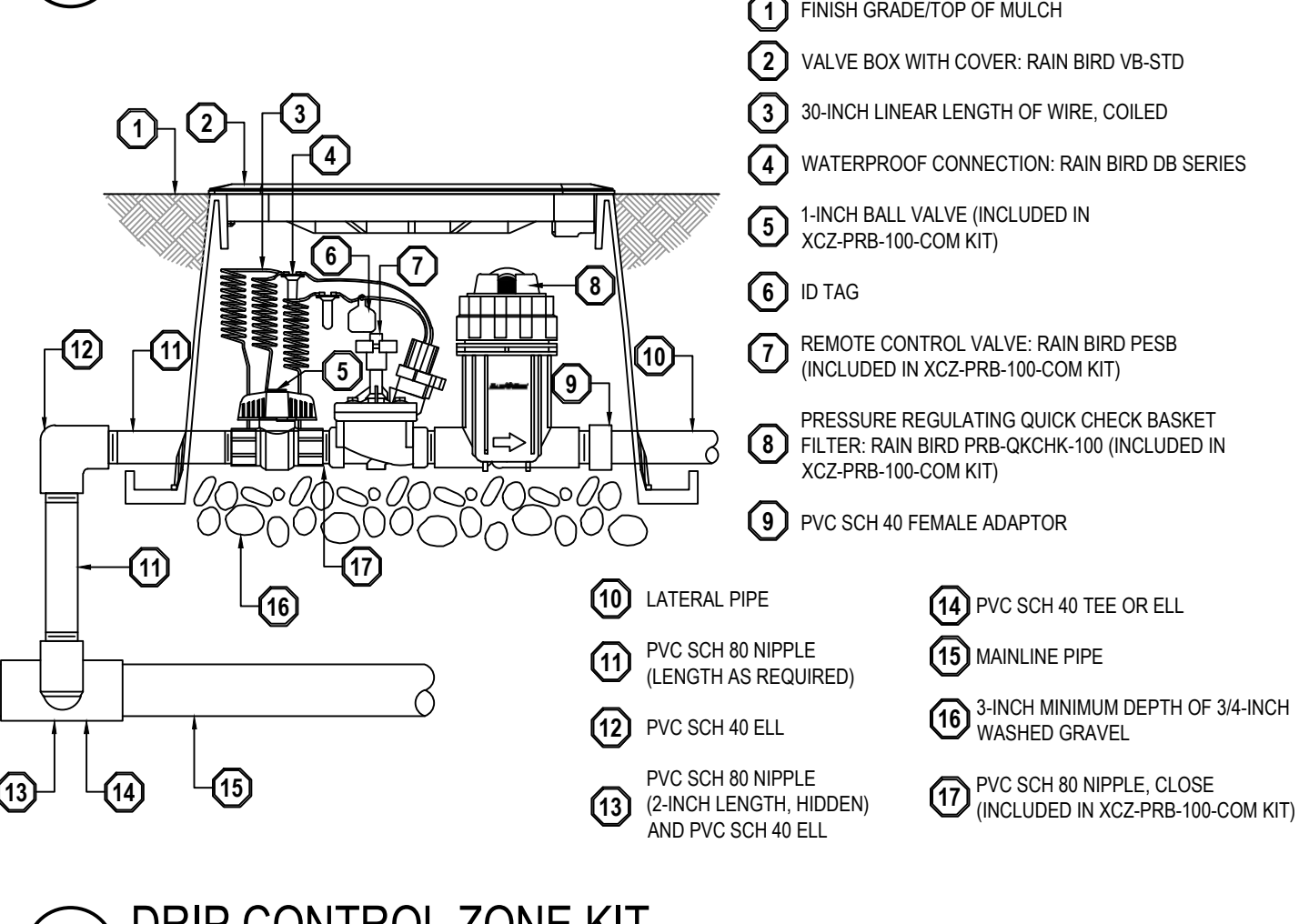


2 BACKFLOW CAGE SCALE: NONE

BACKFLOW CAGE



3 CONTROL VALVE SCALE: NONE



4 DRIP CONTROL ZONE KIT SCALE: NONE

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1981 SOUTH GENEVA ROAD
OREM, UTAH

NO.	DATE	REVISION	BY
1	1-24-24	Open City Comments	JL
2	2-24-24	Open City Comments	JL
3			
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8			

LANDSCAPE AND IRRIGATION DETAILS

PROJECT NUMBER
12089

PROJECT MANAGER
CD

PRINT DATE
2024-02-21

DESIGNED BY
MB

L300

Page 37 of 325

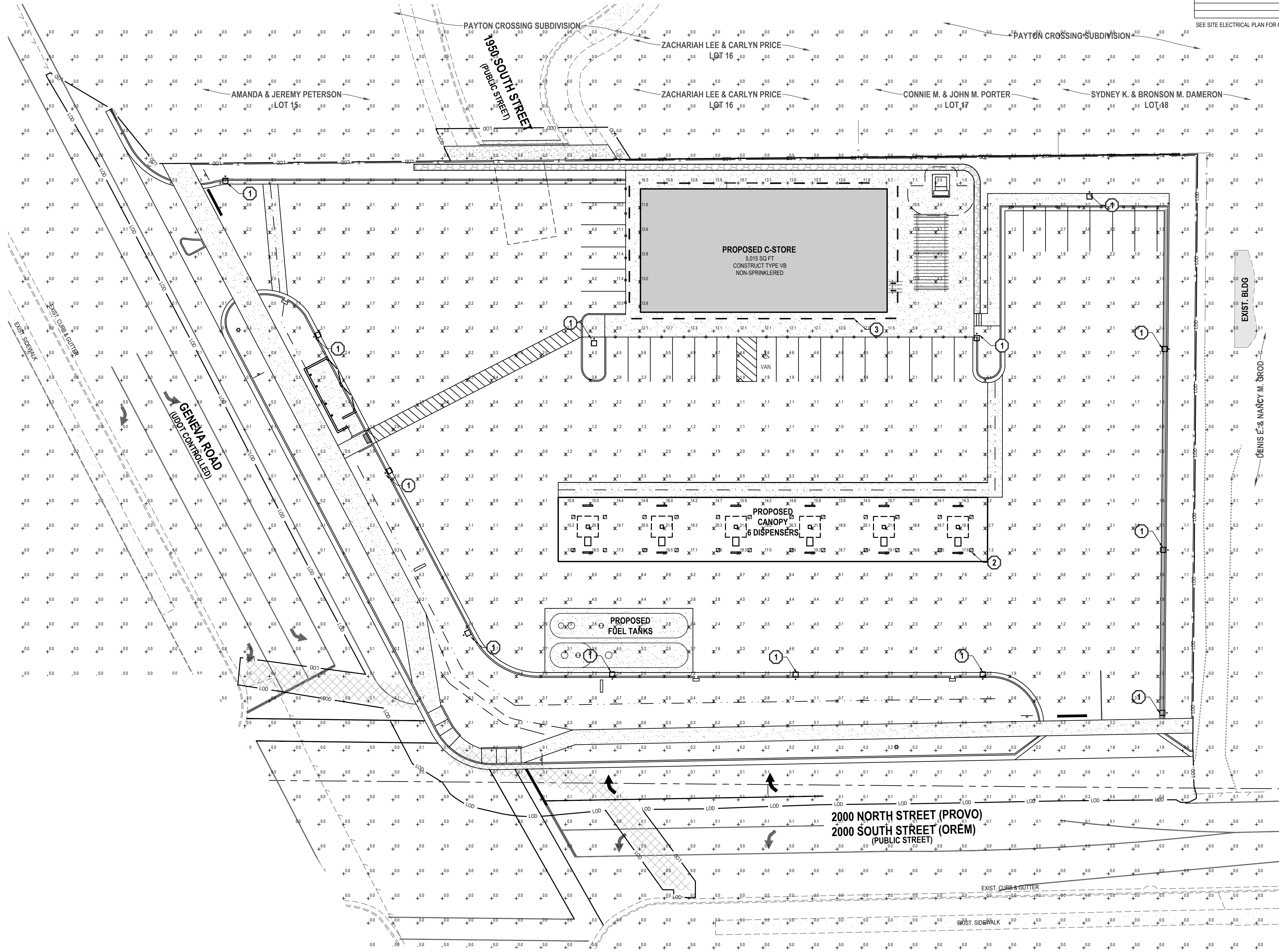
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BENCHMARK

SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 6 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN
ELEV = 4539.23'



PARKING CALCULATION SUMMARY (TOTAL):

AVERAGE: 3.6 FC
MAX.: 21.8 FC
MIN.: 0.1 FC
MAX./MIN.: 218:1
AVE./MIN.: 36:1
MAX. MOUNTING HEIGHT 16'
FULL CUTOFF LIGHT POLE FIXTURE AS REQUIRED
ALL LIGHT FIXTURES SHALL BE DARK SKY COMPLIANT

TYPE	MOUNTING	LAMPS	DESCRIPTION
1	16' POLE	LED	CUTOFF LIGHT FIXTURE TYPE 4
2	CANOPY	LED	CUTOFF
3	SURFACE	LED	SURFACE

SEE SITE ELECTRICAL PLAN FOR CIRCUITING AND FIXTURE TYPES

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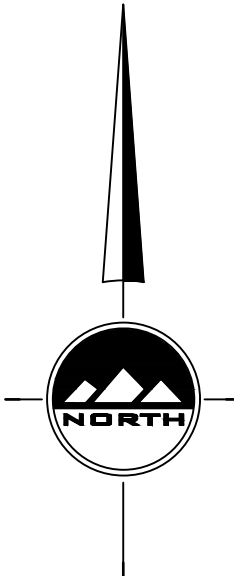
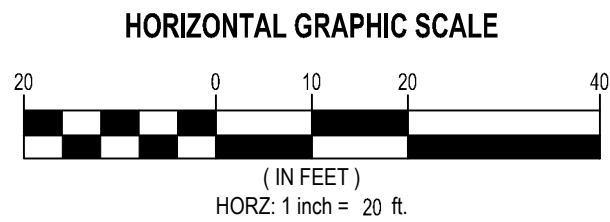
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5			
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PHOTOMETRIC PLAN

PROJECT NUMBER
12089
PROJECT MANAGER
CD

PRINT DATE
2024-02-20
DESIGNED BY
MB

PH100



OREM
HOLIDAY OIL
1981 SOUTH GENEVA ROAD
OREM CITY, UTAH

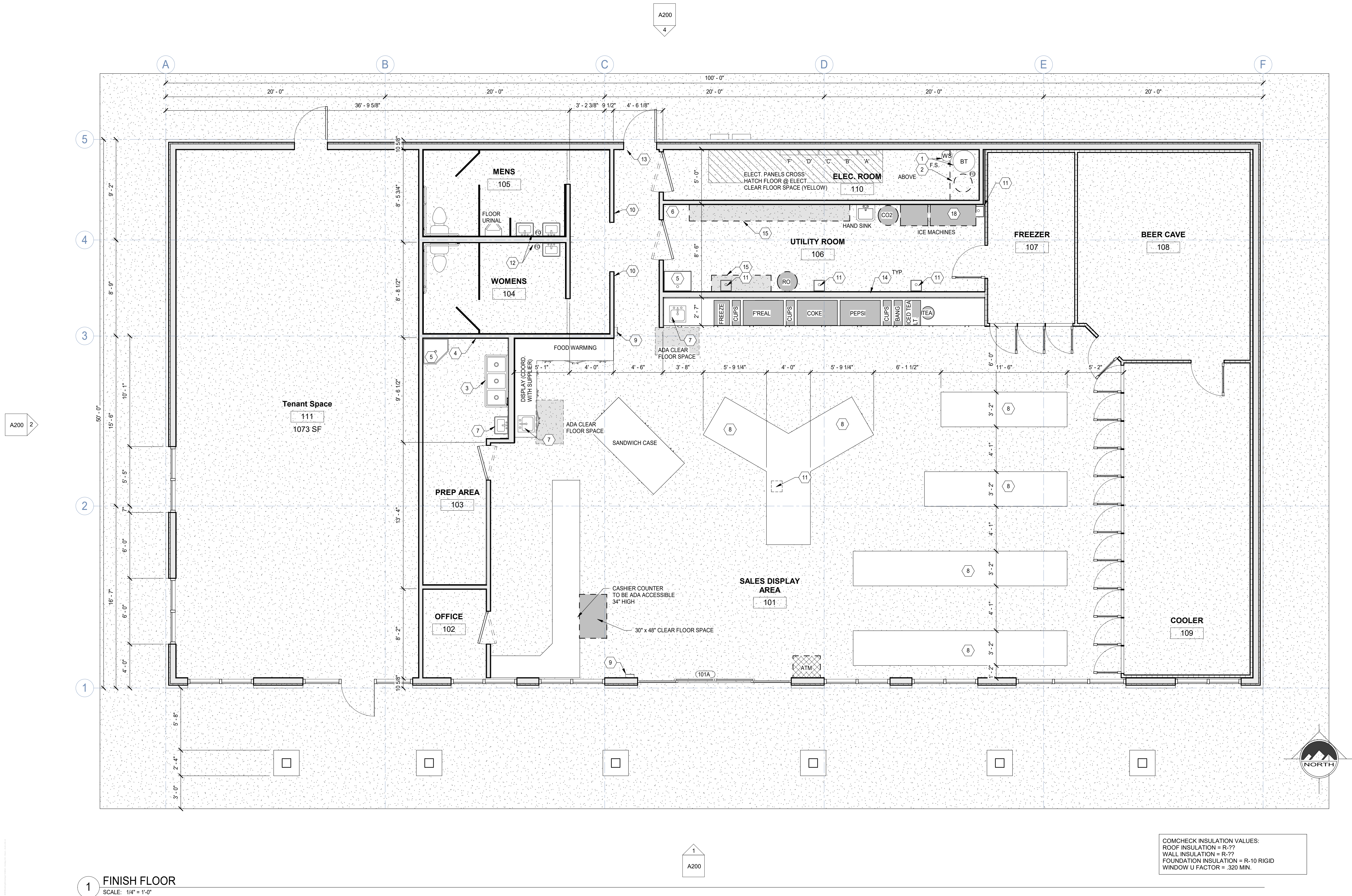
CONCEPT PLANS

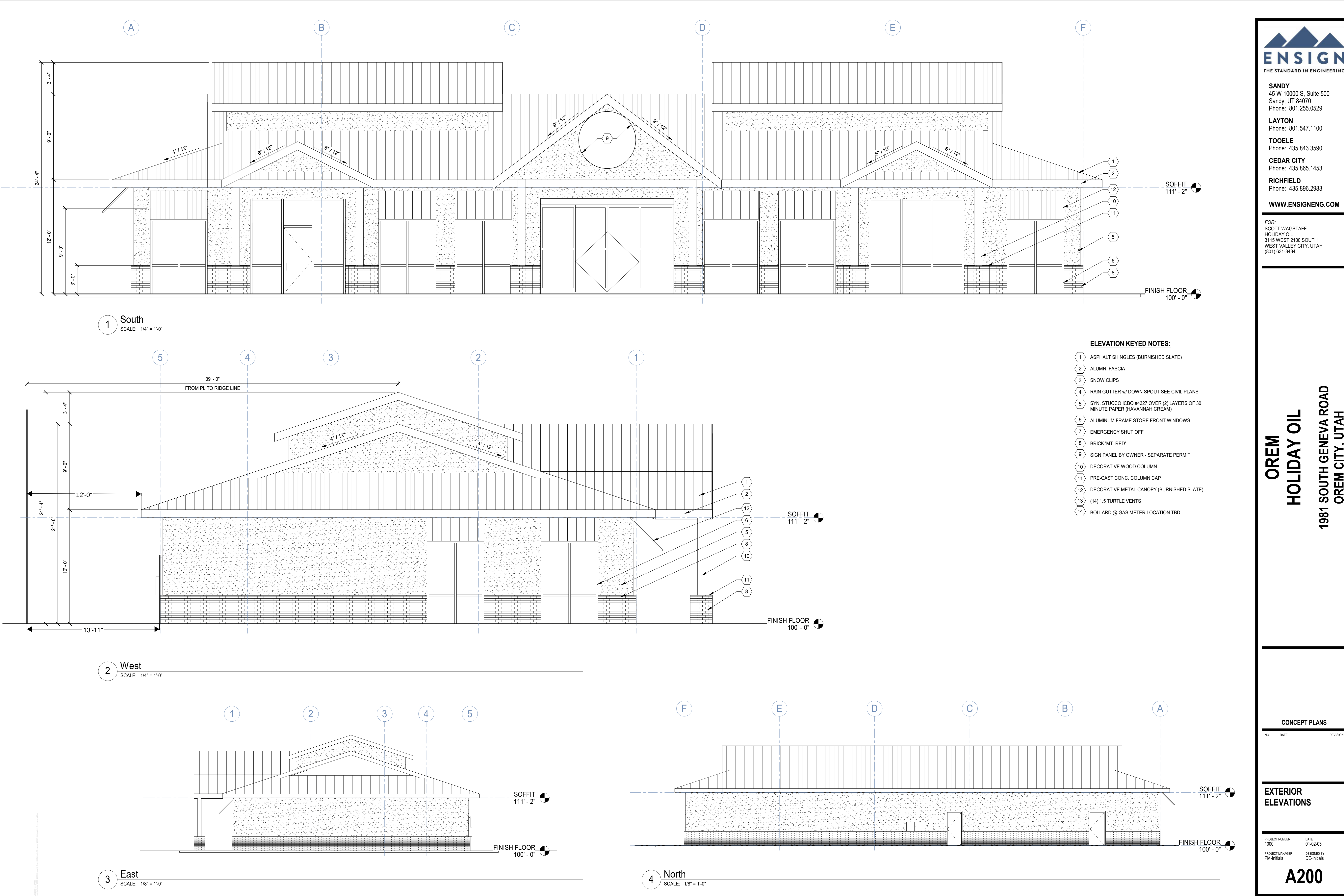
NO. DATE REVISION

FLOOR PLAN

PROJECT NUMBER 1000 DATE 01-02-03
PROJECT MANAGER PM-Initials DESIGNED BY DE-Initials

A100





ENSIGN
THE STANDARD IN ENGINEERING

SANDY
45 W 10000 S, Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
SCOTT WAGSTAFF
HOLIDAY OIL
3115 WEST 2100 SOUTH
WEST VALLEY CITY, UTAH
(801) 631-3434

DEVELOPMENT AGREEMENT

This Development Agreement is executed in duplicate this 8 day of Dec 2020 2020, by and between the City of Orem, a municipal corporation and political subdivision of the State of Utah, with its principal offices located at 56 North State Street, Orem, Utah 84057 (hereinafter referred to as the "City"); and the following additional individuals and entities:

1. Lane Taylor and Cynthia Butler, Trustees of the Lloyd Taylor Living Trust, as amended and restated in total on February 13, 2007, with an address of 1981 South Geneva Road, Orem, Utah (hereinafter referred to as "Taylor");
2. Donald Kent Roberts, an individual with an address of 868 West 2000 South, Orem, Utah (hereinafter referred to as "Roberts"); and
3. Axley-Way Investments, LLC, a Utah limited liability company with its principal address of 1909 West State Road #250 Pleasant Grove, UT 84062 (hereinafter referred to as "Developer").

RECITALS

WHEREAS Lane Taylor and Cynthia Butler, Trustees of the Lloyd Taylor Living Trust, as amended and restated in total on February 13, 2007, is the owner of a parcel of property consisting of approximately 1.24 acres located at approximately 1981 South Geneva Road, Orem, Utah which is identified on the records of the Utah County Recorder as Tax ID # 19:036:0116 and which is more particularly described in Exhibit "A" (hereinafter referred to as the "Taylor Property"); and

WHEREAS Donald Kent Roberts is the owner of a parcel of property consisting of approximately 0.96 acres located at approximately 868 West 2000 South, Orem, Utah which is identified on the records of the Utah County Recorder as Tax ID # 19:036:0053 and which is more particularly described in Exhibit "B" (hereinafter referred to as the "Roberts Property"); and

WHEREAS the Taylor Property and the Roberts Property are sometimes referred to hereinafter as the "Property"; and

WHEREAS Developer has a contract to purchase the Taylor Property and the Roberts Property; and

WHEREAS the Property is currently zoned OS5; and

WHEREAS Developer has filed an application with the City to rezone the Property from OS5 to the C2 zone in order to allow the development of a gas station on the Property as shown in the concept plan attached hereto as Exhibit "C" (the "Project"); and

WHEREAS in order to mitigate the potential negative impacts of the Project on neighboring property owners and to ensure that the development on the Property is constructed in conformance with Developer's representations, Developer, Taylor and Roberts are willing to enter into this Development Agreement; and

WHEREAS the City, acting pursuant to its authority under Utah Code Section 10-9-101, *et. seq.*, and in furtherance of its land use policies, goals, objectives, ordinances, resolutions, and regulations, has elected to approve this Agreement.

COVENANTS

NOW, THEREFORE, in consideration of the promises and conditions set forth herein, and for other good and valuable consideration, the receipt of which is hereby acknowledged, the City and Developer hereby agree as follows:

1. **Development in Conformance with Concept Plan.** The parties acknowledge and agree that the concept plan, drawings and renderings that Developer presented to the City Council were a significant factor in the City Council's favorable consideration of Developer's request to rezone the Property to C2. The Property shall be developed in substantial conformance with the concept plan, drawings and renderings attached hereto as Exhibit "C" including, but not limited to conformance with building location, building design, layout, lighting, landscaping, elevations and building finish materials. Exhibit "C" is attached hereto and by reference is made a part hereof. However, notwithstanding anything herein to the contrary, only such signage as is allowed by City ordinances shall be allowed on the Property and the signage shown in the concept plan and drawings shall not be allowed unless it is otherwise permitted by City ordinances.

2. **Dimmed Lighting.** In order to minimize the impact of lighting on the adjoining residential properties, the lighting for the development on the Property shall be dimmed between the hours of 12:00 a.m.(midnight) and 5:00 a.m. so that only minimal security lighting is illuminated during these hours. All other lighting besides security lighting shall be dimmed to the point of zero illumination during the above hours. The impact of lighting on the Property on adjoining residential properties shall be minimized to the greatest extent possible (except for lighting essential for security). The nighttime renderings of the Project included in Exhibit "C" illustrate the nature and type of lighting that may be employed during the hours of 12:00 a.m. to 5:00 a.m.

3. **Hours of Operation.** Because of the proximity of the Property to residential uses, the hours of operation for all commercial development on the Property shall be limited to 5:00 a.m. to 12:00 a.m.(midnight). No business or other commercial activity shall take place on the Property between 12:00 a.m. to 5:00 a.m except for the use and operation of the outside fuel pumps for which there is no restriction on hours of operation.

4. **Restriction on Fuel Pumps.** In order to limit the traffic to and from the Property (and therefore the impact on surrounding properties and streets), no more than eight (8) fuel pumps (16 fueling stations) may be located on the Property. In addition, any diesel fueling stations on the Property shall only be made available to small trucks and passenger vehicles. Diesel fueling shall not be made available to semi-trucks or other vehicles of a similar size.

5. **Easements.** Developer, Taylor and Roberts shall convey to the City an easement for the construction, installation, operation, maintenance, repair and upgrade of water, sewer and storm sewer pipes and appurtenant facilities over, under, across and through a portion of the Property in the locations shown in Exhibit "D" which is attached hereto and by reference is made a part hereof.

6. **Agreement Considered Mitigation of Impact.** In consideration of the covenants of Developer, Taylor and Roberts set forth in this Agreement, the City staff shall make a recommendation to the Orem City Council to consider the terms of this Development Agreement as sufficient mitigation of the potential adverse impacts resulting from the request to change the zoning designation of the Property from the OS5 zone to the C2 zone.

7. **No Guarantee of Rezone.** The City makes no representation that the request of Developer to have the Property rezoned will be approved by the Orem City Council. Therefore, this Agreement shall not be binding upon Developer unless the request for a rezone of the Property to the C2 zone is approved by the Orem City Council.

8. **No Limitation on Exercise of Police Power.** Nothing in this Agreement shall limit the future exercise of the police power by the City in enacting zoning, subdivision, development, transportation, environmental, open space, and related land use plans, policies, ordinances and regulations after the date of this Agreement.

9. **Compliance With All Applicable Laws.** Nothing in this Agreement shall be deemed to relieve any person or entity who develops the Property from the obligation to comply with all applicable requirements of the City necessary for approval and recordation of subdivision plats and a site plan (if applicable), including the payment of fees and compliance with all other applicable ordinances, resolutions, including the Orem City Zoning and Subdivision Ordinances and design and construction standards.

10. **Agreement to be Recorded.** Upon the approval of the rezone of the Property to the C2 zone by the Orem City Council, this Agreement may be recorded against the Property and shall be deemed to run with the land and shall be binding on all successors and assigns of Taylor, Roberts and Developer in the ownership or development of any portion of the Property.

11. **Indemnification.** Developer, and Taylor and Roberts, if Taylor or Roberts develop the Property, agree to indemnify and hold the City harmless from and against any demand, claim, action, damages or loss of any type arising or resulting from the development of the Property except such demands, claims, actions, damages, or losses that are caused by the City's (or its employees') own negligence or willful misconduct.

12. **Lawful Agreement.** The parties represent that each of them has lawfully entered into this Agreement, having complied with all relevant statutes, ordinances, resolutions, bylaws, and other legal requirements applicable to their operation. The parties further represent that each of them

has authority to enter into this Agreement and that the individuals signing this Agreement on behalf of each party have authority to bind the party represented by the signing individual.

13. **Applicable Law**. This Agreement shall be interpreted pursuant to the laws of the State of Utah.

14. **Time of Essence**. Time shall be of the essence of this Agreement.

15. **Interpretation**. The invalidity of any portion of this Agreement shall not prevent the remainder from being carried into effect. Whenever the context of any provision shall require it, the singular number shall be held to include the plural number, and vice versa, and the use of any gender shall include the other gender. Should any provision of this Agreement require judicial interpretation, the Court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one party, by reason of the rule of construction that a document is to be construed more strictly against the person who himself or through his agents prepared the same, it being acknowledged that both parties have participated in the preparation hereof.

16. **Modifications**. No oral modifications or amendments to this Agreement shall be effective, but this Agreement may be modified or amended by written agreement.

17. **Assignment**. Neither this Agreement nor any of the provisions, terms or conditions hereof can be assigned to any other party, individual or entity without assigning the rights as well as the responsibilities under this Agreement.

18. **Relationship of Parties**. This Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto, nor any rights or benefits to a third party.

19. **Incorporation of Recitals**. The Recitals to this Agreement are incorporated by reference into the Covenants section of this Agreement as if fully set forth herein.

20. **Electronic Transaction and Signature**. Each party agrees that this transaction may be conducted by electronic means. Each party agrees that the electronic signatures, whether digital or encrypted, of the parties included in this Agreement are intended to authenticate this writing and to have the same force and effect as manual signatures. Electronic signature means any electronic sound, symbol, or process attached to or logically associated with a record and executed and adopted by a party with the intent to sign such a record, including facsimile or email electronic signatures.

Balance of page left intentionally blank.

SIGNED and ENTERED INTO this _____ day of _____, 2020.

City of Orem, by:

James P. Davidson, Orem City Manager

ATTEST: _____
JoD' Ann Bates, City Recorder

Lane Taylor

Lane Taylor, Trustee of the Lloyd Taylor Living Trust, as
amended and restated in total on February 13, 2007

Cynthia Butler

Cynthia Butler, Trustee of the Lloyd Taylor Living Trust,
as amended and restated in total on February 13, 2007

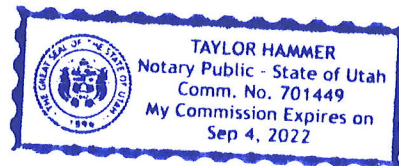
STATE OF UTAH)

:SS.

COUNTY OF UTAH)

The foregoing instrument was acknowledged before me this 8 day of December,
2020, by Lane Taylor and Cynthia Butler, as Trustees of the Lloyd Taylor Living Trust, as
amended and restated in total on February 13, 2007.

Taylor Hammer
NOTARY PUBLIC



Donald Kent Roberts

Donald Kent Roberts

STATE OF UTAH)
 :SS.
COUNTY OF UTAH)

The foregoing instrument was acknowledged before me this 8th day of December, 2020, by Donald Kent Roberts.

Constanza Cuello
NOTARY PUBLIC



Axley-Way Investments, LLC
By:

STATE OF UTAH)
 :SS.
COUNTY OF UTAH)

The foregoing instrument was acknowledged before me this _____ day of _____, 2020, by _____ as the _____ of Axley-Way Investments, LLC, who acknowledged that he/she signed this Agreement on behalf of Axley-Way Investments, LLC

NOTARY PUBLIC

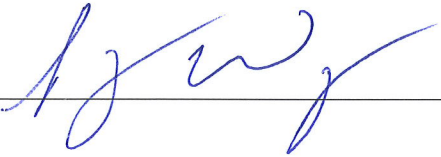
Donald Kent Roberts

STATE OF UTAH)
)
) :ss.
COUNTY OF UTAH)

The foregoing instrument was acknowledged before me this _____ day of _____, 2020, by Donald Kent Roberts.

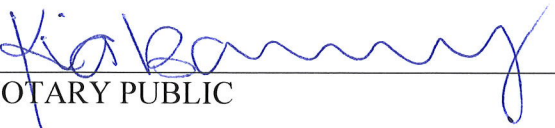
NOTARY PUBLIC

Axley-Way Investments, LLC
By:



STATE OF UTAH)
)
) :ss.
COUNTY OF UTAH)

The foregoing instrument was acknowledged before me this 8th day of December, 2020, by Arnim Way as the Manager of Axley-Way Investments, LLC, who acknowledged that he/she signed this Agreement on behalf of Axley-Way Investments, LLC



NOTARY PUBLIC



EXHIBIT "A"

Commencing West 7.68 chains from the Southeast corner of Section 28, Township 6 South, Range 2 East, Salt Lake Base and Meridian; thence West 2.14 chains; thence North 27°10' West 4.65 chains; thence North 89°53' East 4.26 chains; thence South 15.04 feet; thence North 89°29'20" East 12.72 feet; thence South 00°06' West 156.57 feet; thence South 59° West 14.28 feet; thence South 00°28'16" West 94.77 feet to beginning.

LESS AND EXCEPTING that portion conveyed by Boundary Fence Line Agreement recorded March 22, 2002 as Entry No. 32714:2002.

ALSO LESS AND EXCEPTING THE FOLLOWING:

A parcel of land in fee, being part of an entire tract situate in the Southeast Quarter of the Southeast Quarter of Section 28, Township 6 South, Range 2 East, Salt Lake Base and Meridian, in Utah County, Utah, for the construction of a signalized intersection at State Route 114 & 2000 North Street, Provo City, known at Project No. S-0114(33)4. The boundaries of said parcel of land are described as follows:

Beginning at a point in the Southerly boundary line of said entire tract and the existing Northerly right of way line of 2000 North Street, Provo City, at a point being 68.28 feet perpendicularly distant Easterly from the control line of said project at approximate Engineer Station 150+54.71, said point also being 586.81 feet North 90°00'00" West along the South line of said Section 28 from the Southeast corner of said Section 28; and running thence along said existing Northerly right of way line North 90°00'00" West 40.00 feet to a point in the existing Easterly right of way of State Highway 114, said point 33.00 feet perpendicular distant Easterly from the control line of said project at approximate Engineer Station 150+73.56; thence along said Easterly right of way line North 28°07'13" West 40.00 feet to a point 33.00 feet perpendicular distant Easterly from the control line of said project an approximate Engineer Station 151+13.56; thence South 59°03'36" East 68.62 feet to the point of beginning as shown on the map of said project on file in the office of the Utah Department of Transportation.

(Note: Rotate above bearings 00°27'51" clockwise to equal Highway Bearings based on the Utah State Plane Coordinate System, NAD 83, Central Zone).

BEGINNING AT THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO DENIS E. GROO, ET UX. BY WARRANTY DEED RECORDED JANUARY 6, 1977, AS ENTRY NO. 719, IN BOOK 1524, AT PAGE 389 OF OFFICIAL RECORDS, SAID SOUTHWEST CORNER IS DESCRIBED AS BEING NORTH 89°31'44" WEST 341.88 FEET, MORE OR LESS, FROM THE SOUTHEAST CORNER OF SECTION 28, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 89°31'44" WEST ALONG THE SOUTH LINE OF SAID SECTION 28, 165.0 FEET TO THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO KARL R. TAYLOR BY QUIT-CLAIM DEED RECORDED JUNE 17, 1939, AS ENTRY NO. 5921, IN BOOK 342, AT PAGE 597 OF OFFICIAL RECORDS; THENCE NORTH 0°28'16" EAST ALONG THE EAST LINE OF SAID TAYLOR PROPERTY 264.0 FEET, MORE OR LESS, TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 89°31'44" EAST 165.0 FEET, MORE OR LESS, TO THE NORTHWEST CORNER OF SAID GROO PROPERTY; THENCE SOUTH 0°28'16" WEST ALONG THE WEST LINE OF SAID GROO PROPERTY 264.0 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

THE WEST 6' 3" OF THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 28, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 89°31'44" WEST ALONG THE SECTION LINE 341.88 FEET (104.21 METERS); THENCE NORTH 00°28'16" EAST 264.00 FEET (80.47 METERS); THENCE SOUTH 89°31'44" EAST 341.88 FEET (104.21 METERS); THENCE NORTH 00°28'16" EAST 264.00 FEET (80.47 METERS); THENCE SOUTH 88°04'23" EAST 4.44 FEET (1.35 METERS); THENCE SOUTH 00°45'59" EAST PARTIALLY LONG A FENCE LINE 528.00 FEET (160.93 METERS); THENCE NORTH 89°33'59" WEST ALONG THE SECTION LINE 15.84 FEET (4.83 METERS) TO THE POINT OF BEGINNING.

LESS AND EXCEPTING:

BEGINNING AT A POINT WHICH IS NORTH 89°31'44" WEST ALONG A SECTION LINE 506.88 FEET FROM THE SOUTHEAST CORNER OF SECTION 28, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; THE NORTH 89°31'44" WEST ALONG THE SECTION LINE 114.99 FEET TO THE EASTERLY LINE OF GENEVA ROAD; THENCE NORTH 28°25'53" WEST ALONG SAID EAST LINE OF GENEVA ROAD 285.08 FEET; THENCE NORTH 88°33'11" EAST ALONG A FENCE LINE 32.34 FEET; THENCE NORTH 89°29'20" EAST 230.89 FEET; THENCE SOUTH 0°06' WEST 156.57 FEET; THENCE SOUTH 59°00" WEST 13.50 FEET; THENCE SOUTH 0°28'16" WEST 91.00 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPTING THEREFROM ANY PORTION LYING NORTH OF THE LINE DESCRIBED IN THAT CERTAIN BOUNDARY FENCE LINE AGREEMENT RECORDED MARCH 22, 2002 AS ENTRY NO. 32715:2002, OF THE OFFICIAL RECORDS.

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I – Requirements; and Schedule B, Part II – Exceptions.

ORT Form 4690 8-1-16

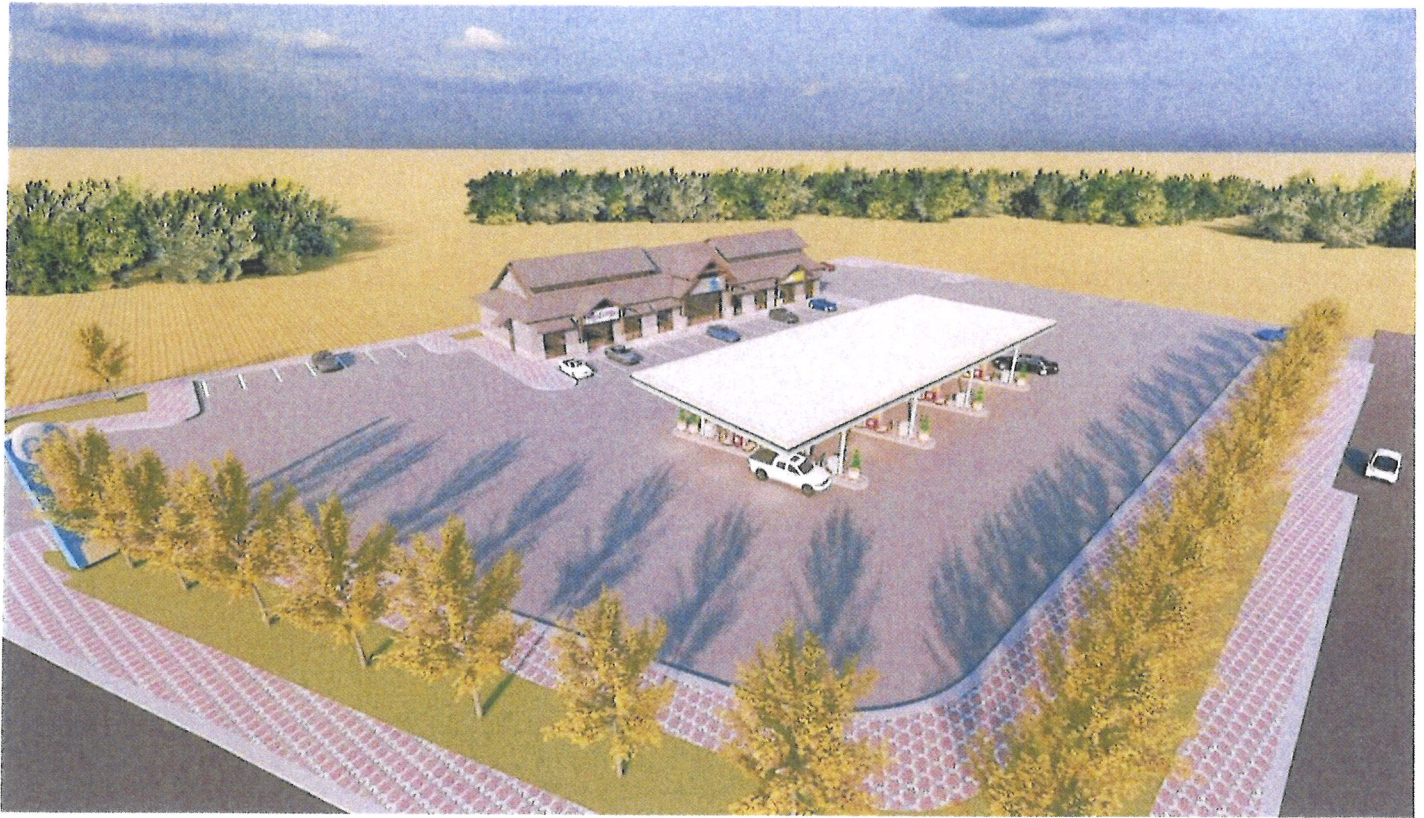
Exhibit A

ALTA Commitment for Title Insurance

Old Republic National Title Insurance Company

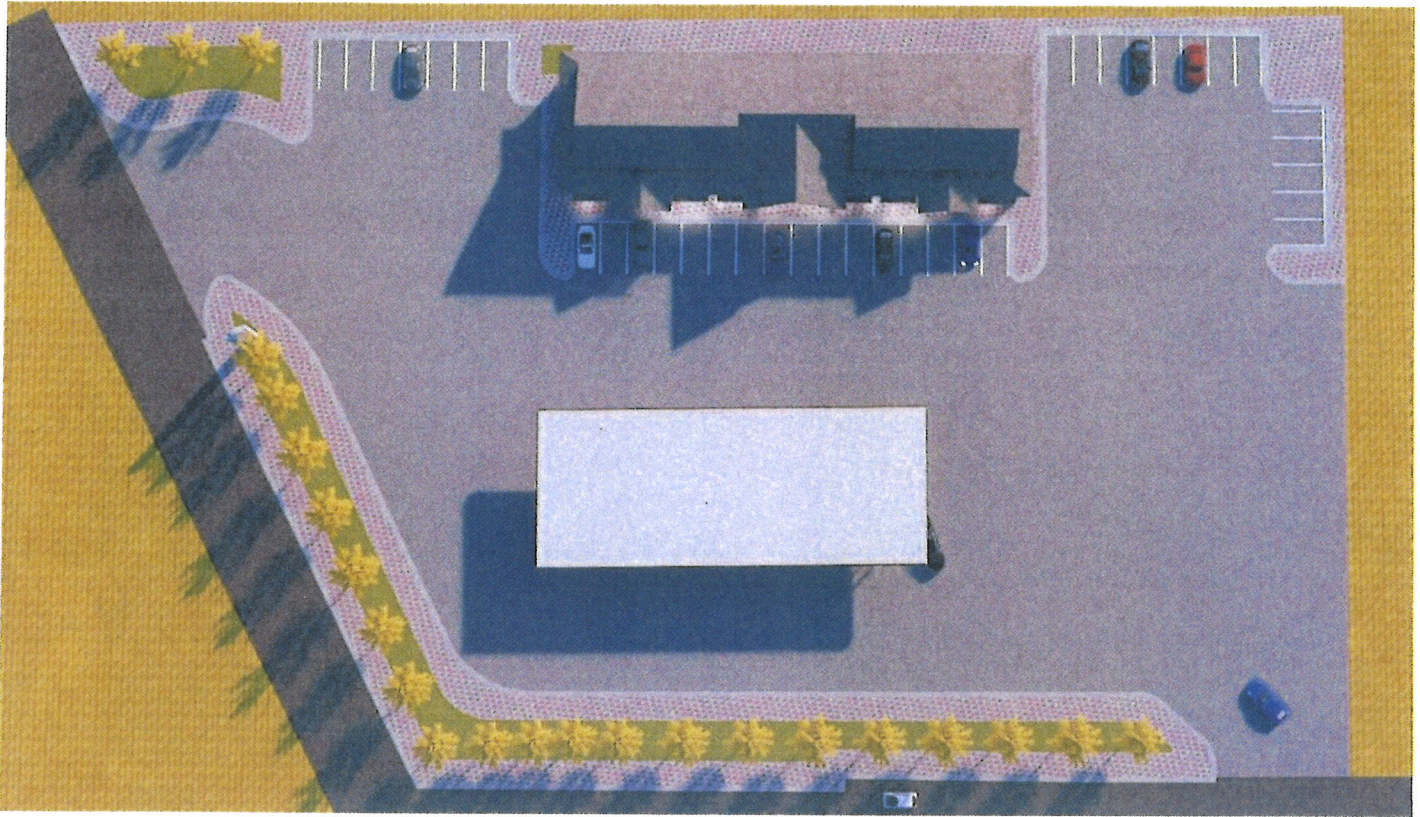
Page 10 of 11

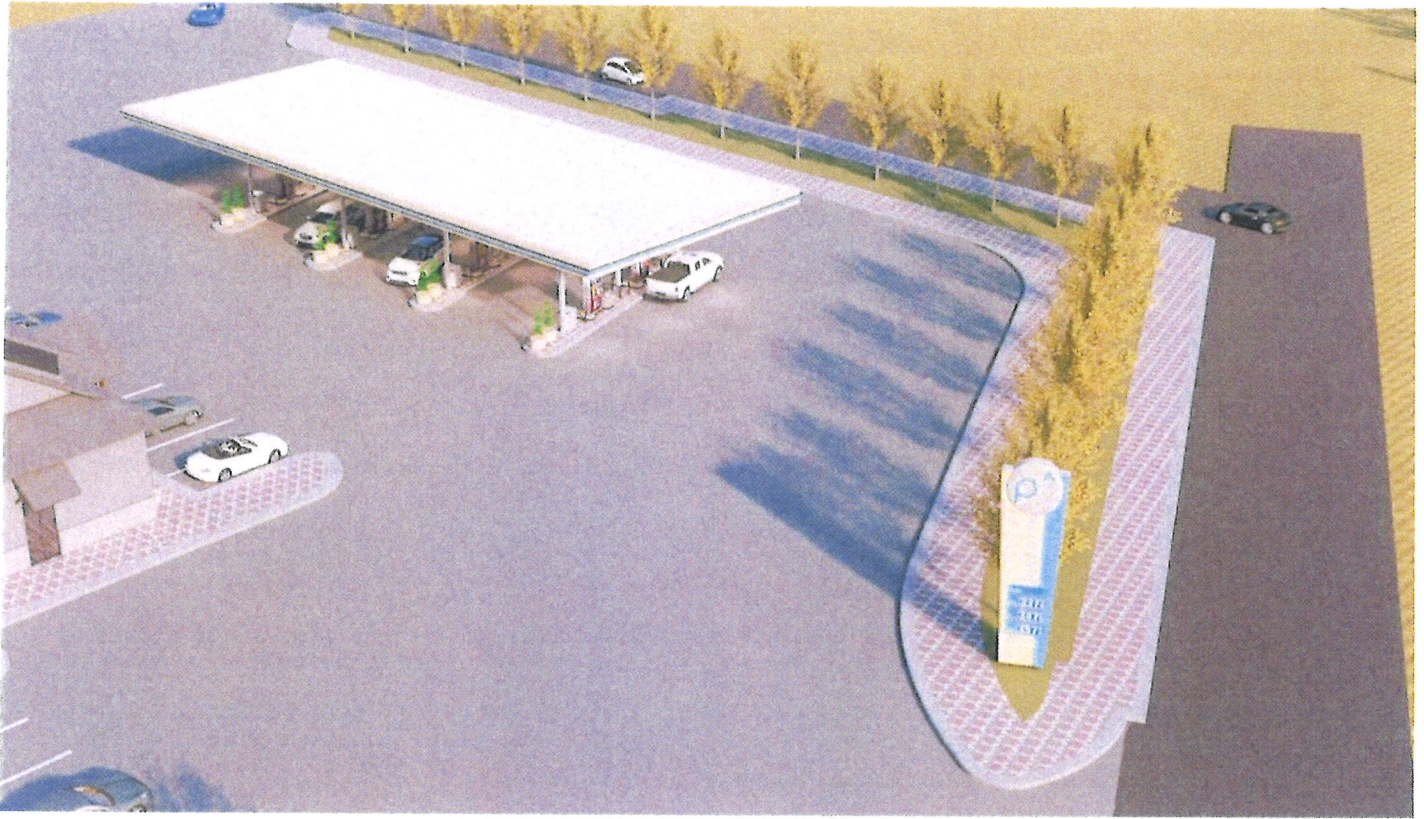
EXHIBIT “C”



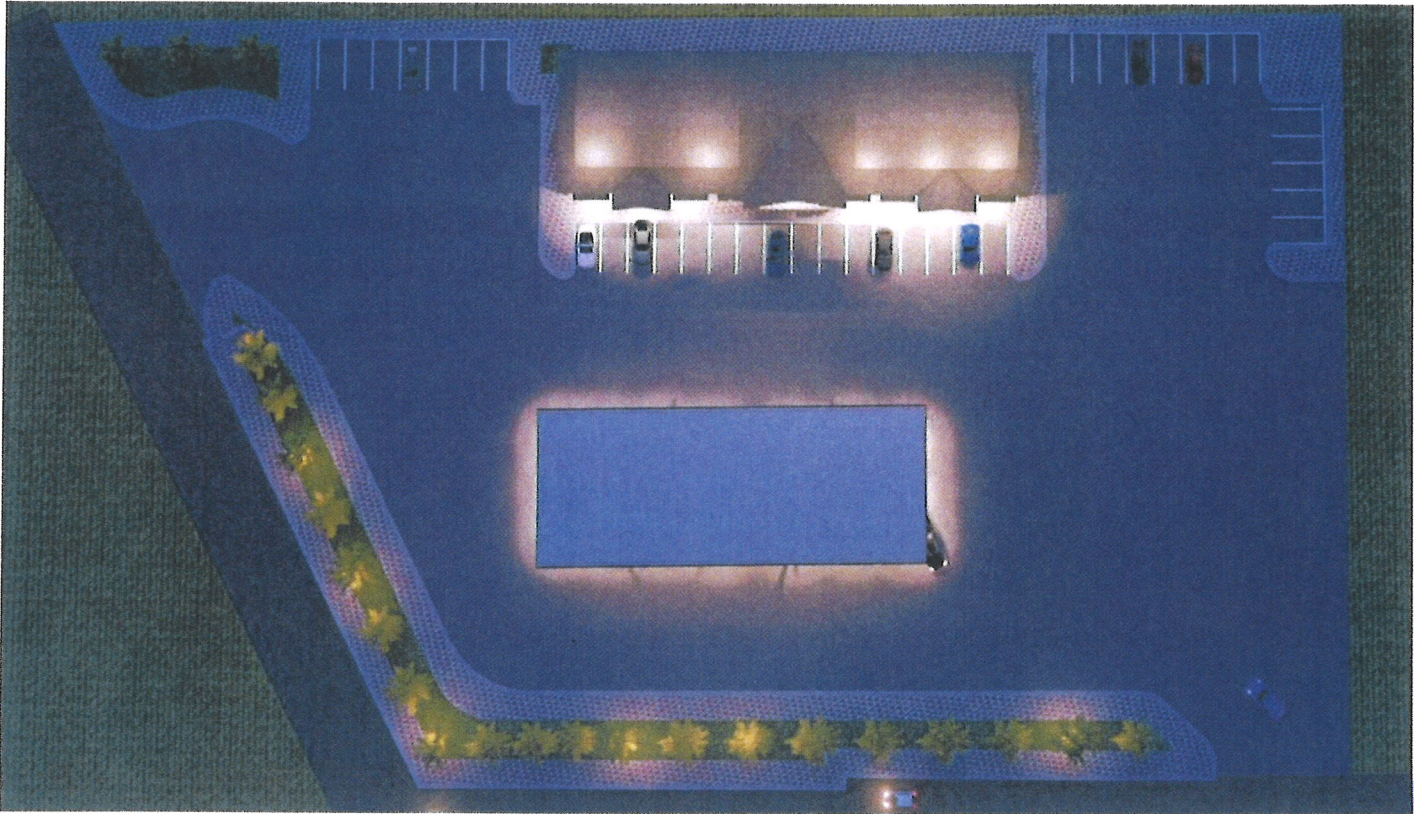
















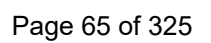














GENERAL INFORMATION

Issuance Date	Region	Project Name	OLP Application ID
1/3/2024	Region 3	Holiday Oil - 2000 S. Orem	137123
Physical Address	City	Permit Type	Access Use Type
1981 s. Geneva Road, Orem UT 84057	OREM	New	Commercial

PERMITEE INFORMATION

Property Owner Name	Primary Contact	Primary Phone	Email
HL1 LLC	Brent Neel	(801) 973-7002	brent@holidayoil.com

LOCATION, WIDTH, AND ACCESS CATEGORY INFORMATION

State Route	Milepost Marker	DD Center Latitude	DD Center Longitude	Access Width	Access Category
0114	3.9			50	2 - Systm Priority Rural
0114	3.9	40.2610219	-111.7165203	50	2 - Systm Priority Rural
0114	3.907	40.2611128	-111.7165815	50	2 - Systm Priority Rural

A Conditional Access Permit is hereby authorized subject to the Utah Department of Transportation's (the Department's) Access Management Rule (Utah Administrative Code R-930-6), the Utility Accommodation Rule (Utah Administrative Code R930-7), the Standard Specifications for Road and Bridge Construction, and any terms, conditions, and limitations set forth herein. Per Utah Administrative Code R930-6-8(6)(g), a Conditional Access Permit shall expire if the access construction is not completed within twelve (12) months of the issuance date as identified at the top left of this document.

By carrying out the activities authorized by this approval the permittee and the permittee's successors in interests and/or assigns agree to accept all terms, conditions, and, limitations, of the approval including any attachments submitted with the Conditional Access Permit Application. In addition, the permittee certifies they will comply with all applicable regulations, properly control and warn the public of said work to prevent accident, and shall defend, indemnify and hold harmless the Department from all damages arising out of any and all operations performed during construction and operation of said access. Per Utah Administrative Code R930-6-8(5)(e), the permittee understands any intentional misrepresentation of existing or future conditions or of information requested for the application for the purposes of receiving a more favorable determination is sufficient grounds for permit revocation. The access allowed under this permit creates a license to only access a state highway to the extent provided in the permit. The access may be closed, modified or relocated by UDOT if, at any time, UDOT determines in its sole discretion that safety, efficiency or other reasons so require. UDOT will not be liable for any costs, losses or damages resulting from UDOT's review and comments on the submitted plan sets for a Conditional Access Permit.

This conditional access permit does NOT allow construction or other activities within a state right-of-way. An encroachment permit must be separately applied for and issued before any construction within a state right-of-way may commence. Work on UDOT's right-of-way is seasonally restricted from October 15 to April 15. Work is not allowed on the right-of-way during the AM/PM peak traffic hours of 6:00 A.M. to 9:00 A.M. and 3:30 P.M. to 6:00 P.M. Some exceptions to this A.M./P.M. peak travel work restriction may be permissible for low AADT routes in rural areas. Any such exception requires special Region approval and must be explicitly stated on the approved encroachment permit.

Authorizing Name (printed)	Jeff Wood	Authorizing Name (signed)	
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TERMS, CONDITIONS, AND LIMITATIONS

1. A copy of this permit must be posted in a conspicuous location and be available for immediate review at the location of the permitted activity. No exceptions.
2. This agreement and/or permit is UDOT approval only. The permittee is responsible for obtaining clearances, authorizations, or permits from railroads, private property owners, other utility owners, and other government agencies as may also be required.
3. By the accepting this permit, the permittee acknowledges the hazardous nature of conducting activities within the right-of-way and assumes full responsibility in the event of an accident or other incident involving death, injury, or damages to any party resulting from the permittee's authorized use of the right-of-way.
4. All work performed under this permit must be in accordance with UDOT approved plans and standard drawings unless otherwise stated in writing.
5. The primary function of the highway is for transportation purposes. All other highway purposes are subordinate to this primary purpose. By conducting the activities authorized by this permit, the permittee agrees to timely prosecute the permitted activities in a manner that minimizes transportation-related impacts including but not limited to; ensuring overall site safety as an overarching priority, and by applying systematic efforts to minimize, or shorten, the project schedule.
6. UDOT may cancel, suspend, or revoke this permit due to:
 - A) Non-compliance with the permit provisions including terms, conditions, and limitations



- B) Deviating from the approved permit provisions without written authorization
- C) Misrepresentation(s) discovered on the originating application, or associated documents
- D) Adverse weather or traffic conditions
- E) Concurrent transportation construction or maintenance operations in conflict with the permit
- F) Any condition deemed unsafe for workers or for the traveling public
- G) Any other condition that arises where work stoppage may be warranted for cause

In the event of a cancellation, suspension, or revocation the permittee shall promptly terminate occupancy of the right-of-way.

- 7. At all times the permittee and all activities authorized under this permit will comply with all applicable federal and state constitutions, law, rules, codes, orders, and regulations, including applicable licensure and certification requirements.
- 8. Use current edition of UDOT standard drawings for traffic control. Use Utah MUTCD standards for traffic control elements not shown in UDOT standard drawings. Traffic control must be maintained at the encroachment site for the entire encroachment period.
- 9. Before constructing the access connection authorized by this conditional access permit, an encroachment permit must be secured first.
- 10. The permittee agrees to maintain the permitted access in a professional workmanlike manner, free from physical defects including but not limited to potholes or other similar substandard conditions for the life of the permit. The permit holder's maintenance-related responsibilities shall extend to UDOT's edge of asphalt where said permitted access physically connects to UDOT's main traveled way and shall be guaranteed in perpetuity. Failure to properly maintain said private access point shall be grounds for permit revocation and for the closure of the permitted access point.

811

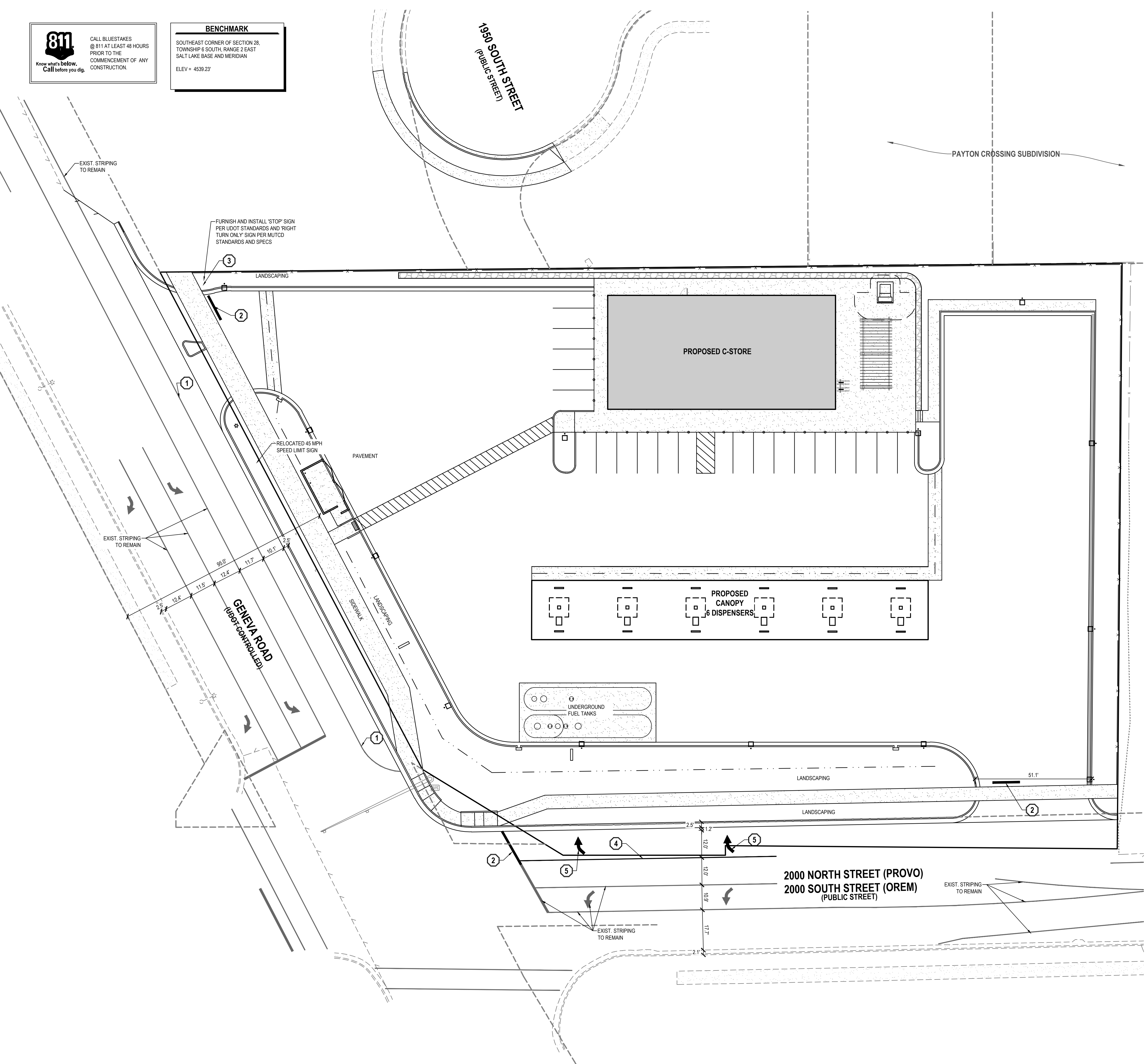
Know what's below.
Call before you dig.

CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 6 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN

ELEV = 4539.23'



- UDOT NOTES

1. UDOT RESERVES THE RIGHT, AT ITS OPTION, TO INSTALL A RAISED MEDIAN ISLAND OR RESTRICT THE ACCESS TO A RIGHT-IN OR 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 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 THERMO PLASTIC. ALL LETTERS, ARROWS, AND SYMBOLS SHALL CONFORM WITH THE 'STANDARD 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 XI 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 PERMITS 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, BACK FILL 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 OR 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 REGION'S 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.

- GENERAL NOTES

1. ALL WORK TO COMPLY WITH OREM CITY'S STANDARDS AND SPECIFICATIONS.

2. ALL WORK DONE WITHIN UDOT RIGHT OF WAY SHALL COMPLY WITH UDOT STANDARDS AND SPECIFICATIONS.

3. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

4. SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.

5. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).

6. ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOO, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.

7. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.

8. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

9. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.

10. ALL CONSTRUCTION SIGNAGE, BARRICADES, TRAFFIC CONTROL DEVICES, ETC. SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. THE CONTRACTOR WILL MAINTAIN SUCH SO THAT THEY ARE PROPERLY PLACED AND VISIBLE AT ALL TIMES.

- SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1 4" WIDE SOLID WHITE PAVEMENT MARKING PER UDOT STANDARDS

2 INSTALL 24" WHITE STOP BAR AND CROSSWALK PER M.U.T.C.D. STANDARDS (MATCH EXIST.)

3 INSTALL 36" X 36" STOP SIGN AND SIGN POST PER UDOT STANDARD SN SERIES DRAWINGS

4 8" WIDE SOLID WHITE PAVEMENT MARKING.

5 TURN ARROW PER M.U.T.C.D. STANDARDS.

UDOT Region 3

Accepted 137123

Expires 1/3/2025

Keeping Utah Moving

UDOT

HORIZONTAL GRAPHIC SCALE

(IN FEET)

HORZ: 1 inch = 20 ft.

ENSGN

THE STANDARD IN ENGINEERING

SANDY

45 W 10000 S, Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON

Phone: 801.547.1100

TOOELE

Phone: 435.843.3590

CEDAR CITY

Phone: 435.865.1453

RICHFIELD

Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:

HOLIDAY OIL
3115 WEST 2100 SOUTH
WEST VALLEY CITY, UTAH

CONTACT:

SCOTT WAGSTAFF
PHONE: (801) 631-3434

OREM

HOLIDAY OIL

1981 SOUTH GENEVA ROAD

OREM, UTAH

LICENSED PROFESSIONAL ENGINEER

12/2021

No. 9125581-2202

MICHAEL S. BUDGE

STATE OF UTAH

UDOT SIGNAGE AND STRIPING PLAN

PROJECT NUMBER
12089

PRINT DATE
2024-01-02

PROJECT MANAGER
CD

DESIGNED BY
MB

C202



GENERAL INFORMATION

Issuance Date	Region	Project Name	OLP Application ID
1/3/2024	Region 3	Holiday Oil - 2000 S. Orem	137123
Physical Address	City	Permit Type	Access Use Type
1981 s. Geneva Road, Orem UT 84057	OREM	New	Commercial

PERMITEE INFORMATION

Property Owner Name	Primary Contact	Primary Phone	Email
HL1 LLC	Brent Neel	(801) 973-7002	brent@holidayoil.com

LOCATION, WIDTH, AND ACCESS CATEGORY INFORMATION

State Route	Milepost Marker	DD Center Latitude	DD Center Longitude	Access Width	Access Category
0114	3.9			50	2 - Systm Priority Rural
0114	3.9	40.2610219	-111.7165203	50	2 - Systm Priority Rural
0114	3.907	40.2611128	-111.7165815	50	2 - Systm Priority Rural

A Conditional Access Permit is hereby authorized subject to the Utah Department of Transportation's (the Department's) Access Management Rule (Utah Administrative Code R-930-6), the Utility Accommodation Rule (Utah Administrative Code R930-7), the Standard Specifications for Road and Bridge Construction, and any terms, conditions, and limitations set forth herein. Per Utah Administrative Code R930-6-8(6)(g), a Conditional Access Permit shall expire if the access construction is not completed within twelve (12) months of the issuance date as identified at the top left of this document.

By carrying out the activities authorized by this approval the permittee and the permittee's successors in interests and/or assigns agree to accept all terms, conditions, and, limitations, of the approval including any attachments submitted with the Conditional Access Permit Application. In addition, the permittee certifies they will comply with all applicable regulations, properly control and warn the public of said work to prevent accident, and shall defend, indemnify and hold harmless the Department from all damages arising out of any and all operations performed during construction and operation of said access. Per Utah Administrative Code R930-6-8(5)(e), the permittee understands any intentional misrepresentation of existing or future conditions or of information requested for the application for the purposes of receiving a more favorable determination is sufficient grounds for permit revocation. The access allowed under this permit creates a license to only access a state highway to the extent provided in the permit. The access may be closed, modified or relocated by UDOT if, at any time, UDOT determines in its sole discretion that safety, efficiency or other reasons so require. UDOT will not be liable for any costs, losses or damages resulting from UDOT's review and comments on the submitted plan sets for a Conditional Access Permit.

This conditional access permit does NOT allow construction or other activities within a state right-of-way. An encroachment permit must be separately applied for and issued before any construction within a state right-of-way may commence. Work on UDOT's right-of-way is seasonally restricted from October 15 to April 15. Work is not allowed on the right-of-way during the AM/PM peak traffic hours of 6:00 A.M. to 9:00 A.M. and 3:30 P.M. to 6:00 P.M. Some exceptions to this A.M./P.M. peak travel work restriction may be permissible for low AADT routes in rural areas. Any such exception requires special Region approval and must be explicitly stated on the approved encroachment permit.

Authorizing Name (printed)	Jeff Wood	Authorizing Name (signed)	
----------------------------	-----------	---------------------------	---

TERMS, CONDITIONS, AND LIMITATIONS

1. A copy of this permit must be posted in a conspicuous location and be available for immediate review at the location of the permitted activity. No exceptions.
2. This agreement and/or permit is UDOT approval only. The permittee is responsible for obtaining clearances, authorizations, or permits from railroads, private property owners, other utility owners, and other government agencies as may also be required.
3. By the accepting this permit, the permittee acknowledges the hazardous nature of conducting activities within the right-of-way and assumes full responsibility in the event of an accident or other incident involving death, injury, or damages to any party resulting from the permittee's authorized use of the right-of-way.
4. All work performed under this permit must be in accordance with UDOT approved plans and standard drawings unless otherwise stated in writing.
5. The primary function of the highway is for transportation purposes. All other highway purposes are subordinate to this primary purpose. By conducting the activities authorized by this permit, the permittee agrees to timely prosecute the permitted activities in a manner that minimizes transportation-related impacts including but not limited to; ensuring overall site safety as an overarching priority, and by applying systematic efforts to minimize, or shorten, the project schedule.
6. UDOT may cancel, suspend, or revoke this permit due to:
 - A) Non-compliance with the permit provisions including terms, conditions, and limitations



- B) Deviating from the approved permit provisions without written authorization
- C) Misrepresentation(s) discovered on the originating application, or associated documents
- D) Adverse weather or traffic conditions
- E) Concurrent transportation construction or maintenance operations in conflict with the permit
- F) Any condition deemed unsafe for workers or for the traveling public
- G) Any other condition that arises where work stoppage may be warranted for cause

In the event of a cancellation, suspension, or revocation the permittee shall promptly terminate occupancy of the right-of-way.

7. At all times the permittee and all activities authorized under this permit will comply with all applicable federal and state constitutions, law, rules, codes, orders, and regulations, including applicable licensure and certification requirements.
8. Use current edition of UDOT standard drawings for traffic control. Use Utah MUTCD standards for traffic control elements not shown in UDOT standard drawings. Traffic control must be maintained at the encroachment site for the entire encroachment period.
9. Before constructing the access connection authorized by this conditional access permit, an encroachment permit must be secured first.
10. The permittee agrees to maintain the permitted access in a professional workmanlike manner, free from physical defects including but not limited to potholes or other similar substandard conditions for the life of the permit. The permit holder's maintenance-related responsibilities shall extend to UDOT's edge of asphalt where said permitted access physically connects to UDOT's main traveled way and shall be guaranteed in perpetuity. Failure to properly maintain said private access point shall be grounds for permit revocation and for the closure of the permitted access point.



Robert Hunter <rhunter@provo.org>

To: Brent Neel; Gordon Haight <ghaight@provo.org>



Wed 6/8/2022 2:53 PM

Brent,

Putting the driveway to the east side of your property will be acceptable to us. I believe Orem has driveway placement standards, and we would be okay with you just using their requirements since your property is in Orem.

Regarding street width, 2000 North has a planned 54' pavement section. This is what developments to your south and east have constructed, and what UDOT is currently constructing on the west leg of the intersection with the traffic signal construction. Each development is responsible for improving their side of the street. The agreement between Orem and Provo has been that Provo's ROW is to the back of curb on the north side, so Orem's requirements regarding landscape strip and sidewalk will apply for you

Thank you,



ROB HUNTER, P.E.

PROVO CITY ENGINEERING

ASST CITY ENGINEER-TRANSPORTATION

TEL (801) 852-6783

CEL (801) 367-1265



12/19/2023

Holiday Oil Geneva Road & 2000 South Traffic Impact Study

Orem, UT

October 2023



A-Trans Engineering
P.O. Box 521651
Salt Lake City, Utah 84152
(801) 949-0348 Phone

TRAFFIC STUDY



Holiday Oil Geneva Road & 2000 South Traffic Impact Analysis

Orem, Utah

Category II

October 2023

Prepared by:

A-Trans Engineering
Joseph Perrin, PhD, PE, PTOE
P.O. Box City, 521651
Salt Lake City, Utah 84152
(801) 949-0348
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I. Introduction and Summary

The proposed Lakeview Corner development is planned as a 12 pump gas station and convenience store. The proposed site is located on the northeast corner of Geneva Road and 2000 South in Orem, Utah. The proposed gas station with C-store is projected to generate 194 AM and 222 PM peak trips with 3,181 daily trips. There are two proposed access points to the site, one along 2000 South and one along Geneva Road (3/4 motion).

Note: 2000 South in Orem is also 2000 North in Provo. Since this study is for Orem and UDOT, 2000 South is utilized throughout the study.

Table 1 shows the results of the analysis.

Table 1: Analysis Results and Summary

		2023 Existing	2024 Total	2029 Background	2029 Total
Geneva Road / 2000 South	AM	Overall LOS 10.5/B	Overall LOS 10.9/B	Overall LOS 13.3/B ¹	Overall LOS 13.6/B ¹ Overall LOS 17.2/B ²
	PM	Overall LOS 14.9/B	Overall LOS 17.3/B	Overall LOS 26.9/C ¹	Overall LOS 26.8/C ¹ Overall LOS 26.2/B ²
Geneva Road / 1950 West	AM	Side Street Delay LOS 14.9/B	Side Street Delay LOS 15.9/C	Side Street Delay LOS 18.6/C	Side Street Delay LOS 19.2/C
	PM	Side Street Delay LOS 23.6/C	Side Street Delay LOS 24.7/C	Side Street Delay LOS 33.4/D	Side Street Delay LOS 35.3/E ³
3100 West / 800 West / 2000 South	AM	Side Street Delay LOS 11.1/B	Side Street Delay LOS 11.4/B	Side Street Delay LOS 12.1/B	Side Street Delay LOS 12.3/B
	PM	Side Street Delay LOS 16.3/C	Side Street Delay LOS 16.6/C	Side Street Delay LOS 19.9/C	Side Street Delay LOS 20.4/C
2000 South / Apartment Access / Access Y	AM	Side Street Delay LOS 11.4/B	Side Street Delay LOS 12.1/B	Side Street Delay LOS 12.7/B	Side Street Delay LOS 13.3/C
	PM	Side Street Delay LOS 12.9/B	Side Street Delay LOS 13.7/B	Side Street Delay LOS 14.1/B	Side Street Delay LOS 15.1/C
Geneva Road / Access Z			Side Street Delay LOS 15.8/C		Side Street Delay LOS 18.8/C
			Side Street Delay LOS 16.1/C		Side Street Delay LOS 20.2/C

Recommendations:

Phasing at the 2000 South / Geneva Road signal be updated to flashing yellow phasing for the eastbound (non-site related, Lakeview Parkway) and westbound (site related, queueing).

II. Proposed Project

Do these meet UDOT access standards? If not, will UDOT allow a variance?

The proposed site is located on the northeast corner of Geneva Road and 2000 South in Orem, Utah. The site is planned to include a 12 pump gas station and is projected to generate 194 AM and 222 PM peak trips with 3,181 daily trips.

The site is planning two access points, one along 2000 South and one along Geneva Road. Along 2000 South, the distance between access points is measured center to center. Access Y is located 290 feet east of Geneva Road, it has a positive direction offset (west) of 50 feet to the apartment access to the south. 3100 West is located approximately 350 feet east of the proposed access and 300 feet east of the apartment access. Along Geneva Road, the distance between access points/intersections is measured from end of radius to end of adjacent radius per UDOT standard methodology. Access Z is located approximately 180 feet north of 2000 South and 100 feet south of 1950 South. Figure 1 shows the conceptual site plan.

The proposed conceptual site plan and access spacing are shown in Figure 1.



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Figure 1

Conceptual Site Plan

III. Study Area Conditions

The study area includes the following intersection.

- Geneva Road / 2000 South
- Geneva Road / 1950 South
- 2000 South / 3100 West
- 2000 South / Apartment Access (Site Access Y)
- Geneva Road / Site Access Z

Figure 2 shows the location of the site. Figure 3 shows existing intersection geometry.

Geneva Road

Geneva Road or SR 114 is currently a three lane facility with one lane in each direction with a center turn lane. The 2021 AADT is 13,000 vehicles per day with a posted speed limit is 45 MPH. It is classified by UDOT as a category 5 roadway and by Orem City as a Principal Arterial 2-7 lanes (Figure 26).

2000 South

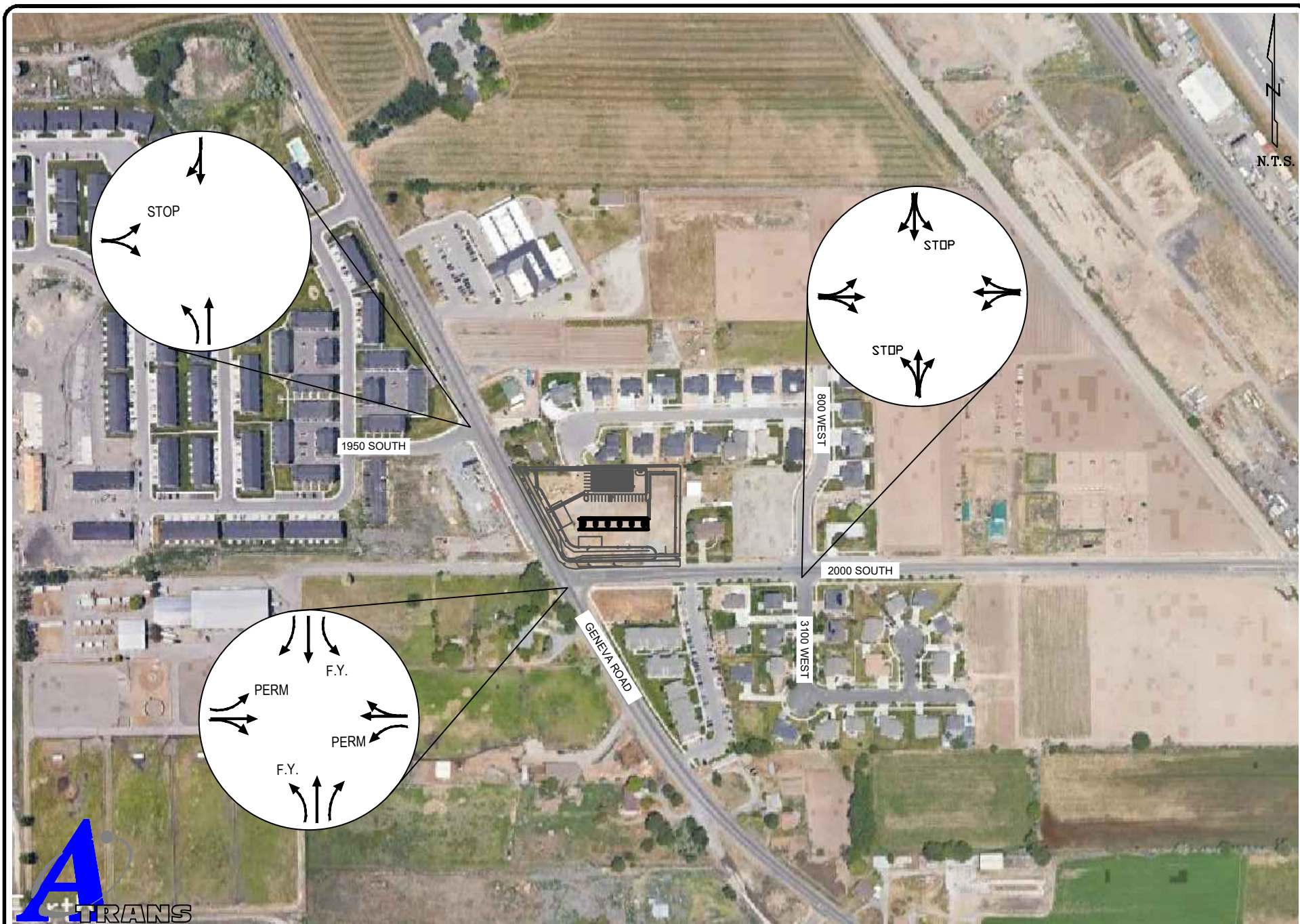
2000 South or Rt 2982 is currently a two lane facility with one lane in each direction to the east and a stubbed road to the west. This roadway is planned to be extended to the west and connect to Lakeview Parkway in the future (estimated by 2025, RTP Phase 1). The 2021 AADT is 2,500 vehicles per day with a posted speed limit is 25 MPH. It is classified by Orem City as a 2-3 Lane Minor Arterial to the east and a 2-3 lane urban collector to the west (Figure 26). It is classified by Provo City as a Major Collector (Figure 2.4).



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Figure 2

Site Location



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Figure 3

Existing Geometry

IV. Analysis of Existing Condition

The existing traffic counts were performed September 28 – October 4, 2023 during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak periods. Supplemental data and traffic signal timing was taken from UDOT's Automated Traffic Signal Performance Measures Website. 2023 Existing Traffic volumes used in the study are shown in Figure 4.

The Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 2 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

Table 2: Intersection LOS-Delay Relationship

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

The analysis shows all intersections within the study area operate with overall (signals) or critical sides street (unsignalized) delay of LOS C or better. Table 3 shows the Existing LOS.

Table 3: Existing Level of Service

		2023 Existing
Geneva Road / 2000 South	AM	Overall LOS 10.5/B
	PM	Overall LOS 14.9/B
Geneva Road / 1950 West	AM	Side Street Delay LOS 14.9/B
	PM	Side Street Delay LOS 23.6/C
3100 West / 800 West / 2000 South	AM	Side Street Delay LOS 11.1/B
	PM	Side Street Delay LOS 16.3/C
2000 South / Apartment Access / Access Y	AM	Side Street Delay LOS 11.4/B
	PM	Side Street Delay LOS 12.9/B

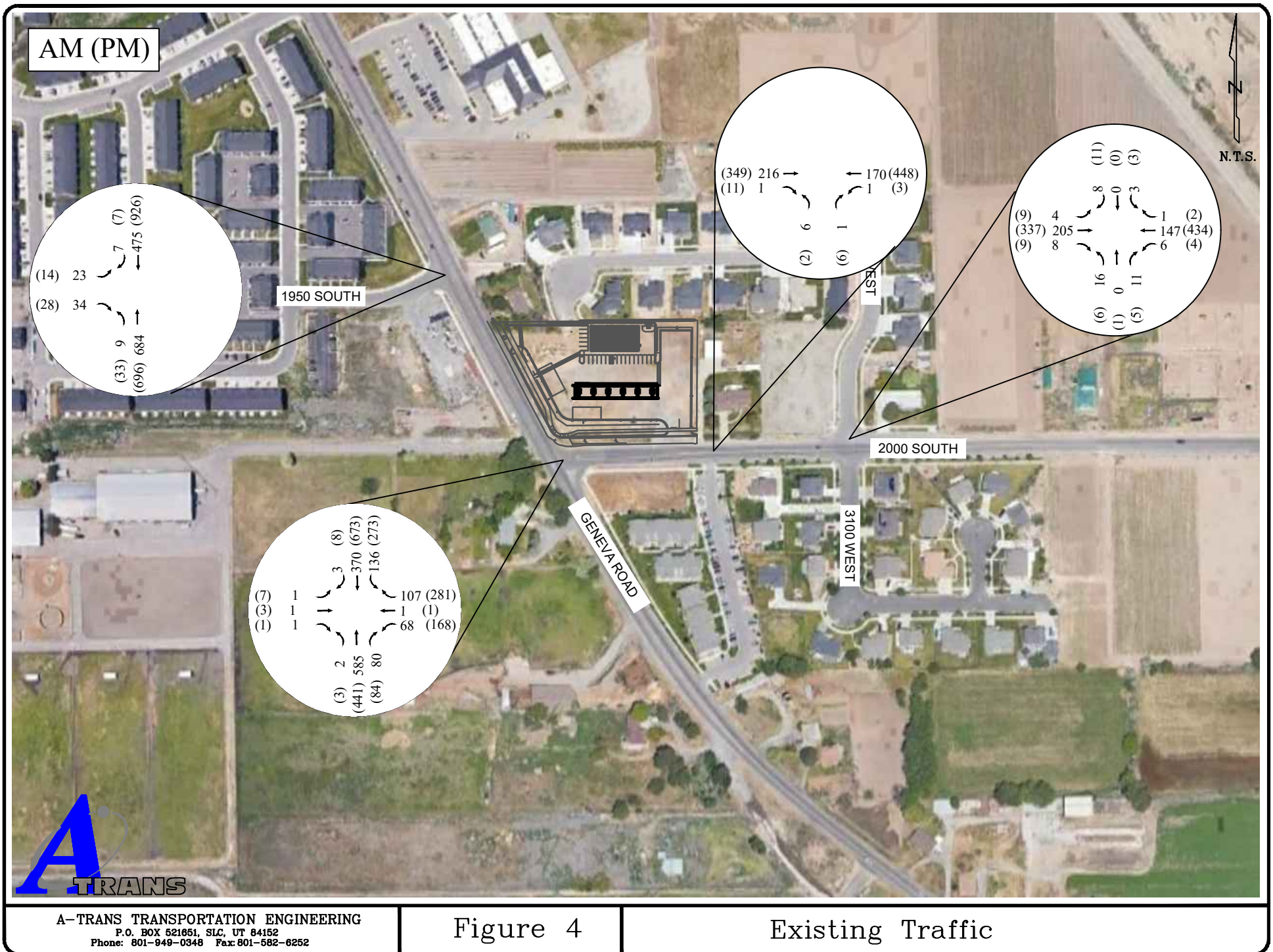


Figure 4

Existing Traffic

V. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (10th Edition) handbook. The proposed 12 pump gas station with C-store is projected to generate 194 AM and 222 PM peak trips with 3,181 daily trips. The trip generation for the site is shown in Table 4.

Table 4: Trip Generation for Site

	AM	PM	Daily
Land Use	Gas Station	Gas Station	Gas Station
Size (pumps)	12	12	12
Trip Rate	16.06	18.42	265.12
Trips	194	222	3,181
Pass-By %	62%	56%	
% IN	50%	50%	
% Out	50%	50%	
New Trips In	37	49	
New Trips Out	37	49	
Pass-By Trips In	60	62	
Pass-By Trips Out	60	62	

B. Trip Distribution

Origin-destination was determined from evaluating the location of neighboring residential development and commercial centers as well as the existing traffic patterns of trips at the counted intersections. This was used as a baseline for origin destination and engineering judgment was applied to this to determine the following OD for the site.

- 60% to/from north on Geneva Road
- 20% to/from south on Geneva Road
- 20% to/from east on 2000 South

Origin Destination is shown in Figure 5. New site generated traffic is shown in Figure 6. Pass-By site generated traffic is shown in Figure 7.



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Figure 5

Origin Destination

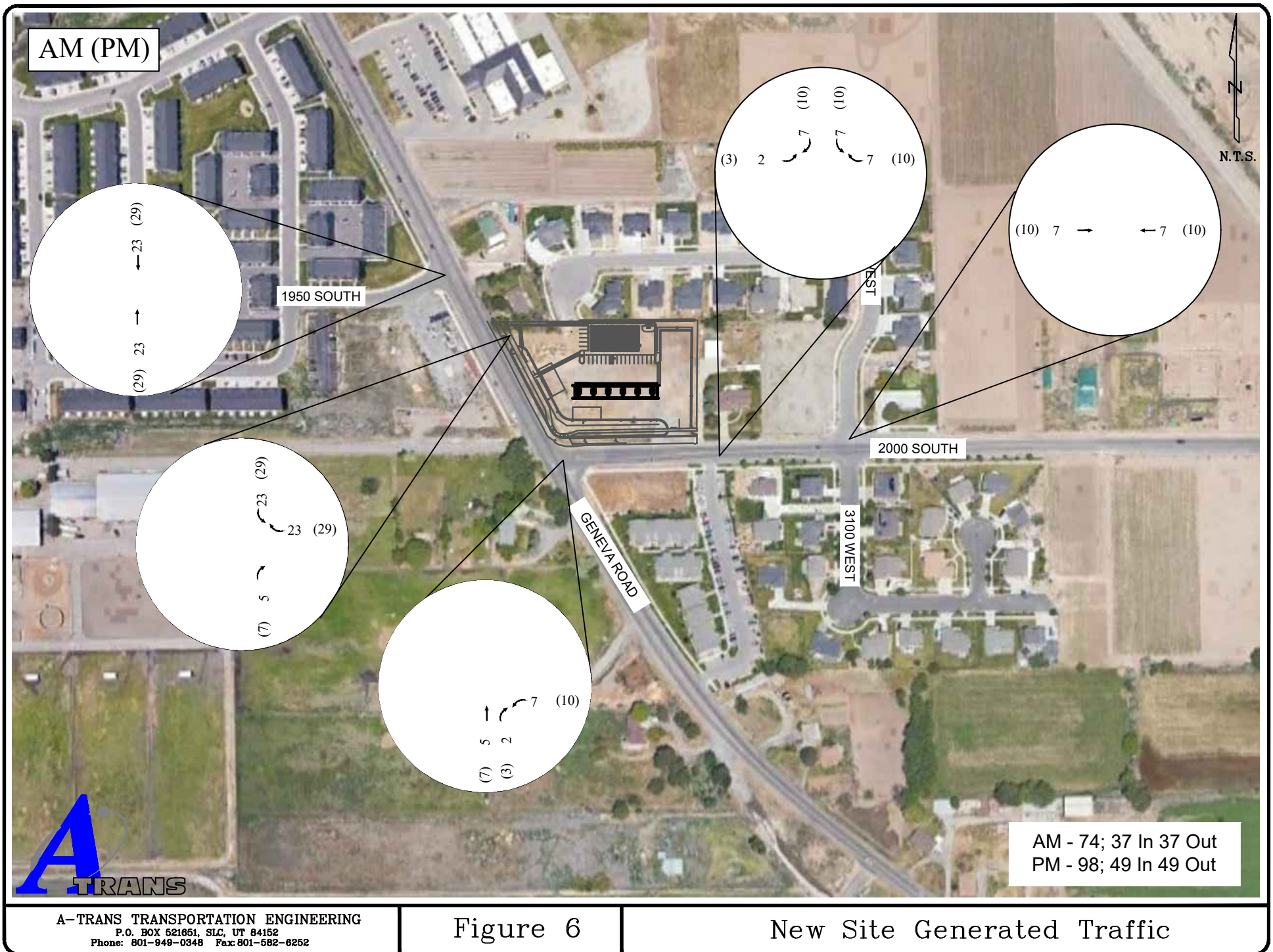
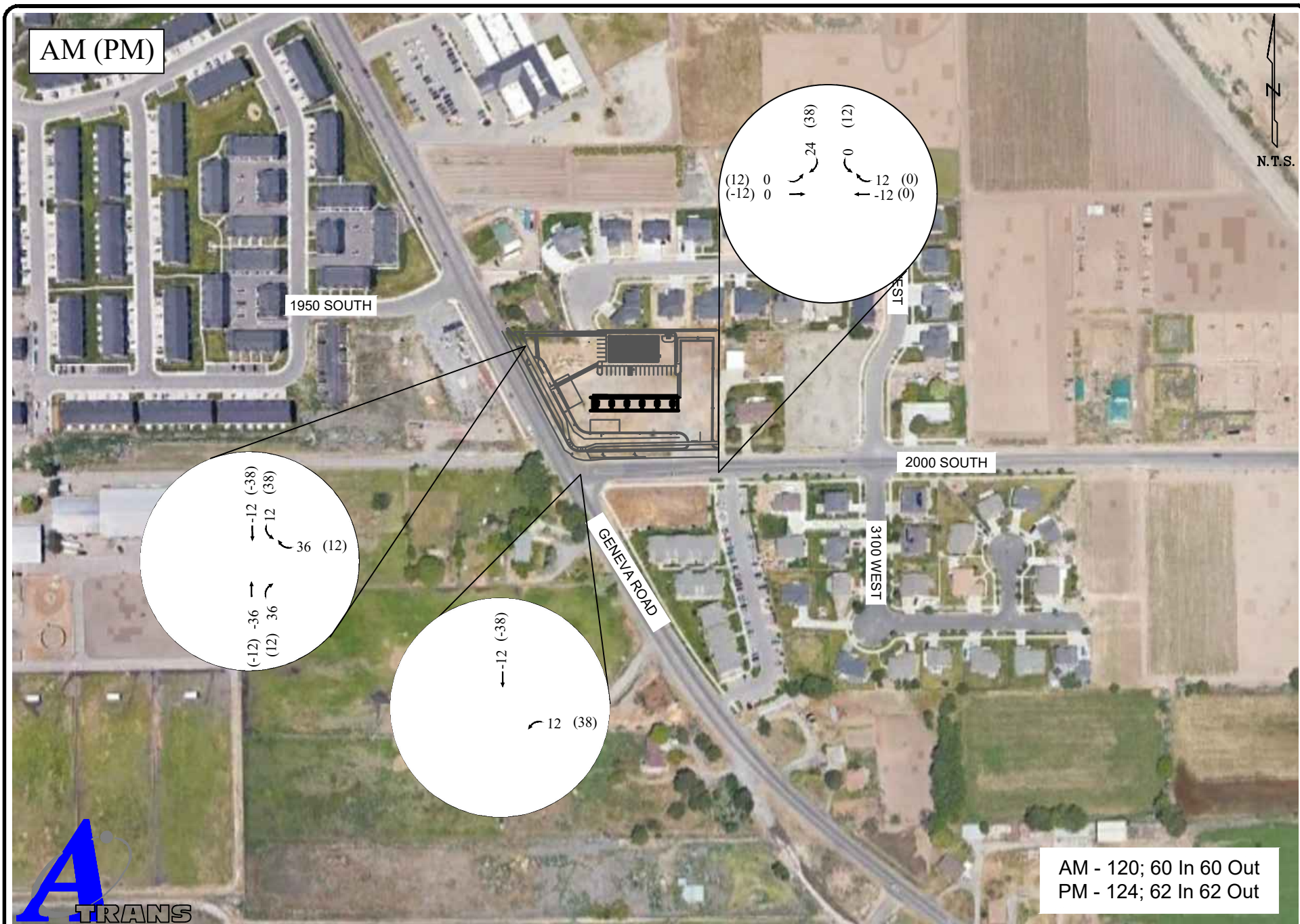


Figure 6

New Site Generated Traffic



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Figure 7

Pass-By Site Generated Traffic

VI. Growth

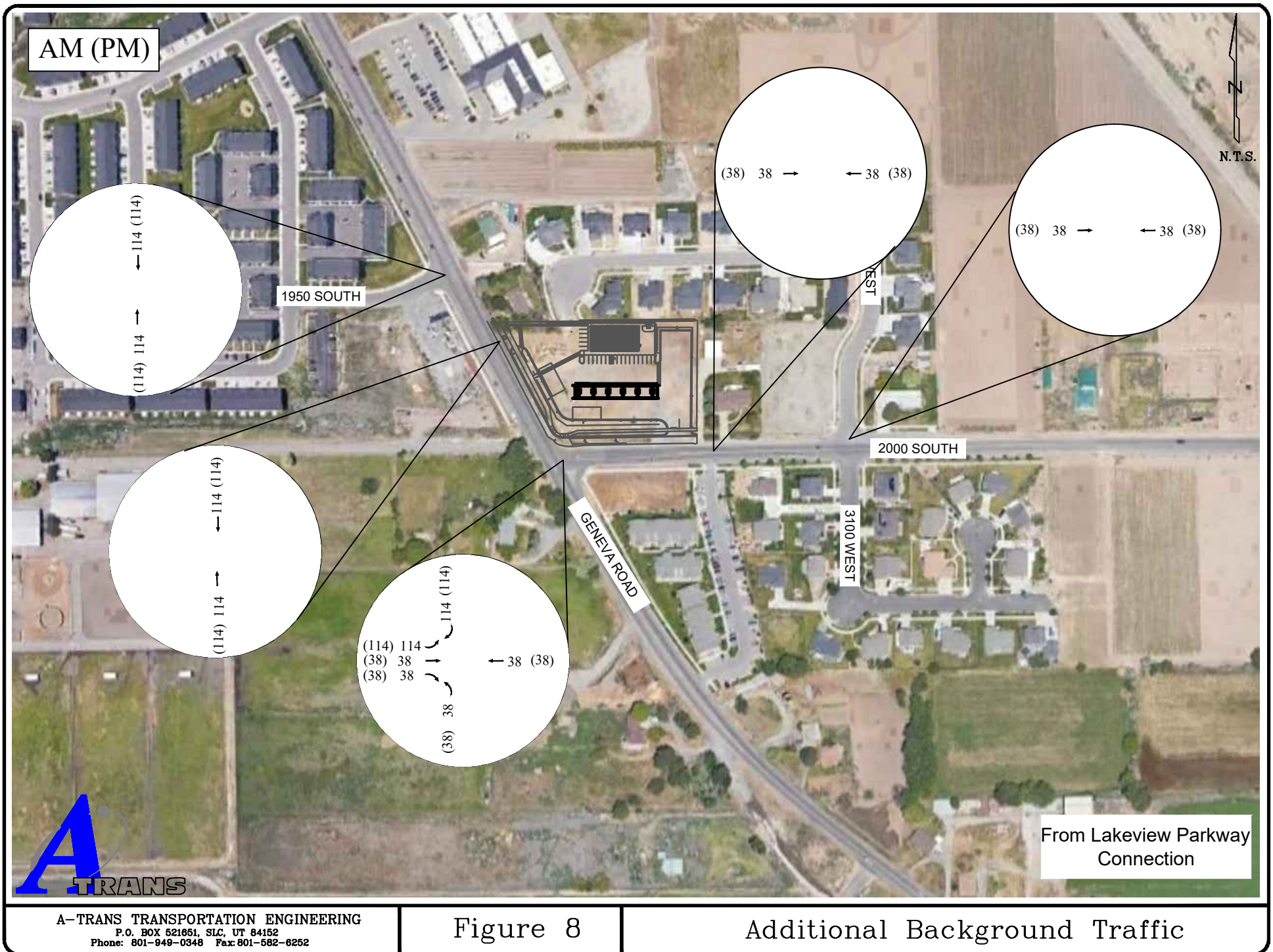
Growth in the area was determined from UDOT's Traffic on Utah Highways historic traffic counts. The volumes and projections utilized to determine growth in the area is shown in Table 5. Based on this information an average growth of 1.42% was found. The growth factor for 2029 is 1.09.

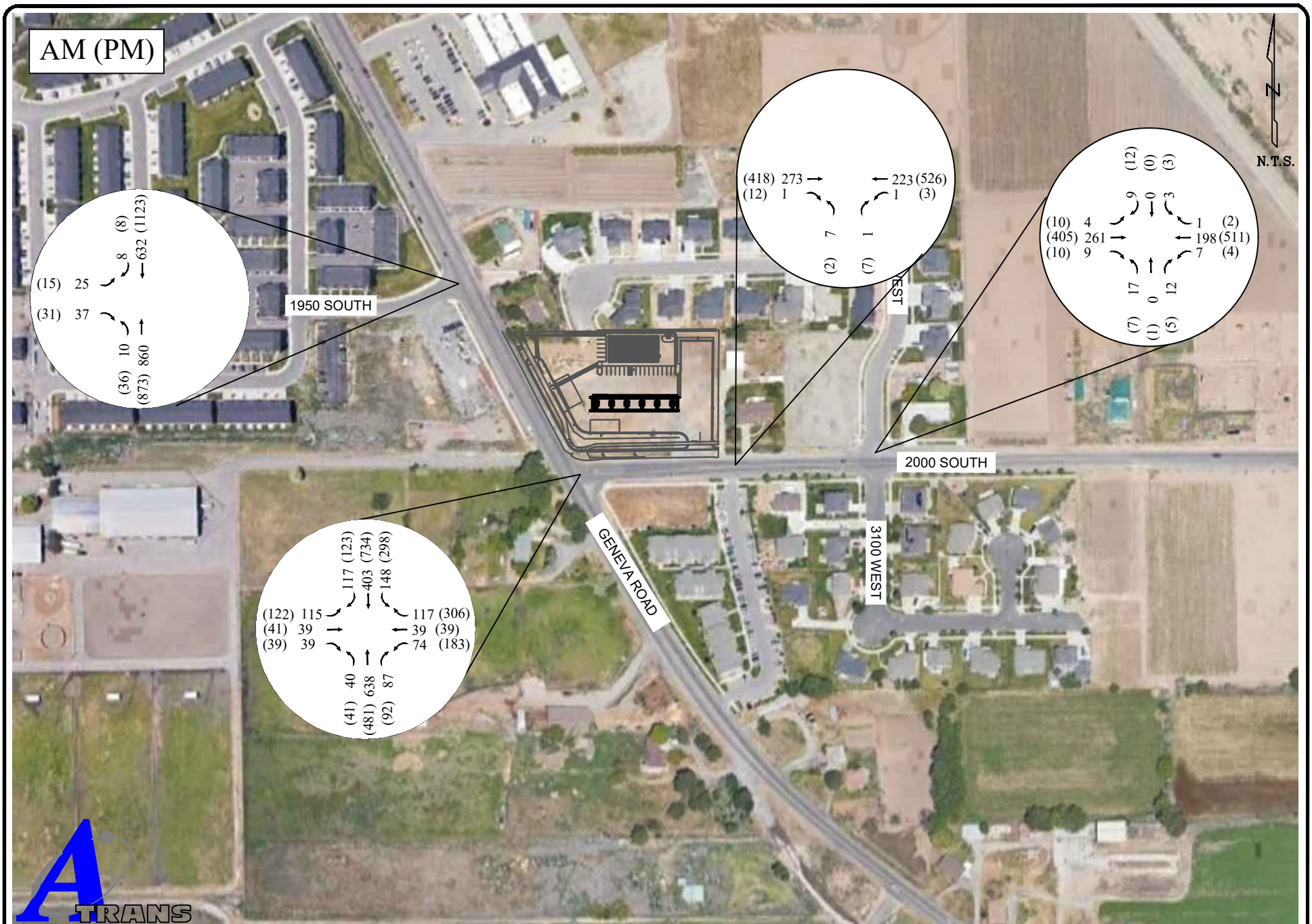
Table 5: Growth Projections

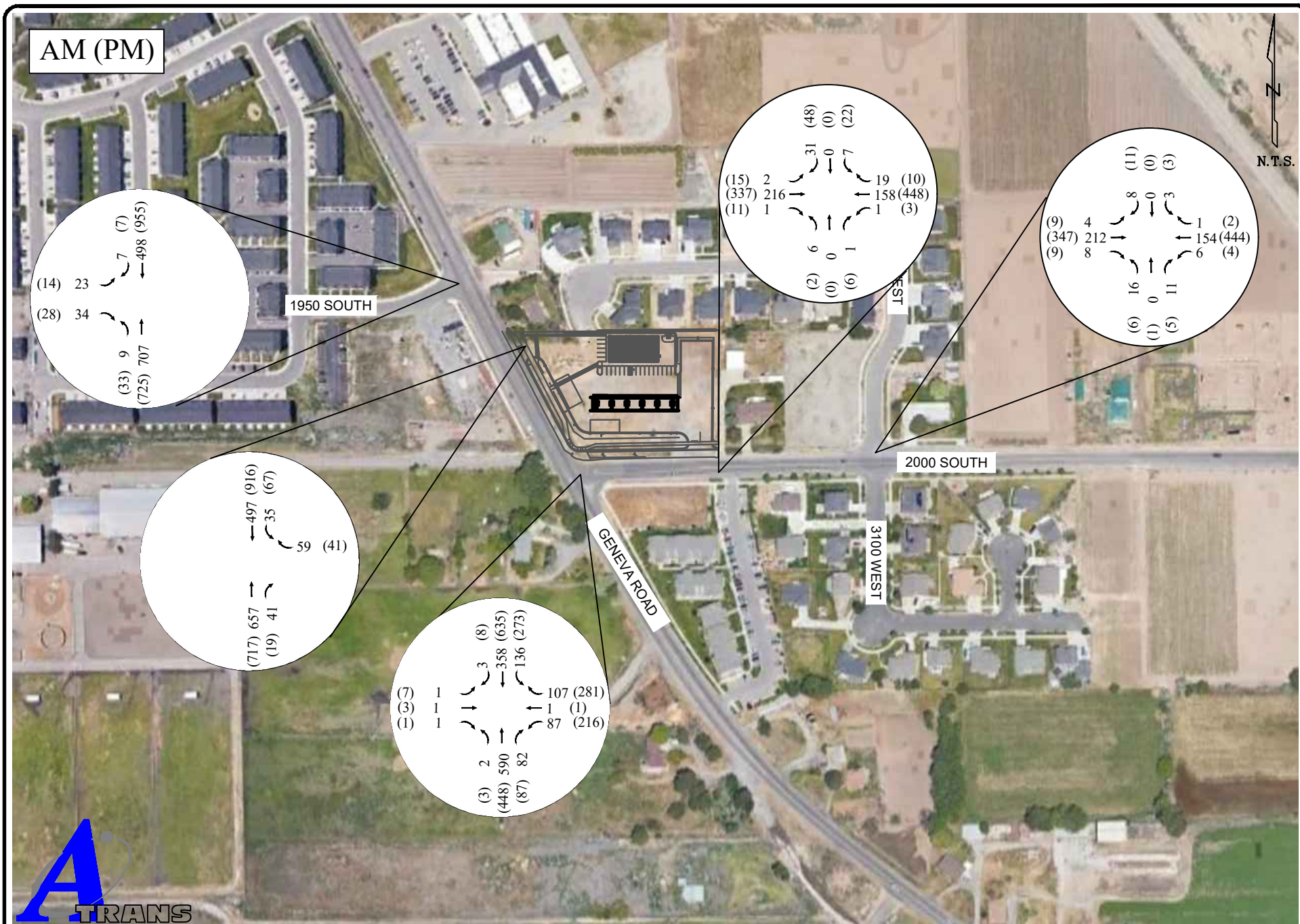
Year	Geneva Road		2000 South	
	AADT	Growth	AADT	Growth
2011	11,000		2,300	
2012	10,000	-9%	2,200	-4%
2013	11,000	10%	2,200	0%
2014	11,000	0%	2,200	0%
2015	12,000	9%	2,300	5%
2016	12,000	0%	2,400	4%
2017	13,000	8%	2,500	4%
2018	13,000	0%	2,500	0%
2019	13,000	0%	2,500	0%
2020	12,000	-8%	2,300	-8%
2021	13,000	8%	2,500	9%
Average		1.9%		0.9%

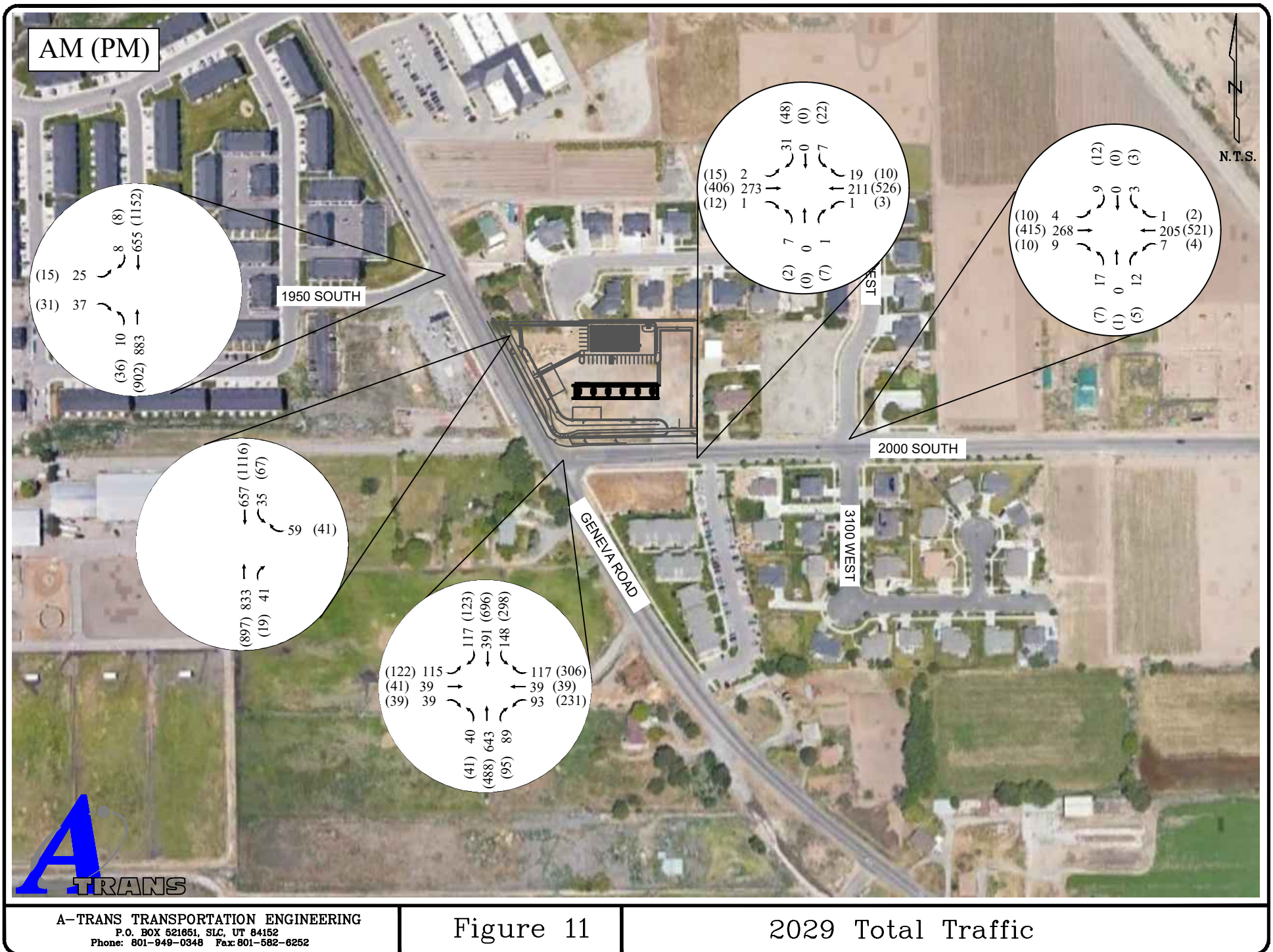
In the 5 year horizon analysis (2029) the connection of Lakeview Parkway to 2000 South was assumed and traffic volume estimations were made for 2000 South. No future AADT projections were provided in the Orem City Transportation Master Plan, however Figure 15 shows a pass through AADT of 2,000 veh/day which represents 35-40% of traffic along 2000 South. This yields an estimated AADT of 5,700 veh/day. Straight line growth from 2025-2040 was assumed to provide an AADT in 2029 of 1,900 veh/day. This was distributed according to the assumed origin destination and is shown in Figure 8.

Background traffic is determined by multiplying the existing traffic by the growth factor for 2029 and adding the additional background traffic projected by the connection of Lakeview Parkway. 2029 Total Background Traffic is shown in Figure 9. Total traffic in the area for the future projection years is derived by adding the non-site volume forecasts to the new and pass-by site trip distribution. Opening Day Total Traffic is shown in Figure 10. 2029 Total Traffic is shown in Figure 11.









VII. Traffic Analysis

A. Level of Service Analysis

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Table 6 provides a summary of the analysis. Tables 7-11 show the individual intersection and access analysis.

Table 6: Analysis Results

		2023 Existing	2024 Total	2029 Background	2029 Total
Geneva Road / 2000 South	AM	Overall LOS 10.5/B	Overall LOS 10.9/B	Overall LOS 13.3/B ¹	Overall LOS 13.6/B ¹ Overall LOS 17.2/B ²
	PM	Overall LOS 14.9/B	Overall LOS 17.3/B	Overall LOS 26.9/C ¹	Overall LOS 26.8/C ¹ Overall LOS 26.2/B ²
Geneva Road / 1950 West	AM	Side Street Delay LOS 14.9/B	Side Street Delay LOS 15.9/C	Side Street Delay LOS 18.6/C	Side Street Delay LOS 19.2/C
	PM	Side Street Delay LOS 23.6/C	Side Street Delay LOS 24.7/C	Side Street Delay LOS 33.4/D	Side Street Delay LOS 35.3/E ³
3100 West / 800 West / 2000 South	AM	Side Street Delay LOS 11.1/B	Side Street Delay LOS 11.4/B	Side Street Delay LOS 12.1/B	Side Street Delay LOS 12.3/B
	PM	Side Street Delay LOS 16.3/C	Side Street Delay LOS 16.6/C	Side Street Delay LOS 19.9/C	Side Street Delay LOS 20.4/C
2000 South / Apartment Access / Access Y	AM	Side Street Delay LOS 11.4/B	Side Street Delay LOS 12.1/B	Side Street Delay LOS 12.7/B	Side Street Delay LOS 13.3/C
	PM	Side Street Delay LOS 12.9/B	Side Street Delay LOS 13.7/B	Side Street Delay LOS 14.1/B	Side Street Delay LOS 15.1/C
Geneva Road / Access Z			Side Street Delay LOS 15.8/C		Side Street Delay LOS 18.8/C
			Side Street Delay LOS 16.1/C		Side Street Delay LOS 20.2/C

1. The eastbound left direction operates with LOS F once the extension to Lakeview Parkway is added. The intersection still operates at acceptable LOS but that movement has high delay. It is recommended that flashing yellow phasing be added for this approach to offset the impact. This is a NOT a site related improvement.
2. Analysis includes flashing yellow phasing for the east and westbound approaches.
3. The intersection is near LOS D capacity with background growth in the area in 2029. The additional site traffic causes the intersection delay to increase to LOS E. The background projections for 2029 show 1,996 veh/hr and the site adds 58 PM trips to this intersection, representing a 2.9% increase to the traffic.

Table 7: Geneva Road / 2000 South Intersection Analysis

		EBL	EBTR	WBL	WBTR	NBL	NBT	NBR	SBL	SBT	SBR	INT
2023 Existing	AM	17.0 B	15.0 B	22.4 C	7.6 A	3.5 A	14.4 B	2.0 A	5.7 A	6.7 A	0.0 A	10.5 B
	PM	21.6 C	18.0 B	34.2 C	6.9 A	5.3 A	18.4 B	3.7 A	11.1 B	14.2 B	0.0 A	14.9 B
2029 Background	AM	32.1 C	12.8 B	23.1 C	9.9 A	5.1 A	17.0 B	2.8 A	8.0 A	9.8 A	2.8 A	13.3 B
	PM	>100 F	14.3 B	32.3 C	7.6 A	10.3 B	30.2 C	2.9 A	24.7 C	27.9 C	6.9 A	26.9 C
2024 Total	AM	19.0 B	16.5 B	26.8 C	7.7 A	4.0 A	14.1 B	2.4 A	6.1 A	6.8 A	0.0 A	10.9 B
	PM	18.6 B	16.0 B	34.6 C	6.0 A	5.7 A	24.0 C	0.9 A	13.9 B	15.7 B	0.0 A	17.3 B
2029 Total	AM	32.1 C	12.8 B	25.0 C	9.9 A	5.1 A	17.2 B	2.9 A	8.0 A	9.7 A	2.8 A	13.6 B
	PM	>100 F	14.2 B	38.6 D	7.7 A	9.6 A	28.2 C	2.9 A	25.6 C	25.1 C	6.9 A	26.8 C
2029 Total (F.Y E/W Phasing)	AM	32.0 C	20.8 C	25.6 C	17.1 B	6.4 A	22.6 C	1.3 A	11.8 B	12.6 B	2.3 A	17.2 B
	PM	29.4 C	22.8 C	35.9 D	17.4 B	9.9 A	39.1 D	0.9 A	27.2 C	25.9 C	3.9 A	26.2 C

Table 8: Geneva Road / 1950 South Intersection Analysis

		NBL	EBL
2023 Existing	AM	8.5 A	14.9 B
	PM	10.8 B	23.6 C
2029 Background	AM	9.0 A	18.6 C
	PM	12.2 B	33.4 D
2024 Total	AM	8.6 A	15.9 C
	PM	11.0 B	24.7 C
2029 Total	AM	9.1 A	19.2 C
	PM	12.5 B	35.3 E

Table 9: 3100 West / 800 West / 2000 South Intersection Analysis

		NBL		EBL		EBT		WBL		WBT		SBL	
2023 Existing	AM	11.1	B	7.5	A	0.0	A	7.7	A	0.0	A	9.9	A
	PM	16.3	C	8.4	A	0.0	A	8.1	A	0.0	A	13.3	B
2029 Background	AM	12.1	B	7.7	A	0.0	A	7.9	A	0.0	A	10.4	B
	PM	19.9	C	8.7	A	0.0	A	8.3	A	0.0	A	14.9	B
2024 Total	AM	11.4	B	7.6	A	0.0	A	7.8	A	0.0	A	10.0	B
	PM	16.6	C	8.4	A	0.0	A	8.1	A	0.0	A	13.5	B
2029 Total	AM	12.3	B	7.7	A	0.0	A	7.9	A	0.0	A	10.5	B
	PM	20.4	C	8.7	A	0.0	A	8.3	A	0.0	A	15.1	C

Table 10: Apartment Access / Access Y & 2000 South Intersection Analysis

		NBL		EBL		WBL		SBL	
2023 Existing	AM	11.4	B			7.7	A		
	PM	12.9	B			8.1	A		
2029 Background	AM	12.7	B			7.9	A		
	PM	14.2	B			8.4	A		
2024 Total	AM	12.1	B	7.6	A	7.7	A	10.0	B
	PM	13.7	B	8.5	A	8.1	A	16.6	C
2029 Total	AM	13.3	B	7.7	A	7.9	A	10.5	B
	PM	15.1	C	8.8	A	8.3	A	20.0	C

Table 11: Geneva Road / Access Z Intersection Analysis

		WBL		SBL	
2024 Total	AM	15.8	C	9.6	A
	PM	16.1	C	10.0	A
2029 Total	AM	18.8	C	10.3	B
	PM	20.2	C	11.1	B

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue length recommendations are provided by the HCM analysis and are done through Synchro and summarized in Table 12.

Table 12: 2029 Queue Analysis

		EBL	WBL	NBL	NBL	SBL	SBR
Geneva Road / 2000 South	Available	150	175	250	250	225	225
	Projected	200	225	100	100	200	100
	Projected with FY Phasing	100	175	100	100	225	100

Queuing interactions

Geneva Road: SBL at 2000 South is projected at 190 feet, the SBL movement at Access Z is approximately 210 feet north of the stop bar at 2000 South. The backing at the intersection is not expected to queue through Access Z. SBL at Access Z will occur within the gap of the SBL lane at the signal.

Geneva Road: NBL at 1950 West is projected at less than 1 vehicles, SBL at Access Z is projected at less than 1 vehicle. If 1 vehicles was in each queue at the same time the 100 feet between the intersections could accommodate the queuing.

2000 South: There is a 50 foot offset between Access Y and the apartment access on the south side of the roadway. It is a positive offset meaning there is no overlap between left turn ingress at the accesses.

2000 South: There are no expected queueing issues between Access Y and 3100 West

2000 South: WBL at Geneva Road is expected at 210 feet, there is currently 200 feet between Access Y and Geneva Road stop bar. If flashing yellow phasing is added to the WBL movement at the signal then the queueing would be reduced to 175 feet and the queueing from the signal would not block the EBL or SBL at Access Y.

C. Access Management and Auxiliary Lanes

UDOT Standard (Geneva Road)

According to the UDOT, SR 114 is categorized as a Category 5 roadway. As per UDOT Administrative Rule R930-6, a Category 5 roadway requires signal spacing at 2,640 feet, street spacing is required at 660 feet and access spacing is required at 350 feet or by variance. The distance between access points/intersections is measured from end of radius to end of adjacent radius. Access Z is located along SR 114 approximately 180 feet north of 2000 South and 100 feet south of 1950 West. The site is requesting a $\frac{3}{4}$ motion access at this location restricting left egress. The access does not meet the required access spacing and therefore a variance is required.

According to UDOT Administrative Rule R930-6 a Category 5 roadway requires:

- A left turn deceleration lane with taper and storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vehicles per hour. The taper length must be included in the required deceleration length.
- A right turn deceleration lane and taper length is required for any access with a projected peak hour right ingress turning volume greater than 25 vehicles per hour. The taper length must be included in the required deceleration length.
- A right turn acceleration lane and taper length is required for any access with a projected peak hour right turning volume greater than 50 vehicles per hour when the posted speed on the highway is greater than 40 mph. The taper length must be included in the required acceleration length. A right turn acceleration lane may also be required at a signalized intersection if a free-right turn is needed to maintain an appropriate level of service for the intersection.
- Right turn deceleration and acceleration lanes are generally not required on roadways with three or more travel lanes in the direction of the right turn.
- A left turn acceleration lane may be required if it will be a benefit to the safety and operation of the roadway.
- A left turn acceleration lane is generally not required where the posted speed is less than 45 mph, the intersection is signalized, or the acceleration lane would interfere with the left turn ingress movements to any other access.

Per UDOT standards, the access requires a NBR deceleration land and a SBL deceleration lane. There is an 8 foot shoulder along Geneva Road that can be used as a pseudo right turn lane and a two way left turn lane that ends in the gap for the intersection that can be used for the left turn deceleration lane.

Provo City Standards

The Provo City Transportation Masterplan provides the following applicable guidance in section

1.3.4.1 Access Management Policy Statements:

2. Where access is provided on either an arterial or collector street, no direct access should be located within the functional area of an intersection (the area where future traffic is expected to stack back from the intersection).
3. Spacing of driveways on arterial and collector streets should conform to the state and city driveway spacing standards to the greatest extent possible.
4. As new development or redevelopment occurs along arterial and collector streets the consolidation of driveways should be required.
5. All new development proposals should be carefully reviewed to ensure that project access and on-site circulation is provided to minimize adverse impacts to the adjacent street system.
6. Raised medians may be used on arterial and collector streets where a traffic engineering study indicates that a median would be beneficial to control access, maintain street capacity and improve traffic flow.

Based on this guidance the most prudent location for a full motion access is along 2000 South. It is the collector roadway and Geneva Road is the Arterial. The site only has frontage within the functional area of the intersection, no other options are available. By adding the flashing yellow phasing at the signal for the WB direction it mitigates the left turn queueing at the access and no queue spilling at the access is expected. There is no opportunity for driveway consolidation. If the queueing at the nearby signal causes negative interactions with the intersections at some point in the future, the city could consider a right in right out at this location though it is not recommended currently.

On-Site Circulation

The site is providing on-site circulation for commercial trucks via the access to Geneva Road and 2000 South. Use of both accesses is required for adequate site circulation and fire access.

VIII. Conclusions

The proposed Holiday Oil is located on the northeast corner of Geneva Road and 2000 South in Orem, Utah. The proposed 12 pump gas station with C-store is projected to generate 194 AM and 222 PM peak trips with 3,181 daily trips. There are two proposed access points to the site, one along 2000 South and one along Geneva Road (3/4 motion).

The following comments are made about the project:

- The analysis shows all intersections within the study area operate with overall (signals) or critical sides street (unsignalized) delay of LOS C or better with the exception of the EBL at 1950 West in 2029 (LOS D/E).
- The EBL at 2000 South / Geneva Road operates at LOS F with the current intersection phasing. If improved to flashing yellow for the E/W directions all movements operate at LOS D or better.
- No queuing deficiencies are projected within the site area with the exception being along 2000 South along the site frontage. The WBL at Geneva Road is expected at 210 feet, there is currently 200 feet between Access Y and Geneva Road stop bar. If flashing yellow phasing is added to the WBL movement at the signal then the queueing would be reduced to 175 feet and the queueing from the signal would not block the EBL or SBL at Access Y. It is recommended that WB flashing yellow phasing be added as a site improvement to eliminate the queuing issue.
- The site is requesting a $\frac{3}{4}$ motion access along Geneva Road restricting left egress. The access does not meet the required access spacing and therefore a variance is required. Per UDOT standards, the access requires a NBR deceleration lane and a SBL deceleration lane. There is an 8 foot shoulder along Geneva Road that can be used as a pseudo right turn lane and a two way left turn lane that ends in the gap for the intersection that can be used for the left turn deceleration lane.
- Based on the Provo City access management guidelines, the most prudent location for a full motion access is along 2000 South as it is the collector roadway and Geneva Road is the Arterial. The site only has frontage within the functional area of the intersection, no other options are available. By adding the flashing yellow phasing at the signal for the WB direction it mitigates the left turn queueing at the access and no queue spilling at the access is expected. There is no opportunity for driveway consolidation. If the queueing at the nearby signal causes negative interactions with the intersection, the city could consider a right in right out at this location though it is not recommended currently.

Recommendations:

Phasing at the 2000 South / Geneva Road signal be updated to flashing yellow phasing for the eastbound (non-site related, Lakeview Parkway) and westbound (site related, queueing)

Figure 12: Looking West at Geneva Road / 2000 South



APPENDICES

Appendix A	Traffic Counts and Projections
Appendix B	Without Site Intersection Analyses
Appendix C	With Site Intersection Analysis



Appendix A Traffic Counts and Projections

AM PEAK HOUR VOLUMES

INTERSECTION: **Geneva Road** and **1950 South**

Ped = 0

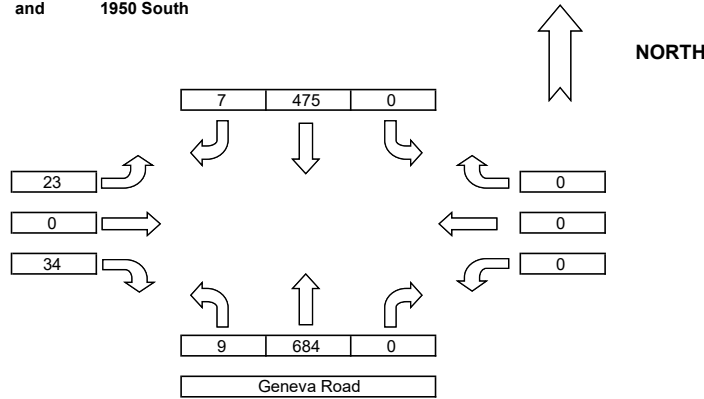
N-S STREET: **Geneva Road**
E-W STREET: **1950 South**

PK HR VOLUME:	1,232
PHF:	0.93
PEAK HOUR:	
FROM: 7:45 AM	TO: 8:45 AM

COUNT DATE: **October 4, 2023**
Day of the Week: **Wednesday**
NOTES:

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

1950 South



AM Traffic

COUNT DATA INPUT:

Name: Noah

Name: Noah

Name: Noah

Name: Noah

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
7:00 AM	7:05 AM	0	33	0	0	0	1	0	21	0	0	0	0	55	169	0	0
7:05 AM	7:10 AM	1	24	0	0	0	0	0	20	0	0	0	0	45	202	0	0
7:10 AM	7:15 AM	0	36	0	1	0	1	0	30	1	0	0	0	69	242	0	0
7:15 AM	7:20 AM	2	49	0	3	1	0	0	33	0	0	0	0	88	274	0	0
7:20 AM	7:25 AM	0	50	0	2	0	2	0	31	0	0	0	0	85	273	0	0
7:25 AM	7:30 AM	0	65	0	0	0	3	0	33	0	0	0	0	101	294	0	0
7:30 AM	7:35 AM	0	47	0	1	0	2	0	37	0	0	0	0	87	282	0	0
7:35 AM	7:40 AM	1	60	0	1	0	2	0	42	0	0	0	0	106	310	0	0
7:40 AM	7:45 AM	4	43	0	3	0	4	0	35	0	0	0	0	89	311	0	0
7:45 AM	7:50 AM	1	55	0	3	0	3	0	53	0	0	0	0	115	313	0	0
7:50 AM	7:55 AM	0	47	0	3	0	7	0	49	1	0	0	0	107	298	0	0
7:55 AM	8:00 AM	1	54	0	1	0	0	0	34	1	0	0	0	91	310	0	0
8:00 AM	8:05 AM	0	43	0	2	0	1	0	53	1	0	0	0	100	322	0	0
8:05 AM	8:10 AM	1	76	0	1	0	4	0	37	0	0	0	0	119	332	0	0
8:10 AM	8:15 AM	1	60	0	1	0	1	0	40	0	0	0	0	103	302	0	0
8:15 AM	8:20 AM	0	69	0	1	0	0	0	39	1	0	0	0	110	306	0	0
8:20 AM	8:25 AM	3	54	0	4	0	2	0	26	0	0	0	0	89	290	0	0
8:25 AM	8:30 AM	0	63	0	0	0	4	0	40	0	0	0	0	107	303	0	0
8:30 AM	8:35 AM	1	56	0	0	0	1	0	35	1	0	0	0	94	291	0	0
8:35 AM	8:40 AM	1	57	0	2	0	9	0	31	2	0	0	0	102	294	0	0
8:40 AM	8:45 AM	0	50	0	5	0	2	0	38	0	0	0	0	95	280	0	0
8:45 AM	8:50 AM	0	54	0	3	0	1	0	39	0	0	0	0	97	253	0	0
8:50 AM	8:55 AM	0	56	0	1	0	3	0	28	0	0	0	0	88	156	0	0
8:55 AM	9:00 AM	1	36	0	2	0	2	0	25	2	0	0	0	68	68	0	0

PM PEAK HOUR VOLUMES

INTERSECTION: **Geneva Road** and **1950 South**

Ped = 0

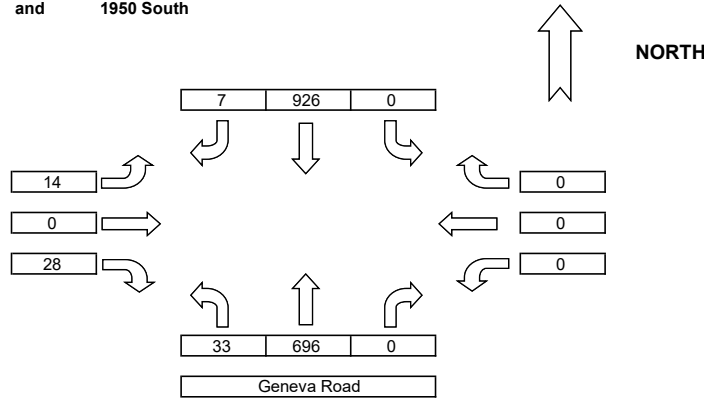
N-S STREET: **Geneva Road**
E-W STREET: **1950 South**

PK HR VOLUME:	1,704
PHF:	0.88
PEAK HOUR:	
FROM:	TO:
4:55 PM	5:55 PM

COUNT DATE: **October 3, 2023**
Day of the Week: **Tuesday**
NOTES:

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

1950 South



PM Traffic

COUNT DATA INPUT:

Name: Adam

Name: Adam

Name: Adam

Name: Adam

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM	4:05 PM	1	33	0	1	0	0	1	0	59	1	0	0	96	329	0	0
4:05 PM	4:10 PM	1	40	0	0	0	0	3	0	64	3	0	0	111	347	0	0
4:10 PM	4:15 PM	2	46	0	0	0	0	2	0	71	1	0	0	122	362	0	0
4:15 PM	4:20 PM	3	44	0	2	0	0	2	0	61	2	0	0	114	342	0	0
4:20 PM	4:25 PM	2	47	0	1	0	0	3	0	72	1	0	0	126	346	0	0
4:25 PM	4:30 PM	4	39	0	0	0	0	2	0	57	0	0	0	102	317	0	0
4:30 PM	4:35 PM	3	46	0	2	0	0	3	0	64	0	0	0	118	344	0	0
4:35 PM	4:40 PM	1	47	0	4	0	0	0	44	1	0	0	0	97	346	0	0
4:40 PM	4:45 PM	3	54	0	1	0	0	1	0	70	0	0	0	129	375	0	0
4:45 PM	4:50 PM	2	42	0	2	0	0	0	0	74	0	0	0	120	386	0	0
4:50 PM	4:55 PM	3	46	0	0	0	0	1	0	75	1	0	0	126	397	0	0
4:55 PM	5:00 PM	3	47	0	2	0	0	3	0	85	0	0	0	140	414	0	0
5:00 PM	5:05 PM	2	57	0	0	0	0	1	0	70	1	0	0	131	441	0	0
5:05 PM	5:10 PM	2	58	0	0	0	0	2	0	80	1	0	0	143	451	0	0
5:10 PM	5:15 PM	2	78	0	1	0	0	2	0	84	0	0	0	167	482	0	0
5:15 PM	5:20 PM	2	60	0	0	0	0	3	0	75	1	0	0	141	468	0	0
5:20 PM	5:25 PM	3	71	0	0	0	0	2	0	97	1	0	0	174	452	0	0
5:25 PM	5:30 PM	6	55	0	0	0	0	0	0	90	2	0	0	153	405	0	0
5:30 PM	5:35 PM	1	55	0	1	0	0	6	0	62	0	0	0	125	393	0	0
5:35 PM	5:40 PM	5	62	0	2	0	0	2	0	56	0	0	0	127	396	0	0
5:40 PM	5:45 PM	6	52	0	2	0	0	1	0	80	0	0	0	141	403	0	0
5:45 PM	5:50 PM	1	41	0	5	0	0	3	0	77	1	0	0	128	375	0	0
5:50 PM	5:55 PM	0	60	0	1	0	0	3	0	70	0	0	0	134	247	0	0
5:55 PM	6:00 PM	3	43	0	0	0	0	2	0	64	1	0	0	113	113	0	0

AM PEAK HOUR VOLUMES

INTERSECTION: **Geneva Road** and **2000 North**

Ped = 0

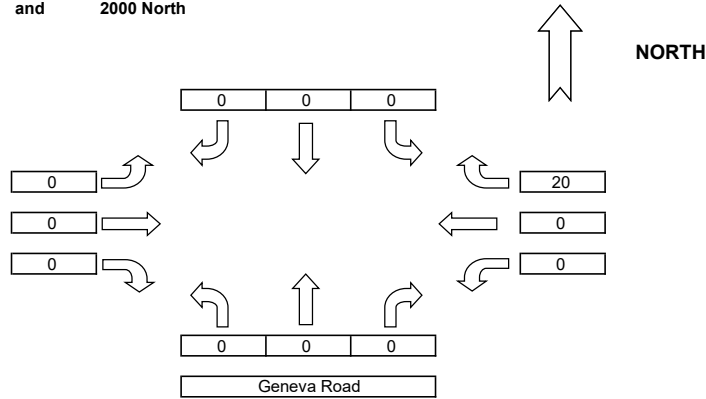
N-S STREET: **Geneva Road**
E-W STREET: **2000 North**

PK HR VOLUME:	20
PHF:	0.25
PEAK HOUR:	
FROM: 7:00 AM	TO: 8:00 AM

COUNT DATE: **October 3, 2023**
Day of the Week: **Tuesday**
NOTES:

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

2000 North



AM Traffic

COUNT DATA INPUT:

Name: Noah

Name: Noah

Name: Noah

Name: Noah

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
7:00 AM	7:05 AM	0	0	0	0	0	0	0	0	0	0	0	6	6	20	0	0
7:05 AM	7:10 AM	0	0	0	0	0	0	0	0	0	0	0	8	8	14	0	0
7:10 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	6	6	0	0
7:15 AM	7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR VOLUMES

INTERSECTION: Geneva Road and 2000 North

Ped = 0

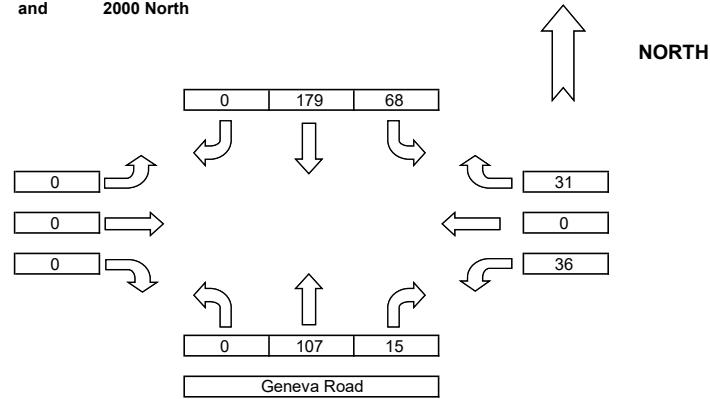
N-S STREET: Geneva Road
E-W STREET: 2000 North

PK HR VOLUME:	436
PHF:	0.25
PEAK HOUR:	
FROM:	TO:
4:00 PM	5:00 PM

COUNT DATE: September 28, 2023
Day of the Week: Thursday
NOTES:

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

2000 North



PM Traffic

COUNT DATA INPUT:

Name: Adam

Name: Adam

Name: Adam

Name: Adam

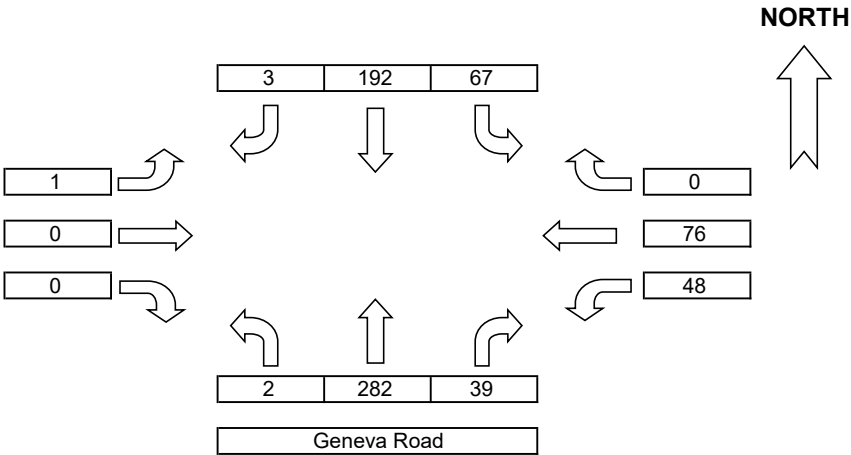
TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM	4:05 PM	0	51	2	0	0	0	14	67	0	14	0	8	156	436	0	0
4:05 PM	4:10 PM	0	33	6	0	0	0	27	40	0	9	0	14	129	280	0	0
4:10 PM	4:15 PM	0	23	7	0	0	0	27	72	0	13	0	9	151	151	0	0
4:15 PM	4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Data from UDOT's Signal Performance Metrics

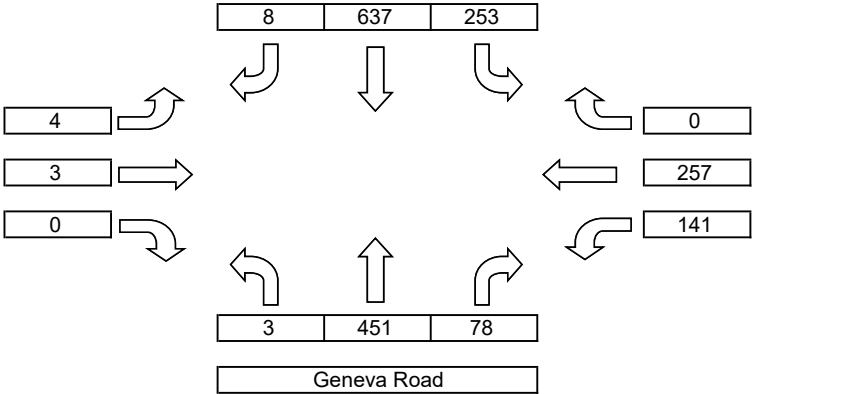
N-S STREET: **Geneva Road**
E-W STREET: **2000 North**

Date: **28-Sep-23**
Int. 6459

PK HR VOLUME:	710
PHF:	0.56
2000 North	



PK HR VOLUME:	1,835
PHF:	0.72
2000 North	



AM PEAK HOUR VOLUMES

INTERSECTION: 3100 West and 2000 North

Ped = 0

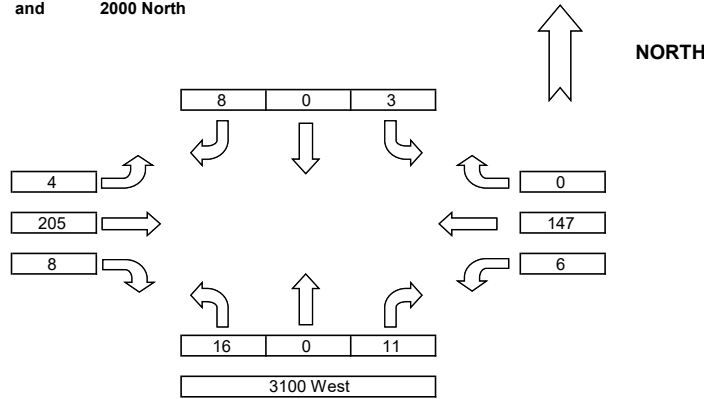
N-S STREET: 3100 West
E-W STREET: 2000 North

PK HR VOLUME: 408
PHF: 0.88
PEAK HOUR:
FROM: 7:55 AM TO: 8:55 AM

COUNT DATE: October 3, 2023
Day of the Week: Tuesday
NOTES:

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

2000 North



AM Traffic

COUNT DATA INPUT:

Name: Noah

Name: Noah

Name: Noah

Name: Noah

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
7:00 AM	7:05 AM	2	0	0	0	5	0	0	0	0	0	8	0	15	53	0	0
7:05 AM	7:10 AM	1	0	1	0	5	1	0	0	0	0	8	0	16	76	0	0
7:10 AM	7:15 AM	2	0	0	0	3	1	0	0	0	0	16	0	22	88	0	0
7:15 AM	7:20 AM	1	0	0	0	12	0	0	0	0	1	24	0	38	93	0	0
7:20 AM	7:25 AM	0	0	0	0	9	0	0	0	0	0	18	1	28	70	0	0
7:25 AM	7:30 AM	0	0	0	0	10	3	1	0	0	1	12	0	27	69	0	0
7:30 AM	7:35 AM	0	0	1	0	7	1	0	0	0	0	6	0	15	66	0	0
7:35 AM	7:40 AM	2	0	0	0	14	0	0	0	0	0	11	0	27	87	0	0
7:40 AM	7:45 AM	0	0	0	0	15	0	0	0	0	0	9	0	24	100	0	0
7:45 AM	7:50 AM	1	0	0	0	21	0	1	0	2	0	11	0	36	112	0	0
7:50 AM	7:55 AM	0	0	1	0	21	1	0	0	2	0	15	0	40	110	0	0
7:55 AM	8:00 AM	3	0	0	0	16	0	0	0	0	2	15	0	36	116	0	0
8:00 AM	8:05 AM	5	0	1	0	19	1	0	0	1	0	7	0	34	107	0	0
8:05 AM	8:10 AM	1	0	0	1	25	4	0	0	2	0	13	0	46	108	0	0
8:10 AM	8:15 AM	0	0	1	0	11	1	0	0	0	0	14	0	27	83	0	0
8:15 AM	8:20 AM	0	0	0	0	23	0	0	0	0	3	8	0	35	90	0	0
8:20 AM	8:25 AM	0	0	0	1	10	0	1	0	1	0	8	0	21	80	0	0
8:25 AM	8:30 AM	1	0	0	0	17	1	0	0	1	0	14	0	34	93	0	0
8:30 AM	8:35 AM	0	0	0	0	13	1	0	0	1	0	10	0	25	96	0	0
8:35 AM	8:40 AM	4	0	0	0	17	0	0	0	0	0	12	0	34	105	0	0
8:40 AM	8:45 AM	0	0	3	0	18	0	1	0	0	1	14	0	37	116	0	0
8:45 AM	8:50 AM	1	0	4	0	21	0	1	0	0	0	7	0	34	112	0	0
8:50 AM	8:55 AM	1	0	2	0	15	0	0	0	2	0	25	0	45	78	0	0
8:55 AM	9:00 AM	0	0	1	0	13	0	1	0	1	0	17	0	33	33	0	0

PM PEAK HOUR VOLUMES

INTERSECTION: **3100 West** and **2000 North**

Ped = 0

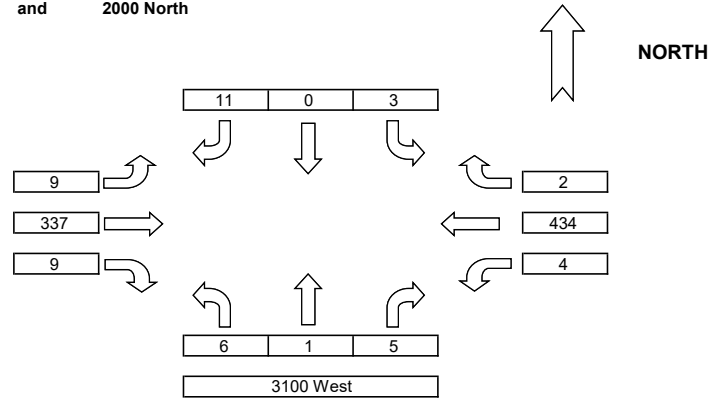
N-S STREET: **3100 West**
E-W STREET: **2000 North**

COUNT DATE: **September 28, 2023**
Day of the Week: **Thursday**
NOTES:

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

PK HR VOLUME:	821
PHF:	0.88
PEAK HOUR:	
FROM: TO:	
5:00 PM 6:00 PM	

2000 North



PM Traffic

COUNT DATA INPUT:

Name: Thomas

Name: Thomas

Name: Thomas

Name: Thomas

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM	4:05 PM	0	0	0	1	21	1	0	0	0	0	28	0	51	147	0	0
4:05 PM	4:10 PM	0	0	0	0	32	1	1	0	1	0	26	0	61	155	0	0
4:10 PM	4:15 PM	0	0	0	0	19	0	0	0	0	0	16	0	35	144	0	0
4:15 PM	4:20 PM	1	0	0	0	31	1	0	0	0	0	26	0	59	162	0	0
4:20 PM	4:25 PM	1	0	0	2	24	2	0	0	0	0	21	0	50	148	0	0
4:25 PM	4:30 PM	2	0	0	0	22	1	0	0	0	0	28	0	53	140	0	0
4:30 PM	4:35 PM	1	0	0	3	16	1	0	0	0	1	23	0	45	136	0	0
4:35 PM	4:40 PM	1	0	0	0	19	1	0	0	0	0	21	0	42	151	0	0
4:40 PM	4:45 PM	1	0	0	0	24	2	0	0	0	0	22	0	49	167	0	0
4:45 PM	4:50 PM	0	0	0	0	29	0	0	0	1	1	29	0	60	173	0	0
4:50 PM	4:55 PM	1	0	0	0	29	1	0	0	1	1	23	2	58	185	0	0
4:55 PM	5:00 PM	0	0	0	1	26	0	0	0	2	0	26	0	55	218	0	0
5:00 PM	5:05 PM	1	0	0	1	33	1	0	0	1	1	34	0	72	228	0	0
5:05 PM	5:10 PM	1	1	0	0	31	0	0	0	2	2	54	0	91	232	0	0
5:10 PM	5:15 PM	1	0	1	3	21	0	0	0	1	0	37	1	65	213	0	0
5:15 PM	5:20 PM	1	0	1	0	29	3	0	0	0	0	42	0	76	205	0	0
5:20 PM	5:25 PM	0	0	0	0	37	3	1	0	0	0	31	0	72	186	0	0
5:25 PM	5:30 PM	0	0	0	0	24	0	0	0	1	0	31	1	57	182	0	0
5:30 PM	5:35 PM	0	0	0	0	20	0	0	0	2	0	35	0	57	200	0	0
5:35 PM	5:40 PM	0	0	0	2	29	0	0	0	0	0	37	0	68	208	0	0
5:40 PM	5:45 PM	0	0	0	0	36	0	0	0	1	1	37	0	75	197	0	0
5:45 PM	5:50 PM	1	0	2	1	27	2	0	0	1	0	31	0	65	188	0	0
5:50 PM	5:55 PM	0	0	0	1	24	0	2	0	1	0	29	0	57	123	0	0
5:55 PM	6:00 PM	1	0	1	1	26	0	0	0	1	0	36	0	66	66	0	0

AM PEAK HOUR VOLUMES

INTERSECTION: Access and 2000 North

Ped = 0

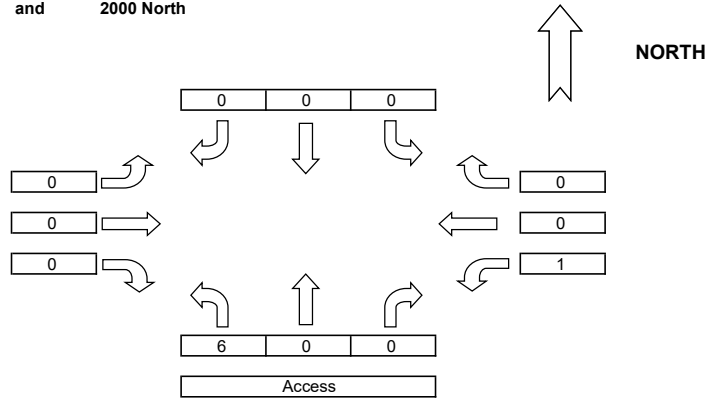
N-S STREET: Access
E-W STREET: 2000 North

PK HR VOLUME: 7
PHF: 0.58
PEAK HOUR:
FROM: 7:05 AM TO: 8:05 AM

COUNT DATE: October 3, 2023
Day of the Week: Tuesday
NOTES:

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

2000 North



AM Traffic

COUNT DATA INPUT:

Name: Noah

Name: Noah

Name: Noah

Name: Noah

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
7:00 AM	7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:05 AM	7:10 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0
7:10 AM	7:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	2	3	0	0
7:15 AM	7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:20 AM	7:25 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
7:25 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:30 AM	7:35 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
7:35 AM	7:40 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:40 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:55 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	8:05 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
8:05 AM	8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:10 AM	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0
8:15 AM	8:20 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
8:20 AM	8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:25 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:30 AM	8:35 AM	0	0	1	0	0	1	0	0	0	0	0	0	2	2	0	0
8:35 AM	8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR VOLUMES

INTERSECTION: Access and 2000 North

Ped = 0

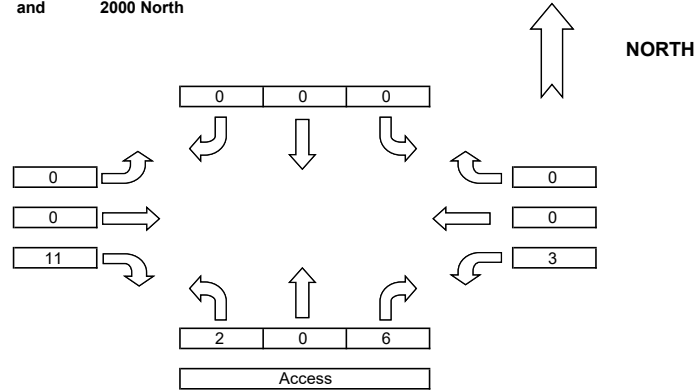
N-S STREET: Access
E-W STREET: 2000 North

PK HR VOLUME:	22
PHF:	0.79
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM

COUNT DATE: September 28, 2023
Day of the Week: Thursday
NOTES:

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

2000 North



PM Traffic

COUNT DATA INPUT:

Name: Thomas

Name: Thomas

Name: Thomas

Name: Thomas

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:05 PM	4:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0
4:10 PM	4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0
4:15 PM	4:20 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	0
4:20 PM	4:25 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	6	0	0
4:25 PM	4:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	2	5	0	0
4:30 PM	4:35 PM	1	0	0	0	0	0	0	0	0	1	0	0	2	4	0	0
4:35 PM	4:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0
4:40 PM	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0
4:45 PM	4:50 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
4:50 PM	4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:55 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
5:00 PM	5:05 PM	1	0	1	0	0	1	0	0	0	0	0	0	3	7	0	0
5:05 PM	5:10 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	6	0	0
5:10 PM	5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	5	0	0
5:15 PM	5:20 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	4	0	0
5:20 PM	5:25 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	0
5:25 PM	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	7	0	0
5:30 PM	5:35 PM	1	0	1	0	0	1	0	0	0	0	0	0	3	7	0	0
5:35 PM	5:40 PM	0	0	1	0	0	1	0	0	0	1	0	0	3	6	0	0
5:40 PM	5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0
5:45 PM	5:50 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	4	0	0
5:50 PM	5:55 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0
5:55 PM	6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0

[illegible]

Historic Growth

1.42%	Growth Factor	Years	Analysis Year
	1.01	1	2024
	1.09	6	2029
	1.46	27	2050

Straight line growth assumed within the study horizon

Source: Traffic on Utah Highways

Road: Geneva Road				Road: 2000 South			
Year	AADT	Growth		Year	AADT	Growth	
2011	11,000			2011	2,300		
2012	10,000		-9%	2012	2,200		-4%
2013	11,000		10%	2013	2,200		0%
2014	11,000		0%	2014	2,200		0%
2015	12,000		9%	2015	2,300		5%
2016	12,000		0%	2016	2,400		4%
2017	13,000		8%	2017	2,500		4%
2018	13,000		0%	2018	2,500		0%
2019	13,000		0%	2019	2,500		0%
2020	12,000		-8%	2020	2,300		-8%
2021	13,000		8%	2021	2,500		9%
Average		1.9%		Average		0.9%	

AM													
2023 Existing	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	2	585	80	136	370	3	1	1	1	68	1	107
Geneva Road / 1950 South	2	9	684			475	7	23		34			
2000 South / 3100 West	3	16		11	3		8	4	205	8	6	147	1
2000 South / Apt Access / Access Y	4	6		1					216	1	1	170	
Geneva Road / Access Z	5		693			509							

AM													
Site Trips New	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1		5	2							7		
Geneva Road / 1950 South	2		23			23							
2000 South / 3100 West	3								7			7	
2000 South / Apt Access / Access Y	4				7		7	2					7
Geneva Road / Access Z	5			5	23								23

AM													
Site Trips Pass-By	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1					-12					12		
Geneva Road / 1950 South	2												
2000 South / 3100 West	3												
2000 South / Apt Access / Access Y	4				0		24	0	0			-12	12
Geneva Road / Access Z	5		-36	36	12	-12							36

AM													
Additional Background Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	38					114	114	38	38		38	
Geneva Road / 1950 South	2		114			114							
2000 South / 3100 West	3								38			38	
2000 South / Apt Access / Access Y	4								38			38	
Geneva Road / Access Z	5		114			114							

AM													
2024 Total Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	2	590	82	136	358	3	1	1	1	87	1	107
Geneva Road / 1950 South	2	9	707	0	0	498	7	23	0	34	0	0	0
2000 South / 3100 West	3	16	0	11	3	0	8	4	212	8	6	154	1
2000 South / Apt Access / Access Y	4	6	0	1	7	0	31	2	216	1	1	158	19
Geneva Road / Access Z	5	0	657	41	35	497	0	0	0	0	0	0	59

AM													
2029 Background Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	40	638	87	148	403	117	115	39	39	74	39	117
Geneva Road / 1950 South	2	10	860	0	0	632	8	25	0	37	0	0	0
2000 South / 3100 West	3	17	0	12	3	0	9	4	261	9	7	198	1
2000 South / Apt Access / Access Y	4	7	0	1	0	0	0	0	273	1	1	223	0
Geneva Road / Access Z	5	0	869	0	0	669	0	0	0	0	0	0	0

2029 Growth Factor 1.09

AM													
2029 Total Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	40	643	89	148	391	117	115	39	39	93	39	117
Geneva Road / 1950 South	2	10	883	0	0	655	8	25	0	37	0	0	0
2000 South / 3100 West	3	17	0	12	3	0	9	4	268	9	7	205	1
2000 South / Apt Access / Access Y	4	7	0	1	7	0	31	2	273	1	1	211	19
Geneva Road / Access Z	5	0	833	41	35	657	0	0	0	0	0	0	59

		PM											
2023 Existing	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	3	441	84	273	673	8	7	3	1	168	1	281
Geneva Road / 1950 South	2	33	696			926	7	14		28			
2000 South / 3100 West	3	6	1	5	3		11	9	337	9	4	434	2
2000 South / Apt Access / Access Y	4	2		6					349	11	3	448	
Geneva Road / Access Z	5		729			954							
		PM											
Site Trips New	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1		7	3							10		
Geneva Road / 1950 South	2		29			29							
2000 South / 3100 West	3								10			10	
2000 South / Apt Access / Access Y	4				10		10	3					10
Geneva Road / Access Z	5			7	29								29
		PM											
Site Trips Pass-By	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1					-38					38		
Geneva Road / 1950 South	2												
2000 South / 3100 West	3												
2000 South / Apt Access / Access Y	4				12		38	12	-12			0	0
Geneva Road / Access Z	5		-12	12	38	-38							12
		PM											
Additional Background Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	38					114	114	38	38		38	
Geneva Road / 1950 South	2		114			114							
2000 South / 3100 West	3								38			38	
2000 South / Apt Access / Access Y	4								38			38	
Geneva Road / Access Z	5		114			114							
		PM											
2024 Total Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	3	448	87	273	635	8	7	3	1	216	1	281
Geneva Road / 1950 South	2	33	725	0	0	955	7	14	0	28	0	0	0
2000 South / 3100 West	3	6	1	5	3	0	11	9	347	9	4	444	2
2000 South / Apt Access / Access Y	4	2	0	6	22	0	48	15	337	11	3	448	10
Geneva Road / Access Z	5	0	717	19	67	916	0	0	0	0	0	0	41
		PM											
2029 Background Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	41	481	92	298	734	123	122	41	39	183	39	306
Geneva Road / 1950 South	2	36	873	0	0	1123	8	15	0	31	0	0	0
2000 South / 3100 West	3	7	1	5	3	0	12	10	405	10	4	511	2
2000 South / Apt Access / Access Y	4	2	0	7	0	0	0	0	418	12	3	526	0
Geneva Road / Access Z	5	0	909	0	0	1154	0	0	0	0	0	0	0
2029 Growth Factor	1.09												
		0											
		PM											
2029 Total Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Geneva Road / 2000 South	1	41	488	95	298	696	123	122	41	39	231	39	306
Geneva Road / 1950 South	2	36	902	0	0	1152	8	15	0	31	0	0	0
2000 South / 3100 West	3	7	1	5	3	0	12	10	415	10	4	521	2
2000 South / Apt Access / Access Y	4	2	0	7	22	0	48	15	406	12	3	526	10
Geneva Road / Access Z	5	0	897	19	67	1116	0	0	0	0	0	0	41

AM			
East	West	North	South
393	9	1202	1106
0	73	1189	1202
373	388	16	41
388	393	0	9
0	0	1202	1202

PM			
East	West	North	South
810	23	1683	1370
0	82	1643	1683
785	806	26	25
806	810	0	22
0	0	1683	1683

AM			
East	West	North	South
9	0	5	14
0	0	46	46
14	14	0	0
14	9	23	0
51	0	46	5

PM			
East	West	North	South
13	0	7	20
0	0	58	58
20	20	0	0
20	13	33	0
65	0	58	7

AM			
East	West	North	South
12	0	-12	0
0	0	0	0
0	0	0	0
0	12	36	0
84	0	0	-12

PM			
East	West	North	South
38	0	-38	0
0	0	0	0
0	0	0	0
0	38	62	0
62	0	0	-38

AM			
East	West	North	South
76	380	228	76
0	0	228	228
76	76	0	0
76	76	0	0
0	0	228	228

PM			
East	West	North	South
76	380	228	76
0	0	228	228
76	76	0	0
76	76	0	0
0	0	228	228

AM			
East	West	North	South
414	9	1195	1120
0	73	1235	1248
387	402	16	41
402	414	59	9
135	0	1248	1195

PM			
East	West	North	South
861	23	1652	1390
0	82	1701	1741
805	826	26	25
826	861	95	22
127	0	1741	1652

AM			
East	West	North	South
504	390	1538	1282
0	80	1524	1538
483	499	17	45
499	504	0	10
0	0	1538	1538

PM			
East	West	North	South
959	405	2062	1569
0	89	2019	2062
932	955	28	27
955	959	0	24
0	0	2062	2062

AM			
East	West	North	South
525	390	1531	1296
0	80	1570	1584
497	513	17	45
513	525	59	10
135	0	1584	1531

PM			
East	West	North	South
1010	405	2031	1589
0	89	2077	2120
952	975	28	27
975	1010	95	24
127	0	2120	2031



Appendix B Without Site Intersection Analyses

Timings

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1	1	68	1	2	585	80	136	370	3
Future Volume (vph)	1	1	68	1	2	585	80	136	370	3
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		6		2	2		6
Detector Phase	4	4	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
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.5	28.0	28.0	9.5	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	15.8%	46.7%	46.7%	15.8%	46.7%	46.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	8.0	8.0	8.0	8.0	33.6	28.1	28.1	30.9	33.7	33.7
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.68	0.57	0.57	0.63	0.68	0.68
v/c Ratio	0.00	0.01	0.32	0.33	0.00	0.60	0.09	0.31	0.32	0.00
Control Delay	17.0	15.0	22.4	7.6	3.5	14.4	2.0	5.7	6.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	15.0	22.4	7.6	3.5	14.4	2.0	5.7	6.7	0.0
LOS	B	B	C	A	A	B	A	A	A	A
Approach Delay		15.7		13.3		12.9			6.4	
Approach LOS		B		B		B			A	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 49.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 10.5

Intersection LOS: B

Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South

Ø1	Ø2	Ø4	
9.5 s	28 s	22.5 s	
Ø5	Ø6	Ø8	
9.5 s	28 s	22.5 s	

Queues

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1	2	74	117	2	636	87	148	402	3
v/c Ratio	0.00	0.01	0.32	0.33	0.00	0.60	0.09	0.31	0.32	0.00
Control Delay	17.0	15.0	22.4	7.6	3.5	14.4	2.0	5.7	6.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	15.0	22.4	7.6	3.5	14.4	2.0	5.7	6.7	0.0
Queue Length 50th (ft)	0	0	20	0	0	137	0	12	39	0
Queue Length 95th (ft)	4	5	49	33	2	#319	14	33	148	0
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	467	634	518	656	721	1063	950	475	1276	1119
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.14	0.18	0.00	0.60	0.09	0.31	0.32	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
2: Geneva Road & 1950 South

10/05/2023

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	34	9	684	475	7
Future Vol, veh/h	23	34	9	684	475	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	37	10	743	516	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1283	520	524	0	-	0
Stage 1	520	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	182	556	1043	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	180	556	1043	-	-	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.9	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1043	-	426	-	-	
HCM Lane V/C Ratio	0.009	-	0.145	-	-	
HCM Control Delay (s)	8.5	-	14.9	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

HCM 6th TWSC
3: 3100 West/800 West & 2000 South

10/05/2023

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	205	8	6	147	1	16	0	11	3	0	8
Future Vol, veh/h	4	205	8	6	147	1	16	0	11	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	223	9	7	160	1	17	0	12	3	0	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	232	0	0	415	411	228	417	415	161
Stage 1	-	-	-	-	-	-	236	236	-	175	175	-
Stage 2	-	-	-	-	-	-	179	175	-	242	240	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1418	-	-	1336	-	-	548	531	811	546	528	884
Stage 1	-	-	-	-	-	-	767	710	-	827	754	-
Stage 2	-	-	-	-	-	-	823	754	-	762	707	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1336	-	-	539	526	811	535	523	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	539	526	-	535	523	-
Stage 1	-	-	-	-	-	-	765	708	-	825	749	-
Stage 2	-	-	-	-	-	-	810	749	-	749	705	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.1			9.9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	624	1418	-	-	1336	-	-	750				
HCM Lane V/C Ratio	0.047	0.003	-	-	0.005	-	-	0.016				
HCM Control Delay (s)	11.1	7.5	0	-	7.7	0	-	9.9				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	216	1	1	170	0	6	0	1	0	0	0
Future Vol, veh/h	0	216	1	1	170	0	6	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	235	1	1	185	0	7	0	1	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	236	0	0	423	423	236	423	423	185
Stage 1	-	-	-	-	-	-	236	236	-	187	187	-
Stage 2	-	-	-	-	-	-	187	187	-	236	236	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1390	-	-	1331	-	-	541	522	803	541	522	857
Stage 1	-	-	-	-	-	-	767	710	-	815	745	-
Stage 2	-	-	-	-	-	-	815	745	-	767	710	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1390	-	-	1331	-	-	540	521	803	540	521	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	521	-	540	521	-
Stage 1	-	-	-	-	-	-	767	710	-	815	744	-
Stage 2	-	-	-	-	-	-	814	744	-	766	710	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			11.4			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	567	1390	-	-	1331	-	-	-				
HCM Lane V/C Ratio	0.013	-	-	-	0.001	-	-	-				
HCM Control Delay (s)	11.4	0	-	-	7.7	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

HCM 6th TWSC
5: Geneva Road & Access Z

10/05/2023

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖		↗	↖
Traffic Vol, veh/h	0	0	693	0	0	509
Future Vol, veh/h	0	0	693	0	0	509
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	753	0	0	553

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	753	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	410	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	410	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	857	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Timings

1: Geneva Road & 2000 South

10/05/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	7	3	168	1	3	441	84	273	673	8
Future Volume (vph)	7	3	168	1	3	441	84	273	673	8
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		6		2	2		6
Detector Phase	4	4	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
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.5	33.8	33.8	13.7	38.0	38.0
Total Split (%)	32.1%	32.1%	32.1%	32.1%	13.6%	48.3%	48.3%	19.6%	54.3%	54.3%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	13.8	13.8	13.8	13.8	41.8	29.4	29.4	38.1	40.9	40.9
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.64	0.45	0.45	0.58	0.62	0.62
v/c Ratio	0.07	0.01	0.65	0.55	0.01	0.60	0.12	0.59	0.66	0.01
Control Delay	21.6	18.0	34.2	6.9	5.3	18.4	3.7	11.1	14.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	18.0	34.2	6.9	5.3	18.4	3.7	11.1	14.2	0.0
LOS	C	B	C	A	A	B	A	B	B	A
Approach Delay		20.4		17.1		16.0			13.2	
Approach LOS		C		B		B			B	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 65.5

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 14.9

Intersection LOS: B

Intersection Capacity Utilization 68.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South

 Ø1	 Ø2	 Ø4
13.7 s	33.8 s	22.5 s
 Ø5	 Ø6	 Ø8
9.5 s	38 s	22.5 s

Queues

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	8	4	191	320	3	501	95	310	765	9
v/c Ratio	0.07	0.01	0.65	0.55	0.01	0.60	0.12	0.59	0.66	0.01
Control Delay	21.6	18.0	34.2	6.9	5.3	18.4	3.7	11.1	14.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	18.0	34.2	6.9	5.3	18.4	3.7	11.1	14.2	0.0
Queue Length 50th (ft)	3	1	71	0	0	151	0	47	163	0
Queue Length 95th (ft)	12	8	128	52	3	254	23	90	#472	0
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	149	495	388	667	370	837	763	537	1162	1022
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.49	0.48	0.01	0.60	0.12	0.58	0.66	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
2: Geneva Road & 1950 South

10/05/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	28	33	696	926	7
Future Vol, veh/h	14	28	33	696	926	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	32	38	791	1052	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1923	1056	1060	0	-	0
Stage 1	1056	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	74	274	657	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	274	657	-	-	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	241	-	-
HCM Lane V/C Ratio	0.057	-	0.198	-	-
HCM Control Delay (s)	10.8	-	23.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

HCM 6th TWSC
3: 3100 West/800 West & 2000 South

10/05/2023

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	337	9	4	434	2	6	1	5	3	0	11
Future Vol, veh/h	9	337	9	4	434	2	6	1	5	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	383	10	5	493	2	7	1	6	3	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	495	0	0	393	0	0	919	913	388	916	917	494
Stage 1	-	-	-	-	-	-	408	408	-	504	504	-
Stage 2	-	-	-	-	-	-	511	505	-	412	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1069	-	-	1166	-	-	252	273	660	253	272	575
Stage 1	-	-	-	-	-	-	620	597	-	550	541	-
Stage 2	-	-	-	-	-	-	545	540	-	617	594	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1069	-	-	1166	-	-	243	268	660	247	267	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	268	-	247	267	-
Stage 1	-	-	-	-	-	-	613	590	-	543	538	-
Stage 2	-	-	-	-	-	-	530	537	-	603	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	16.3	13.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	1069	-	-	1166	-	-	448
HCM Lane V/C Ratio	0.041	0.01	-	-	0.004	-	-	0.036
HCM Control Delay (s)	16.3	8.4	0	-	8.1	0	-	13.3
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	349	11	3	448	0	2	0	6	0	0	0
Future Vol, veh/h	0	349	11	3	448	0	2	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	397	13	3	509	0	2	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	509	0	0	410	0	0	919	919	404	922	925	509
Stage 1	-	-	-	-	-	-	404	404	-	515	515	-
Stage 2	-	-	-	-	-	-	515	515	-	407	410	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1056	-	-	1149	-	-	252	271	647	251	269	564
Stage 1	-	-	-	-	-	-	623	599	-	543	535	-
Stage 2	-	-	-	-	-	-	543	535	-	621	595	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1056	-	-	1149	-	-	251	270	647	247	268	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	270	-	247	268	-
Stage 1	-	-	-	-	-	-	623	599	-	543	533	-
Stage 2	-	-	-	-	-	-	541	533	-	614	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.9	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	464	1056	-	-	1149	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-	0.003	-	-	-
HCM Control Delay (s)	12.9	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖		↗	↖
Traffic Vol, veh/h	0	0	729	0	0	954
Future Vol, veh/h	0	0	729	0	0	954
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	828	0	0	1084

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	828	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	371	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	371	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	803	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Timings

1: Geneva Road & 2000 South

10/05/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	115	39	74	39	40	638	87	148	403	117
Future Volume (vph)	115	39	74	39	40	638	87	148	403	117
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		6		2	2		6
Detector Phase	4	4	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
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.5	33.0	33.0	9.5	33.0	33.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	14.6%	50.8%	50.8%	14.6%	50.8%	50.8%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	11.3	11.3	11.1	11.1	38.0	33.4	33.4	36.2	37.3	37.3
Actuated g/C Ratio	0.20	0.20	0.19	0.19	0.66	0.58	0.58	0.63	0.65	0.65
v/c Ratio	0.58	0.23	0.32	0.40	0.07	0.64	0.10	0.39	0.36	0.12
Control Delay	32.1	12.8	23.1	9.9	5.1	17.0	2.8	8.0	9.8	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	12.8	23.1	9.9	5.1	17.0	2.8	8.0	9.8	2.8
LOS	C	B	C	A	A	B	A	A	A	A
Approach Delay		24.3		14.2		14.7			8.1	
Approach LOS		C		B		B			A	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 57.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 13.3

Intersection LOS: B

Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South

		
Ø1	Ø2	Ø4
9.5 s	33 s	22.5 s
		
Ø5	Ø6	Ø8
9.5 s	33 s	22.5 s

Queues

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	125	84	80	169	43	693	95	161	438	127
v/c Ratio	0.58	0.23	0.32	0.40	0.07	0.64	0.10	0.39	0.36	0.12
Control Delay	32.1	12.8	23.1	9.9	5.1	17.0	2.8	8.0	9.8	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	12.8	23.1	9.9	5.1	17.0	2.8	8.0	9.8	2.8
Queue Length 50th (ft)	40	12	24	12	4	183	0	18	57	0
Queue Length 95th (ft)	85	42	56	54	17	#423	21	48	197	25
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	350	573	413	608	644	1083	962	411	1207	1070
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.15	0.19	0.28	0.07	0.64	0.10	0.39	0.36	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
2: Geneva Road & 1950 South

10/05/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	37	10	860	632	8
Future Vol, veh/h	25	37	10	860	632	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	40	11	935	687	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1649	692	696	0	-	0
Stage 1	692	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	109	444	900	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	444	900	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	332	-	-
HCM Lane V/C Ratio	0.012	-	0.203	-	-
HCM Control Delay (s)	9	-	18.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

HCM 6th TWSC
3: 3100 West/800 West & 2000 South

10/05/2023

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	261	9	7	198	1	17	0	12	3	0	9
Future Vol, veh/h	4	261	9	7	198	1	17	0	12	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	284	10	8	215	1	18	0	13	3	0	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	294	0	0	534	529	289	536	534	216
Stage 1	-	-	-	-	-	-	297	297	-	232	232	-
Stage 2	-	-	-	-	-	-	237	232	-	304	302	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1354	-	-	1268	-	-	457	455	750	455	452	824
Stage 1	-	-	-	-	-	-	712	668	-	771	713	-
Stage 2	-	-	-	-	-	-	766	713	-	705	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1354	-	-	1268	-	-	448	450	750	443	447	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	448	450	-	443	447	-
Stage 1	-	-	-	-	-	-	709	665	-	768	708	-
Stage 2	-	-	-	-	-	-	752	708	-	690	661	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			12.1			10.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	538	1354	-	-	1268	-	-	678				
HCM Lane V/C Ratio	0.059	0.003	-	-	0.006	-	-	0.019				
HCM Control Delay (s)	12.1	7.7	0	-	7.9	0	-	10.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	273	1	1	223	0	7	0	1	0	0	0
Future Vol, veh/h	0	273	1	1	223	0	7	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	297	1	1	242	0	8	0	1	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	298	0	0	542	542	298	542	542	242
Stage 1	-	-	-	-	-	-	298	298	-	244	244	-
Stage 2	-	-	-	-	-	-	244	244	-	298	298	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1324	-	-	1263	-	-	451	447	741	451	447	797
Stage 1	-	-	-	-	-	-	711	667	-	760	704	-
Stage 2	-	-	-	-	-	-	760	704	-	711	667	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1324	-	-	1263	-	-	451	447	741	450	447	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	451	447	-	450	447	-
Stage 1	-	-	-	-	-	-	711	667	-	760	703	-
Stage 2	-	-	-	-	-	-	759	703	-	710	667	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			12.7			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	474	1324	-	-	1263	-	-	-				
HCM Lane V/C Ratio	0.018	-	-	-	0.001	-	-	-				
HCM Control Delay (s)	12.7	0	-	-	7.9	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘		↗	↘
Traffic Vol, veh/h	0	0	869	0	0	669
Future Vol, veh/h	0	0	869	0	0	669
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	945	0	0	727

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	945	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	318	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	318	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	726
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Timings

1: Geneva Road & 2000 South

10/05/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	122	41	183	39	41	481	92	298	734	123
Future Volume (vph)	122	41	183	39	41	481	92	298	734	123
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		6		2	2		6
Detector Phase	4	4	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
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	32.0	32.0	32.0	32.0	9.5	39.2	39.2	18.8	48.5	48.5
Total Split (%)	35.6%	35.6%	35.6%	35.6%	10.6%	43.6%	43.6%	20.9%	53.9%	53.9%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	25.4	25.4	25.4	25.4	49.9	34.9	34.9	48.0	47.0	47.0
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.57	0.40	0.40	0.55	0.54	0.54
v/c Ratio	1.00	0.17	0.55	0.55	0.22	0.73	0.15	0.77	0.83	0.16
Control Delay	112.3	14.3	32.3	7.6	10.3	30.2	2.9	24.7	27.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.3	14.3	32.3	7.6	10.3	30.2	2.9	24.7	27.9	6.9
LOS	F	B	C	A	B	C	A	C	C	A
Approach Delay		73.5		16.1		24.7			24.9	
Approach LOS		E		B		C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 86.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 26.9

Intersection LOS: C

Intersection Capacity Utilization 85.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South



Queues

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	139	91	208	392	47	547	105	339	834	140
v/c Ratio	1.00	0.17	0.55	0.55	0.22	0.73	0.15	0.77	0.83	0.16
Control Delay	112.3	14.3	32.3	7.6	10.3	30.2	2.9	24.7	27.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.3	14.3	32.3	7.6	10.3	30.2	2.9	24.7	27.9	6.9
Queue Length 50th (ft)	77	19	97	18	10	265	0	89	420	19
Queue Length 95th (ft)	#189	52	163	82	23	380	21	#187	#649	49
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	151	579	413	751	212	748	711	465	1007	889
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.16	0.50	0.52	0.22	0.73	0.15	0.73	0.83	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
2: Geneva Road & 1950 South

10/05/2023

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	31	36	873	1123	8
Future Vol, veh/h	15	31	36	873	1123	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	35	41	992	1276	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2355	1281	1285	0	-	0
Stage 1	1281	-	-	-	-	-
Stage 2	1074	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	39	202	540	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	202	540	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	328	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.4	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	540	-	178	-	-
HCM Lane V/C Ratio	0.076	-	0.294	-	-
HCM Control Delay (s)	12.2	-	33.4	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	405	10	4	511	2	7	1	5	3	0	12
Future Vol, veh/h	10	405	10	4	511	2	7	1	5	3	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	460	11	5	581	2	8	1	6	3	0	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	471	0	0	1087	1081	466	1083	1085	582
Stage 1	-	-	-	-	-	-	488	488	-	592	592	-
Stage 2	-	-	-	-	-	-	599	593	-	491	493	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	991	-	-	1091	-	-	194	218	597	195	217	513
Stage 1	-	-	-	-	-	-	561	550	-	493	494	-
Stage 2	-	-	-	-	-	-	488	493	-	559	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	991	-	-	1091	-	-	186	213	597	189	212	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	213	-	189	212	-
Stage 1	-	-	-	-	-	-	553	542	-	486	491	-
Stage 2	-	-	-	-	-	-	472	490	-	544	539	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			19.9			14.9		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	256	991	-	-	1091	-	-	382				
HCM Lane V/C Ratio	0.058	0.011	-	-	0.004	-	-	0.045				
HCM Control Delay (s)	19.9	8.7	0	-	8.3	0	-	14.9				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	418	12	3	526	0	2	0	7	0	0	0
Future Vol, veh/h	0	418	12	3	526	0	2	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	475	14	3	598	0	2	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	598	0	0	489	0	0	1086	1086	482	1090	1093	598
Stage 1	-	-	-	-	-	-	482	482	-	604	604	-
Stage 2	-	-	-	-	-	-	604	604	-	486	489	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	979	-	-	1074	-	-	194	216	584	193	214	502
Stage 1	-	-	-	-	-	-	565	553	-	485	488	-
Stage 2	-	-	-	-	-	-	485	488	-	563	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	979	-	-	1074	-	-	193	215	584	190	213	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	193	215	-	190	213	-
Stage 1	-	-	-	-	-	-	565	553	-	485	486	-
Stage 2	-	-	-	-	-	-	483	486	-	555	549	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.2	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	403	979	-	-	1074	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-	0.003	-	-	-
HCM Control Delay (s)	14.2	0	-	-	8.4	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

HCM 6th TWSC
5: Geneva Road & Access Z

10/05/2023

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖		↗	↖
Traffic Vol, veh/h	0	0	909	0	0	1154
Future Vol, veh/h	0	0	909	0	0	1154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1033	0	0	1311

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	- 1033	0	0 1033
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	- 6.22	-	- 4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	- 3.318	-	- 2.218
Pot Cap-1 Maneuver	0 282	-	- 673
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	- 282	-	- 673
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	- 673	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0



Appendix C With Site Intersection Analyses

Timings

1: Geneva Road & 2000 South

10/05/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1	1	87	1	2	590	82	136	358	3
Future Volume (vph)	1	1	87	1	2	590	82	136	358	3
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		6		2	2		6
Detector Phase	4	4	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
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.5	33.0	33.0	9.5	33.0	33.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	14.6%	50.8%	50.8%	14.6%	50.8%	50.8%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	9.2	9.2	9.2	9.2	38.7	33.2	33.2	36.0	38.8	38.8
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.70	0.60	0.60	0.65	0.70	0.70
v/c Ratio	0.00	0.01	0.42	0.34	0.00	0.60	0.09	0.34	0.31	0.00
Control Delay	19.0	16.5	26.8	7.7	4.0	14.1	2.4	6.1	6.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	16.5	26.8	7.7	4.0	14.1	2.4	6.1	6.8	0.0
LOS	B	B	C	A	A	B	A	A	A	A
Approach Delay		17.3		16.2		12.6			6.5	
Approach LOS		B		B		B			A	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 55.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 10.9

Intersection LOS: B

Intersection Capacity Utilization 61.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South

 Ø1	 Ø2	 Ø4
9.5 s	33 s	22.5 s
 Ø5	 Ø6	 Ø8
9.5 s	33 s	22.5 s

Queues

1: Geneva Road & 2000 South

10/05/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1	2	99	123	2	670	93	155	407	3
v/c Ratio	0.00	0.01	0.42	0.34	0.00	0.60	0.09	0.34	0.31	0.00
Control Delay	19.0	16.5	26.8	7.7	4.0	14.1	2.4	6.1	6.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	16.5	26.8	7.7	4.0	14.1	2.4	6.1	6.8	0.0
Queue Length 50th (ft)	0	0	30	0	0	158	0	14	44	0
Queue Length 95th (ft)	3	5	66	34	2	299	17	37	152	0
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	412	563	460	600	720	1115	988	458	1304	1138
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.22	0.20	0.00	0.60	0.09	0.34	0.31	0.00
Intersection Summary										

HCM 6th TWSC
2: Geneva Road & 1950 South

10/05/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	34	9	707	498	7
Future Vol, veh/h	23	34	9	707	498	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	39	10	803	566	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1393	570	574	0	-	0
Stage 1	570	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	156	521	999	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	521	999	-	-	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	999	-	395	-	-
HCM Lane V/C Ratio	0.01	-	0.164	-	-
HCM Control Delay (s)	8.6	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

HCM 6th TWSC
3: 3100 West/800 West & 2000 South

10/05/2023

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	212	8	6	154	1	16	0	11	3	0	8
Future Vol, veh/h	4	212	8	6	154	1	16	0	11	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	241	9	7	175	1	18	0	13	3	0	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	250	0	0	450	446	246	452	450	176
Stage 1	-	-	-	-	-	-	256	256	-	190	190	-
Stage 2	-	-	-	-	-	-	194	190	-	262	260	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1400	-	-	1316	-	-	519	507	793	518	504	867
Stage 1	-	-	-	-	-	-	749	696	-	812	743	-
Stage 2	-	-	-	-	-	-	808	743	-	743	693	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1400	-	-	1316	-	-	510	502	793	506	499	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	510	502	-	506	499	-
Stage 1	-	-	-	-	-	-	746	693	-	809	739	-
Stage 2	-	-	-	-	-	-	795	739	-	728	690	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.4			10		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	597	1400	-	-	1316	-	-	726				
HCM Lane V/C Ratio	0.051	0.003	-	-	0.005	-	-	0.017				
HCM Control Delay (s)	11.4	7.6	0	-	7.8	0	-	10				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	216	1	1	158	19	6	0	1	7	0	31
Future Vol, veh/h	2	216	1	1	158	19	6	0	1	7	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	245	1	1	180	22	7	0	1	8	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	246	0	0	461	454	246	443	443	191
Stage 1	-	-	-	-	-	-	250	250	-	193	193	-
Stage 2	-	-	-	-	-	-	211	204	-	250	250	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1370	-	-	1320	-	-	511	502	793	525	509	851
Stage 1	-	-	-	-	-	-	754	700	-	809	741	-
Stage 2	-	-	-	-	-	-	791	733	-	754	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1320	-	-	489	500	793	523	507	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	500	-	523	507	-
Stage 1	-	-	-	-	-	-	752	699	-	807	740	-
Stage 2	-	-	-	-	-	-	757	732	-	751	699	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			12.1			10		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	517	1370	-	-	1320	-	-	763				
HCM Lane V/C Ratio	0.015	0.002	-	-	0.001	-	-	0.057				
HCM Control Delay (s)	12.1	7.6	0	-	7.7	0	-	10				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2				

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	657	41	35	497
Future Vol, veh/h	0	59	657	41	35	497
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	747	47	40	565
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	771	0	0	794	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	400	-	-	827	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	400	-	-	827	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.8	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 400		827	-	
HCM Lane V/C Ratio	-	- 0.168		0.048	-	
HCM Control Delay (s)	-	- 15.8		9.6	-	
HCM Lane LOS	-	- C		A	-	
HCM 95th %tile Q(veh)	-	- 0.6		0.2	-	

Timings

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	→	←	→	←	→	←	←	→	←
Traffic Volume (vph)	7	3	216	1	3	448	87	273	635	8
Future Volume (vph)	7	3	216	1	3	448	87	273	635	8
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		6		2	2		6
Detector Phase	4	4	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
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.5	28.1	28.1	14.4	33.0	33.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	14.6%	43.2%	43.2%	22.2%	50.8%	50.8%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	14.8	14.8	14.8	14.8	36.7	23.7	23.7	33.0	35.8	35.8
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.60	0.39	0.39	0.54	0.58	0.58
v/c Ratio	0.06	0.01	0.72	0.51	0.01	0.71	0.14	0.64	0.67	0.01
Control Delay	18.6	16.0	34.6	6.0	5.7	24.0	0.9	13.9	15.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	16.0	34.6	6.0	5.7	24.0	0.9	13.9	15.7	0.0
LOS	B	B	C	A	A	C	A	B	B	A
Approach Delay		17.7		18.4		20.2			15.0	
Approach LOS		B		B		C			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 61.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 17.3

Intersection LOS: B

Intersection Capacity Utilization 68.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South

Ø1	Ø2	Ø4
14.4 s	28.1 s	22.5 s
Ø5	Ø6	Ø8
9.5 s	33 s	22.5 s

Queues

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	8	4	245	320	3	509	99	310	722	9
v/c Ratio	0.06	0.01	0.72	0.51	0.01	0.71	0.14	0.64	0.67	0.01
Control Delay	18.6	16.0	34.6	6.0	5.7	24.0	0.9	13.9	15.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	16.0	34.6	6.0	5.7	24.0	0.9	13.9	15.7	0.0
Queue Length 50th (ft)	2	1	85	0	1	167	0	52	164	0
Queue Length 95th (ft)	12	7	151	49	3	#280	5	92	#438	0
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	177	528	414	691	361	719	719	500	1084	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.59	0.46	0.01	0.71	0.14	0.62	0.67	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
2: Geneva Road & 1950 South

10/05/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	28	33	725	955	7
Future Vol, veh/h	14	28	33	725	955	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	32	38	824	1085	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1989	1089	1093	0	-	0
Stage 1	1089	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	67	262	638	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	63	262	638	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.7	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	638	-	230	-	-
HCM Lane V/C Ratio	0.059	-	0.208	-	-
HCM Control Delay (s)	11	-	24.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

HCM 6th TWSC
3: 3100 West/800 West & 2000 South

10/05/2023

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	347	9	4	444	2	6	1	5	3	0	11
Future Vol, veh/h	9	347	9	4	444	2	6	1	5	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	394	10	5	505	2	7	1	6	3	0	13
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	507	0	0	404	0	0	942	936	399	939	940	506
Stage 1	-	-	-	-	-	-	419	419	-	516	516	-
Stage 2	-	-	-	-	-	-	523	517	-	423	424	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1058	-	-	1155	-	-	243	265	651	244	264	566
Stage 1	-	-	-	-	-	-	612	590	-	542	534	-
Stage 2	-	-	-	-	-	-	537	534	-	609	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1058	-	-	1155	-	-	234	260	651	238	259	566
Mov Cap-2 Maneuver	-	-	-	-	-	-	234	260	-	238	259	-
Stage 1	-	-	-	-	-	-	605	583	-	535	531	-
Stage 2	-	-	-	-	-	-	522	531	-	595	580	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.2		0.1			16.6			13.5			
HCM LOS						C			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	323	1058	-	-	1155	-	-	437				
HCM Lane V/C Ratio	0.042	0.01	-	-	0.004	-	-	0.036				
HCM Control Delay (s)	16.6	8.4	0	-	8.1	0	-	13.5				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	337	11	3	448	10	2	0	6	22	0	48
Future Vol, veh/h	15	337	11	3	448	10	2	0	6	22	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	383	13	3	509	11	2	0	7	25	0	55
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	520	0	0	396	0	0	972	950	390	948	951	515
Stage 1	-	-	-	-	-	-	424	424	-	521	521	-
Stage 2	-	-	-	-	-	-	548	526	-	427	430	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1046	-	-	1163	-	-	232	260	658	241	260	560
Stage 1	-	-	-	-	-	-	608	587	-	539	532	-
Stage 2	-	-	-	-	-	-	521	529	-	606	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1046	-	-	1163	-	-	205	254	658	234	254	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	254	-	234	254	-
Stage 1	-	-	-	-	-	-	595	575	-	528	530	-
Stage 2	-	-	-	-	-	-	468	527	-	587	571	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.1			13.7			16.6		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	424	1046	-	-	1163	-	-	389				
HCM Lane V/C Ratio	0.021	0.016	-	-	0.003	-	-	0.204				
HCM Control Delay (s)	13.7	8.5	0	-	8.1	0	-	16.6				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.8				

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	41	717	19	67	916
Future Vol, veh/h	0	41	717	19	67	916
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	815	22	76	1041

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	826	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	372	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	372	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	372	797
HCM Lane V/C Ratio	-	-	0.125	0.096
HCM Control Delay (s)	-	-	16.1	10
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.3

Timings

1: Geneva Road & 2000 South

10/05/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	115	39	93	39	40	643	89	148	391	117
Future Volume (vph)	115	39	93	39	40	643	89	148	391	117
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		6		2	2		6
Detector Phase	4	4	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
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.5	33.0	33.0	9.5	33.0	33.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	14.6%	50.8%	50.8%	14.6%	50.8%	50.8%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	11.3	11.3	11.2	11.2	38.0	33.4	33.4	36.2	37.3	37.3
Actuated g/C Ratio	0.20	0.20	0.19	0.19	0.66	0.58	0.58	0.63	0.65	0.65
v/c Ratio	0.58	0.23	0.40	0.40	0.07	0.65	0.10	0.39	0.35	0.12
Control Delay	32.1	12.8	25.0	9.9	5.1	17.2	2.9	8.0	9.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	12.8	25.0	9.9	5.1	17.2	2.9	8.0	9.7	2.8
LOS	C	B	C	A	A	B	A	A	A	A
Approach Delay		24.3		15.6		14.9			8.1	
Approach LOS		C		B		B			A	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 57.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South

		
Ø1	Ø2	Ø4
9.5 s	33 s	22.5 s
		
Ø5	Ø6	Ø8
9.5 s	33 s	22.5 s

Queues

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	125	84	101	169	43	699	97	161	425	127
v/c Ratio	0.58	0.23	0.40	0.40	0.07	0.65	0.10	0.39	0.35	0.12
Control Delay	32.1	12.8	25.0	9.9	5.1	17.2	2.9	8.0	9.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	12.8	25.0	9.9	5.1	17.2	2.9	8.0	9.7	2.8
Queue Length 50th (ft)	40	12	31	12	4	185	0	18	55	0
Queue Length 95th (ft)	85	42	68	54	17	#429	21	48	189	25
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	350	574	413	609	655	1083	962	409	1207	1070
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.15	0.24	0.28	0.07	0.65	0.10	0.39	0.35	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
2: Geneva Road & 1950 South

10/05/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	37	10	883	655	8
Future Vol, veh/h	25	37	10	883	655	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	40	11	960	712	9

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1699	717	721
Stage 1	717	-	-
Stage 2	982	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	101	430	881
Stage 1	484	-	-
Stage 2	363	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	100	430	881
Mov Cap-2 Maneuver	233	-	-
Stage 1	478	-	-
Stage 2	363	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	881	-	321	-	-
HCM Lane V/C Ratio	0.012	-	0.21	-	-
HCM Control Delay (s)	9.1	-	19.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

HCM 6th TWSC
3: 3100 West/800 West & 2000 South

10/05/2023

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	268	9	7	205	1	17	0	12	3	0	9
Future Vol, veh/h	4	268	9	7	205	1	17	0	12	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	291	10	8	223	1	18	0	13	3	0	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	301	0	0	549	544	296	551	549	224
Stage 1	-	-	-	-	-	-	304	304	-	240	240	-
Stage 2	-	-	-	-	-	-	245	240	-	311	309	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1260	-	-	446	446	743	445	443	815
Stage 1	-	-	-	-	-	-	705	663	-	763	707	-
Stage 2	-	-	-	-	-	-	759	707	-	699	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1260	-	-	437	441	743	433	438	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	437	441	-	433	438	-
Stage 1	-	-	-	-	-	-	702	660	-	760	702	-
Stage 2	-	-	-	-	-	-	745	702	-	684	657	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			12.3			10.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	527	1345	-	-	1260	-	-	668				
HCM Lane V/C Ratio	0.06	0.003	-	-	0.006	-	-	0.02				
HCM Control Delay (s)	12.3	7.7	0	-	7.9	0	-	10.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	273	1	1	211	19	7	0	1	7	0	31
Future Vol, veh/h	2	273	1	1	211	19	7	0	1	7	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	297	1	1	229	21	8	0	1	8	0	34
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	250	0	0	298	0	0	561	554	298	544	544	240
Stage 1	-	-	-	-	-	-	302	302	-	242	242	-
Stage 2	-	-	-	-	-	-	259	252	-	302	302	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1316	-	-	1263	-	-	438	440	741	450	446	799
Stage 1	-	-	-	-	-	-	707	664	-	762	705	-
Stage 2	-	-	-	-	-	-	746	698	-	707	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1263	-	-	419	439	741	448	445	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	439	-	448	445	-
Stage 1	-	-	-	-	-	-	706	663	-	760	704	-
Stage 2	-	-	-	-	-	-	714	697	-	705	663	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			13.3			10.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	443	1316	-	-	1263	-	-	698				
HCM Lane V/C Ratio	0.02	0.002	-	-	0.001	-	-	0.059				
HCM Control Delay (s)	13.3	7.7	0	-	7.9	0	-	10.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	833	41	35	657
Future Vol, veh/h	0	59	833	41	35	657
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	905	45	38	714
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	928	0	0	950	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	325	-	-	723	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	325	-	-	723	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.8	0		0.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	325	723	-	
HCM Lane V/C Ratio	-	-	0.197	0.053	-	
HCM Control Delay (s)	-	-	18.8	10.3	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-	

Timings

1: Geneva Road & 2000 South

10/05/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	122	41	231	39	41	488	95	298	696	123
Future Volume (vph)	122	41	231	39	41	488	95	298	696	123
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		6		2	2		6
Detector Phase	4	4	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
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	32.0	32.0	32.0	32.0	9.5	41.0	41.0	17.0	48.5	48.5
Total Split (%)	35.6%	35.6%	35.6%	35.6%	10.6%	45.6%	45.6%	18.9%	53.9%	53.9%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	25.4	25.4	25.4	25.4	50.5	36.6	36.6	48.6	47.6	47.6
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.58	0.42	0.42	0.55	0.54	0.54
v/c Ratio	1.02	0.17	0.70	0.55	0.19	0.71	0.15	0.79	0.78	0.16
Control Delay	118.4	14.2	38.6	7.7	9.6	28.2	2.9	25.6	25.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.4	14.2	38.6	7.7	9.6	28.2	2.9	25.6	25.1	6.9
LOS	F	B	D	A	A	C	A	C	C	A
Approach Delay		77.2		20.1		23.1			23.2	
Approach LOS		E		C		C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 87.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 26.8

Intersection LOS: C

Intersection Capacity Utilization 84.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South



Queues

1: Geneva Road & 2000 South

10/05/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	139	91	263	392	47	555	108	339	791	140
v/c Ratio	1.02	0.17	0.70	0.55	0.19	0.71	0.15	0.79	0.78	0.16
Control Delay	118.4	14.2	38.6	7.7	9.6	28.2	2.9	25.6	25.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.4	14.2	38.6	7.7	9.6	28.2	2.9	25.6	25.1	6.9
Queue Length 50th (ft)	78	19	129	19	10	261	0	89	382	19
Queue Length 95th (ft)	#190	52	211	84	23	373	22	#190	#596	49
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	147	574	409	745	245	778	735	440	1011	893
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.16	0.64	0.53	0.19	0.71	0.15	0.77	0.78	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
2: Geneva Road & 1950 South

10/05/2023

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	31	36	902	1152	8
Future Vol, veh/h	15	31	36	902	1152	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	35	41	1025	1309	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2421	1314	1318	0	-	0
Stage 1	1314	-	-	-	-	-
Stage 2	1107	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	36	193	524	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	33	193	524	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	35.3	0.5		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	524	-	170	-	-	
HCM Lane V/C Ratio	0.078	-	0.307	-	-	
HCM Control Delay (s)	12.5	-	35.3	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-	

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	415	10	4	521	2	7	1	5	3	0	12
Future Vol, veh/h	10	415	10	4	521	2	7	1	5	3	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	472	11	5	592	2	8	1	6	3	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	594	0	0	483	0	0	1110	1104	478	1106	1108	593
Stage 1	-	-	-	-	-	-	500	500	-	603	603	-
Stage 2	-	-	-	-	-	-	610	604	-	503	505	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	982	-	-	1080	-	-	187	211	587	188	210	506
Stage 1	-	-	-	-	-	-	553	543	-	486	488	-
Stage 2	-	-	-	-	-	-	482	488	-	551	540	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	1080	-	-	179	206	587	182	205	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	206	-	182	205	-
Stage 1	-	-	-	-	-	-	545	535	-	479	485	-
Stage 2	-	-	-	-	-	-	466	485	-	536	532	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			20.4			15.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	248	982	-	-	1080	-	-	373
HCM Lane V/C Ratio	0.06	0.012	-	-	0.004	-	-	0.046
HCM Control Delay (s)	20.4	8.7	0	-	8.3	0	-	15.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	406	12	3	526	10	2	0	7	22	0	48
Future Vol, veh/h	15	406	12	3	526	10	2	0	7	22	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	461	14	3	598	11	2	0	8	25	0	55
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	609	0	0	475	0	0	1139	1117	468	1116	1119	604
Stage 1	-	-	-	-	-	-	502	502	-	610	610	-
Stage 2	-	-	-	-	-	-	637	615	-	506	509	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	970	-	-	1087	-	-	178	207	595	185	207	498
Stage 1	-	-	-	-	-	-	552	542	-	482	485	-
Stage 2	-	-	-	-	-	-	465	482	-	549	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	1087	-	-	155	201	595	179	201	498
Mov Cap-2 Maneuver	-	-	-	-	-	-	155	201	-	179	201	-
Stage 1	-	-	-	-	-	-	539	529	-	470	483	-
Stage 2	-	-	-	-	-	-	412	480	-	529	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			15.1			20		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	365	970	-	-	1087	-	-	319				
HCM Lane V/C Ratio	0.028	0.018	-	-	0.003	-	-	0.249				
HCM Control Delay (s)	15.1	8.8	0	-	8.3	0	-	20				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1				

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘		↗	↘
Traffic Vol, veh/h	0	41	897	19	67	1116
Future Vol, veh/h	0	41	897	19	67	1116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	1019	22	76	1268
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	1030	0	0	1041	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	283	-	-	668	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	283	-	-	668	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	20.2	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	283	668	-	
HCM Lane V/C Ratio	-	-	0.165	0.114	-	
HCM Control Delay (s)	-	-	20.2	11.1	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.6	0.4	-	

Timings

1: Geneva Road & 2000 South

10/09/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	115	39	93	39	40	643	89	148	391	117
Future Volume (vph)	115	39	93	39	40	643	89	148	391	117
Turn Type	D.P+P	NA	D.P+P	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	8		4		6		2	2		6
Detector Phase	7	4	3	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
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	22.5	9.5	22.5	9.5	38.0	38.0	10.0	38.5	38.5
Total Split (%)	11.9%	28.1%	11.9%	28.1%	11.9%	47.5%	47.5%	12.5%	48.1%	48.1%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	11.9	8.0	11.9	8.0	41.2	33.7	33.7	39.3	38.4	38.4
Actuated g/C Ratio	0.17	0.12	0.17	0.12	0.60	0.49	0.49	0.58	0.56	0.56
v/c Ratio	0.56	0.35	0.39	0.55	0.08	0.76	0.11	0.49	0.41	0.13
Control Delay	32.0	20.8	25.6	17.1	6.4	22.6	1.3	11.8	12.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	20.8	25.6	17.1	6.4	22.6	1.3	11.8	12.6	2.3
LOS	C	C	C	B	A	C	A	B	B	A
Approach Delay		27.5		20.3		19.3			10.6	
Approach LOS		C		C		B			B	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 68.2

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South

			
10 s	38 s	9.5 s	22.5 s
			
9.5 s	38.5 s	9.5 s	22.5 s

Queues

1: Geneva Road & 2000 South

10/09/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	125	84	101	169	43	699	97	161	425	127
v/c Ratio	0.56	0.35	0.39	0.55	0.08	0.76	0.11	0.49	0.41	0.13
Control Delay	32.0	20.8	25.6	17.1	6.4	22.6	1.3	11.8	12.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	20.8	25.6	17.1	6.4	22.6	1.3	11.8	12.6	2.3
Queue Length 50th (ft)	43	17	35	17	6	231	0	24	112	0
Queue Length 95th (ft)	84	54	70	68	20	#475	11	57	210	22
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	223	488	261	532	564	921	855	327	1048	953
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.17	0.39	0.32	0.08	0.76	0.11	0.49	0.41	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Timings

1: Geneva Road & 2000 South

10/09/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	122	41	231	39	41	488	95	298	696	123
Future Volume (vph)	122	41	231	39	41	488	95	298	696	123
Turn Type	D.P+P	NA	D.P+P	NA	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	8		4		6		2	2		6
Detector Phase	7	4	3	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
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	13.0	23.0	13.0	23.0	9.5	32.0	32.0	22.0	44.5	44.5
Total Split (%)	14.4%	25.6%	14.4%	25.6%	10.6%	35.6%	35.6%	24.4%	49.4%	49.4%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	18.0	9.8	19.0	9.8	44.7	28.0	28.0	42.6	41.9	41.9
Actuated g/C Ratio	0.23	0.12	0.24	0.12	0.57	0.36	0.36	0.54	0.53	0.53
v/c Ratio	0.52	0.36	0.70	0.78	0.20	0.84	0.16	0.76	0.80	0.16
Control Delay	29.4	22.8	35.9	17.4	9.9	39.1	0.9	27.2	25.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	22.8	35.9	17.4	9.9	39.1	0.9	27.2	25.9	3.9
LOS	C	C	D	B	A	D	A	C	C	A
Approach Delay		26.8		24.9		31.4			23.8	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 78.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 26.2

Intersection LOS: C

Intersection Capacity Utilization 84.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Geneva Road & 2000 South

			
Ø1	Ø2	Ø3	Ø4
22 s	32 s	13 s	23 s
			
Ø5	Ø6	Ø7	Ø8
9.5 s	44.5 s	13 s	23 s

Queues

1: Geneva Road & 2000 South

10/09/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	139	91	263	392	47	555	108	339	791	140
v/c Ratio	0.52	0.36	0.70	0.78	0.20	0.84	0.16	0.76	0.80	0.16
Control Delay	29.4	22.8	35.9	17.4	9.9	39.1	0.9	27.2	25.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	22.8	35.9	17.4	9.9	39.1	0.9	27.2	25.9	3.9
Queue Length 50th (ft)	55	22	113	21	8	248	0	86	321	3
Queue Length 95th (ft)	97	60	176	98	26	#501	3	#231	#645	34
Internal Link Dist (ft)		541		221		581			180	
Turn Bay Length (ft)	150		150		150		150	100		100
Base Capacity (vph)	278	443	376	648	238	661	679	510	989	900
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.21	0.70	0.60	0.20	0.84	0.16	0.66	0.80	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



City Council Chambers, 56 N State Street

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

SITE PLAN - Approving the site plan for Holiday Oil located generally at 1981 South Geneva Road in the C2 zone.

This meeting is not a public hearing, as such comments will not be taken during 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.

CHOWDHARY, PRATAPRAI R & KIRAN B
3465 W 111TH LOOP
WESTMINSTER, CO 80031

Planning Commission
Wed, Mar 20, 2024
4:30 pm



City Council Chambers, 56 N State Street

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

SITE PLAN - Approving the site plan for Holiday Oil located generally at 1981 South Geneva Road in the C2 zone.

This meeting is not a public hearing, as such comments will not be taken during 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.

CHURCH, MATTHEW J & MELISSA K (ET AL)
5501 W 10600 N
HIGHLAND, UT 84003

Planning Commission
Wed, Mar 20, 2024
4:30 pm



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



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

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

PROVO CITY CORPORATION
PO BOX 1859
PROVO, UT 84603

CHRIS KILLPACK
15 N 920 E
OREM, UT 84097

JAMES HAWKES
55 WEST 500 SOUTH
OREM, UT 84058

BRINKERHOFF, WALTER A & CONI JO
(ET AL)
70 BIG MEADOW LN
LOVELOCK, NV 89419

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

MILLHAVEN CONSTRUCTION LLC
295 N STATE ST
LINDON, UT 84042

PROVO CITY
351 W CENTER ST
PROVO, UT 84601

PETERSON, JEREMY & AMANDA
459 W 1840 S
OREM, UT 84058

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

HEATON, GERRY L & KAYE B
501 W MAIN CANYON RD
WALLSBURG, UT 84082

GENEVA ROAD 44 LLC
519 W STATE ST STE 202
PLEASANT GROVE, UT 84062

MADELINE KOMEN
653 W. 1360 NORTH
OREM, UT 84057

BROWN, BARRY E & LINDA B (ET AL)
782 W 2000 S
OREM, UT 84058

ALVARENGA, BORIS ALEXANDER &
JOSIE M (ET AL)
810 W 1950 S
OREM, UT 84058

VARGAS, LEANDRO DAVID & ALISSA
KITCHEN
819 W 1950 S
OREM, UT 84058

PULHAM, KURT TERRY
822 W 1950 S
OREM, UT 84058

TRONSON, TANNER DON (ET AL)
827 W 1950 S
OREM, UT 84058

GRIFFIN, SKYLER REED (ET AL)
830 W 1950 S
OREM, UT 84058

MORRILL, JENNIFER
835 W 1950 S
OREM, UT 84058

GROO, DENIS E & NANCY M
838 W 2000 S
OREM, UT 84058

FONG, THOMAS & SHARON
840 W 1950 S
OREM, UT 84058

DAMERON, SYDNEY K & BRONSON
M
849 W 1950 S
OREM, UT 84058

ANDERTON, PARKER (ET AL)
854 W 1950 S
OREM, UT 84058

PORTER, JOHN M & CONNIE M (ET
AL)
861 W 1950 S
OREM, UT 84058

BERNIER, ADAM & JENNY
866 W 1950 S ST
OREM, UT 84058

WAGSTAFF INVESTMENTS LLC
--OR CURRENT RESIDENT--
868 W 2000 SOUTH
OREM, UT 84058

PRICE, ZACHARIAH LEE & CARLYN
871 W 1950 S
OREM, UT 84058

SLS2 LLC
%BERRETT, CRAE
878 W 1950 S
OREM, UT 84058

CAMPBELL, TREVIN JOSEPH
890 W 1950 S
OREM, UT 84058

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

MURRAY LOW
904 S. 725 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1006 W 1950 SOUTH
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1008 W 1950 SOUTH
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1014 W 1950 DS
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1018 W 1950 SOUTH
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1022 W 1950 SOUTH
OREM, UT 84058

CHOWDHARY, PRATAPRAI R &
KIRAN B
--OR CURRENT RESIDENT--
1033 W 1970 SOUTH
OREM, UT 84058

THOMPSON, BEAU
1036 W 1970 S
OREM, UT 84057

FQU HOLDINGS LLC
--OR CURRENT RESIDENT--
1037 W 1970 SOUTH
OREM, UT 84058

VINDEL, JOSUE MORENO & KELLY
MORENO
1038 W 1970 S
OREM, UT 84058

GERALD CRISMON
1069 S. 545 EAST
OREM, UT 84097

JENN GALE
1144 E 920 N
OREM, UT 84097

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

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

MORGAN, SANDRA C (ET AL)
1476 N LAKE SHORE DR
PROVO, UT 84604

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

UTAH AUTISM ACADEMY
1875 S GENEVA RD
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1893 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1897 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1899 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1901 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1903 S 1030 WEST
OREM, UT 84058

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 103
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 104
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 105
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 106
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 203
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 204
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 205
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 206
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 303
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1906 N GENEVA RD UNIT# 304
PROVO, UT 84601

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1907 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1909 S 1030 WEST
OREM, UT 84058

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

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1911 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1913 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1917 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1919 S 1030 WEST
OREM, UT 84058

HEATON, GERRY L & KAYE B
--OR CURRENT RESIDENT--
1921 N GENEVA RD
PROVO, UT 84601

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1921 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1923 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1927 S 1030 WEST
OREM, UT 84058

VILLAGE OF LAKEVIEW FIELDS LLC
THE
--OR CURRENT RESIDENT--
1929 S 1030 WEST
OREM, UT 84058

OYANEDEL, ANGEL PATRICIO
1929 S GENEVA RD
OREM, UT 84058

NIELSON, LINDA E
1931 N 3100 W
PROVO, UT 84601

CISNEROS, JESUS JR & CHRISTIAN A
1936 N 3100 W
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 101
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 102
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 103
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 104
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 201
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 202
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 203
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 204
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 301
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 302
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 303
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1936 N GENEVA RD UNIT# 304
PROVO, UT 84601

JOHNSON, BLAINE E
1939 N 3100 W
PROVO, UT 84601

ROYLANCE, SHAUNA L (ET AL)
1941 S 800 W
OREM, UT 84058

NORDSTROM, MACKENZIE &
TANNER
1942 N 3100 W
PROVO, UT 84601

FQU HOLDINGS LLC
1945 N 1120 W
PROVO, UT 84604

BARNEY, THOMAS & APRIL (ET AL)
1948 S 1030 W # 431
OREM, UT 84058

MOOSE, ALAN L & PAMELA C
1949 S 800 W
OREM, UT 84058

THENOT, JODY R
1953 N 3050 W
PROVO, UT 84601

FLYGARE, KELLY
1959 N 3100 W
PROVO, UT 84601

LARSEN, JENNIFER C (ET AL)
1960 S 800 W
OREM, UT 84058

MAHEDY, PAUL PATRICK & PAULA
ALICE
1963 S 800 W
OREM, UT 84058

MERRILL, SETH & BROOKE
1965 N 3050 W
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 101
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 102
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 103
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 104
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 105
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 106
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 201
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 202
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 203
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 204
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 205
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 206
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 301
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 302
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 303
PROVO, UT 84601

GENEVA ROAD 44 LLC
--OR CURRENT RESIDENT--
1966 N GENEVA RD UNIT# 304
PROVO, UT 84601

BAHR, DON F & VONDA P
1969 N GENEVA RD
PROVO, UT 84601

NARCISO, DAVID L JR & TATIANA H
1971 N 3100 W
PROVO, UT 84601

BACKUS, KRISTOPHER C & JILL R
1975 S 800 W
OREM, UT 84058

HERNANDEZ, GABRIELA COMPRES &
GABRIELA
1979 N 3100 W
PROVO, UT 84601

HERIFORD, HANK & AUBREY
1987 N 3100 W
PROVO, UT 84601

GERMAN, EDWARD & JEANNETTE
VARGAS
1988 N 3100 W
PROVO, UT 84601

VILLAGE OF LAKEVIEW FIELDS LLC
THE
2825 E COTTONWOOD PKWY # 500
SALT LAKE CITY, UT 84121

LAKEVIEW FIELDS HOMEOWNERS
ASSOCIATION
%ROBLES, LIZ
3089 W 1930 N
PROVO, UT 84601

JAUREGUI, JOSE ARMANDO
3103 W 1930 N
PROVO, UT 84601

WAGSTAFF INVESTMENTS LLC
%TAX DEPARTMENT
3115 W 2100 S
SALT LAKE CITY, UT 84119

WAGSTAFF INVESTMENTS LLC
3115 W 2100 S
WEST VALLEY CITY, UT 84119

CHOWDHARY, PRATAPRAI R &
KIRAN B
3465 W 111TH LOOP
WESTMINSTER, CO 80031

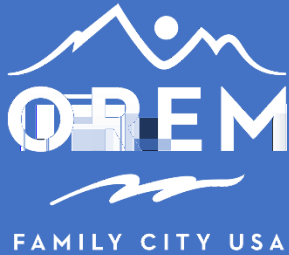
UTAH DEPARTMENT OF
TRANSPORTATION
4501 S 2700 W
SALT LAKE CITY, UT 84114

SWITZLER, AL
5082 OLD OAK LN
HIGHLAND, UT 84003

CHURCH, MATTHEW J & MELISSA K
(ET AL)
5501 W 10600 N
HIGHLAND, UT 84003

BOARDWALK INDUSTRIES LLC
6955 UNION PARK CTR # 160
MIDVALE, UT 84047

HOLLAND, CINDY B (ET AL)
7107 DREAM INN LN
ROSEVILLE, CA 95747



Administrative

Planning Commission

March 20, 2024

Item 3.4

Prepared By:
Makayla Wagstaff

Applicant:
Bracken Atkinson

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 22 adjacent property owners.

SITE INFORMATION:

- General Plan Designation:

Regional Commercial

- Current Zone: **PD36**
- Acreage: **3.6**
- 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 Orem Tech South Retail located generally at 1637 West 1340 North in the PD36 zone.

BACKGROUND: The applicant is proposing to build a retail center on the property along Geneva Road consisting of 4 retail buildings, each 3,542 square feet. Two buildings will be walk up only, the other two will have drive-thru windows.

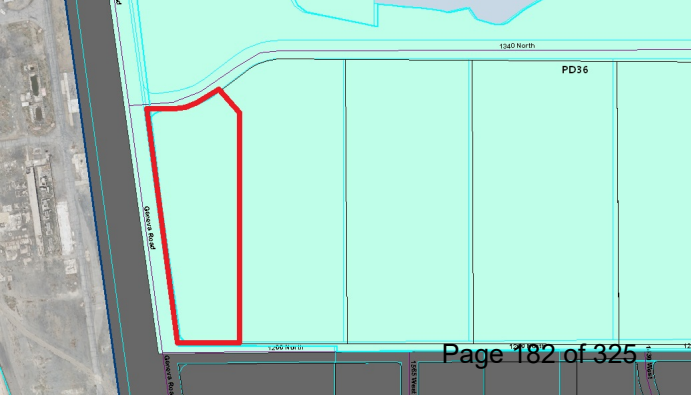
Parking: With a total building area of 14,168 square feet, this site is required to have at least 57 parking stalls – if the use is general retail. For restaurant uses the required parking is 1 stall for every 3 seats, with the provided total number of stalls of 135 – up to 405 total seats are allowed between all 4 buildings. This site is required to have at least 5 ADA parking spaces, 8 ADA parking spaces are provided. ([22-11-49](#))([22-15-3](#))

Height: The highest point of the building (top of parapet) will be 26 feet. The maximum height allowed in the PD36 zone is 125 feet. ([22-11-49](#))

Architecture: The proposed architectural design of the buildings will be similar to other buildings within the PD36 zone and to the examples showing in [Appendix DD](#). The proposed materials include brick, stucco, and wood grain aluminum cladding.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the site plan for Orem Tech South Retail located generally at 1637 West 1340 North in the PD36 zone.





1340 North

PD36

Geneva Road

1500 North

Page 182 of 325

Geneva Road

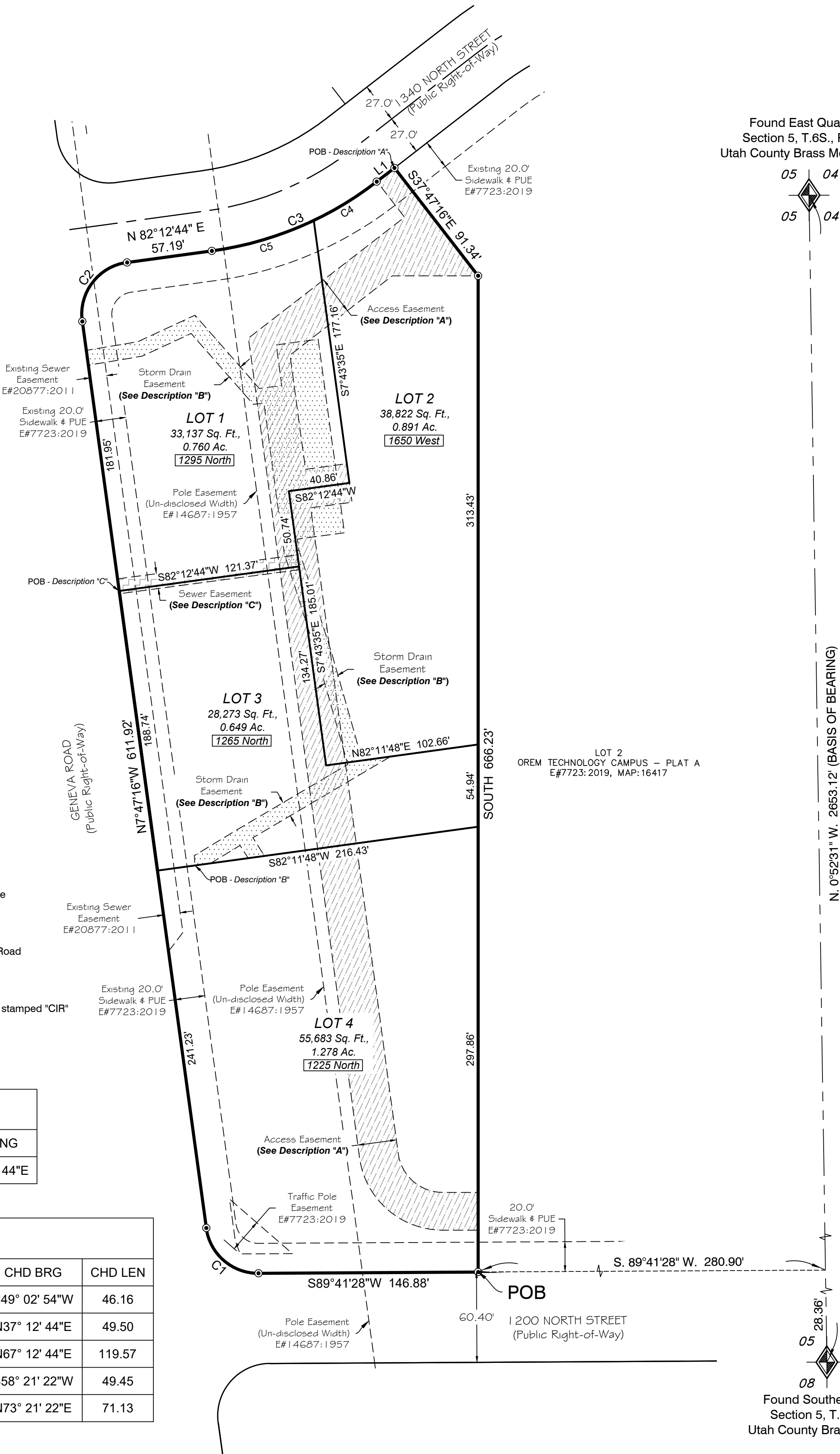
1500 West

1500 West

OREM TECHNOLOGY CAMPUS SUBDIVISION PLAT "C"

INCLUDING A VACATION OF LOT 1, OREM TECHNOLOGY CAMPUS PLAT "A"

A PART OF THE SOUTHEAST QUARTER OF SECTION 5,
TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY
OREM CITY, UTAH COUNTY, UTAH



PLAT NOTES

- Sewer system is owned and maintained by the property owner.
- All sewer lines, manholes, laterals etc. located in the public streets shall be maintained by the City of Orem. All sewer lines, manholes, laterals etc. located in private property shall be owned and maintained by the property owner.
- All fire hydrants, water lines, water valves etc. located in the public streets shall be maintained by the City of Orem. All fire hydrants, fire lines, water lines, water valves etc. located in private property shall be owned and maintained by the property owner.

Description "A" - Access Easement (In favor of Lots 1-4)

Beginning at the northerly corner of Lot 2, which is 765.34 feet N. 00°52'31" W. along the Section line and 325.60 feet West from the Southeast Corner of said Section 5; thence S. 37°47'16" E. 91.28 feet along a easterly line of said Lot 2; thence West 57.34 feet; thence S. 52°12'44" W. 86.60 feet; thence S. 07°43'35" E. 77.07 feet; thence N. 82°12'44" E. 27.86 feet; thence S. 07°43'35" E. 28.00 feet; thence S. 82°12'44" W. 27.86 feet; thence S. 07°42'45" E. 435.76 feet to a point of tangency with a 30.00 - foot radius curve to the left, concave northeasterly; thence Southeasterly 43.09 feet along the arc of said curve, through a central angle of 82°17'40" (Chord bears S. 48°51'35" E. 39.48 feet); thence N. 89°59'35" E. 23.74 feet to a East line of Lot 4; thence South 25.25 feet along said East line; thence S. 89°59'35" W. 23.83 feet to a point of tangency with a 56.00 - foot radius curve to the right, concave northeasterly; thence Northwesterly 80.43 feet along the arc of said curve, through a central angle of 82°17'46" (Chord bears N. 48°51'32" W. 73.70 feet; thence N. 07°42'57" W. 553.06 feet; thence N. 52°12'44" E. 132.05 feet; thence N. 37°47'16" W. 30.15 feet; thence N. 52°12'44" E. 14.86 feet to the **Point of Beginning**.

Contains 21,971 sq. ft., or 0.504 acre, more or less.

Description "B" - Storm Drain Easement (In favor of Lots 1-4)

Beginning at a point on the southerly line of Lot 3, which is 25.34 feet N. 82°11'48" E. from the southwest corner of said Lot 3 said point also being 298.79 feet N. 00°52'31" W. along the Section line and 466.08 feet West from the Southeast Corner of said Section 5; thence N. 04°27'32" W. 6.58 feet; thence N. 58°47'35" E. 34.63 feet; thence N. 59°28'01" E. 84.61 feet; thence N. 15°53'05" W. 73.55 feet; thence N. 17°37'08" W. 73.91 feet; thence N. 07°43'35" W. 101.35 feet; thence S. 83°12'56" W. 7.08 feet; thence N. 41°15'26" W. 63.07 feet; thence S. 65°06'27" W. 36.01 feet; thence S. 80°25'39" W. 36.58 feet; thence N. 07°47'16" W. 10.00 feet; thence N. 80°25'39" E. 34.93 feet; thence N. 65°06'27" E. 42.15 feet; thence S. 41°15'26" E. 65.24 feet; thence N. 82°16'25" E. 15.11 feet; thence N. 07°43'35" W. 27.37 feet; thence N. 82°16'25" E. 28.27 feet; thence S. 07°43'35" E. 130.56 feet; thence S. 82°16'25" W. 31.71 feet; thence S. 07°43'35" E. 7.37 feet; thence S. 17°37'08" E. 73.19 feet; thence S. 15°53'05" E. 73.77 feet; thence N. 82°11'48" E. 19.18 feet; thence S. 59°28'01" W. 106.94 feet; thence S. 32°35'51" E. 14.45 feet; thence S. 82°11'48" W. 11.02 feet; thence N. 32°35'51" W. 10.13 feet; thence S. 58°47'35" W. 23.15 feet; thence S. 82°11'48" W. 10.38 feet to the Point of Beginning.

Contains 9,529 sq. ft. or 0.218 acre, more or less.

Description "C" - Sewer Easement (In favor of Lot 2)

Beginning at the southwest corner of Lot 1, which is 482.37 feet N. 00°52'31" W. along the Section line and 513.96 feet West from the Southeast Corner of said Section 5; thence N. 07°47'16" W. 8.19 feet; thence N. 82°23'18" E. 121.37 feet; thence S. 07°43'35" E. 7.82 feet to the southeasterly corner of said Lot 1; thence S. 07°43'35" E. 2.18 feet along the easterly line of Lot 3; thence S. 82°23'18" W. 121.36 feet; thence N. 07°47'16" W. 1.81 feet to the **Point of Beginning**.

Contains 1,214 sq. ft., or 0.027 acre, more or less.

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 Lot 1, Orem Technology Campus Plat "A", and that there is good cause for said vacation. Lot 1, Orem Technology Campus Plat "A" is hereby vacated.

APPROVED AS TO FORM

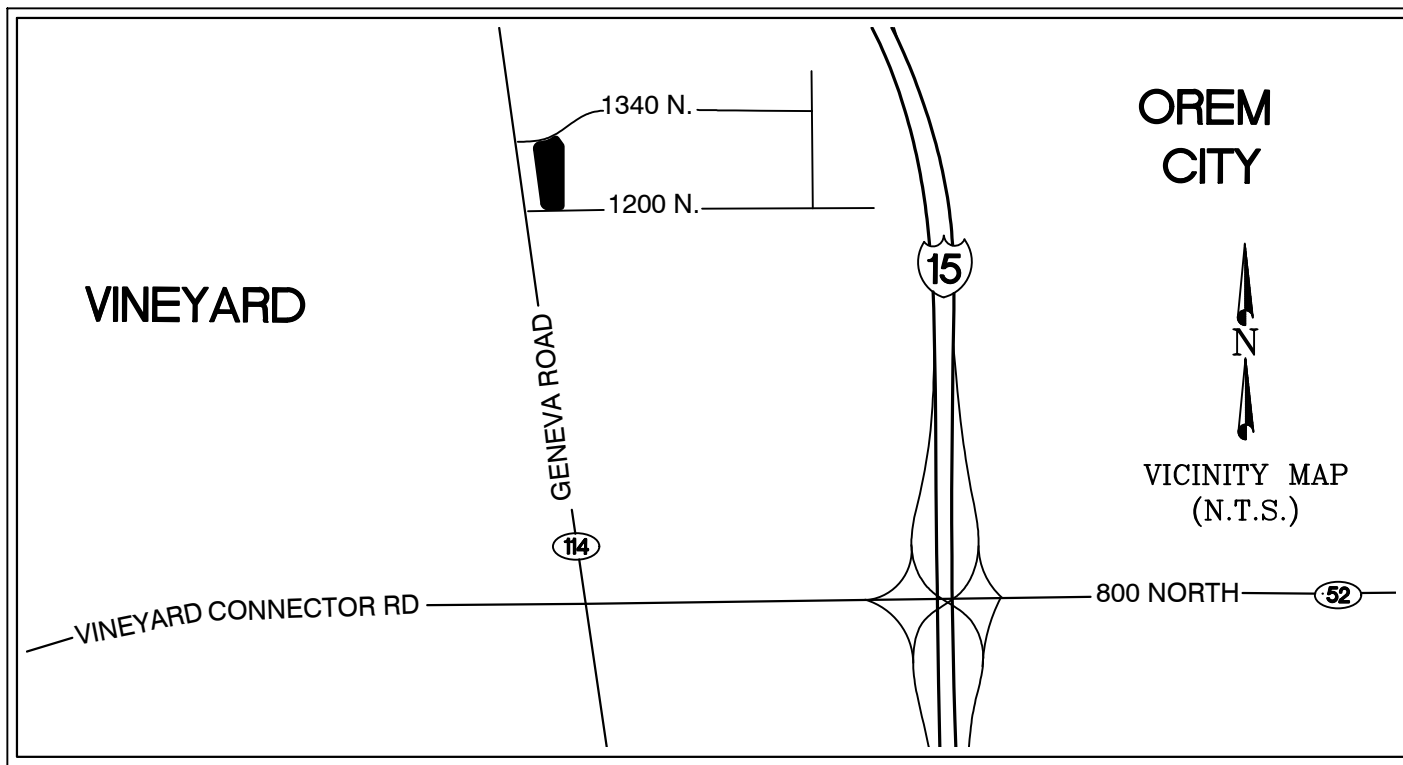
I, _____, hereby certify that I have reviewed this entire document and approve it as to form, on this _____ day of _____, A.D. 2024.

Orem City Attorney

PREPARED BY:

CIR CIVIL ENGINEERING + SURVEYING

10718 South Beckstead Lane, Suite 102, South Jordan, Utah 84095
Phone: 435-503-7641



SURVEYOR'S CERTIFICATE

I, BRIAN F. MITCHELL, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 5707871 in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyors Act; I further certify that by authority of the owners I have made a survey of the property described on this plat in accordance with 17-23-17 and have verified all measurements, and have subdivided said property into lots and streets, together with easements, hereafter to be known as **OREM TECHNOLOGY CAMPUS SUBDIVISION PLAT "C"** and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

Signed this _____ day of _____, 2024.

BOUNDARY DESCRIPTION

All of Lot 1, Orem Technology Campus Subdivision Plat A recorded January 30, 2019 as Entry No. 7723:2019, having Map No. 16417 in the Office of the Utah Recorder located in the Southeast Quarter of Section 5, Township 6 South, Range 2 East, Salt Lake Base and Meridian described as follows:

Beginning at the southeasterly corner of said Lot 1, which is 28.36 feet N. 00°52'31" W. along the Section line and 280.90 feet S. 89°41'28" W. from the Southeast Corner of said Section 5; thence along said Lot 1 the following nine (9) courses: 1) S. 89°41'28" W. 146.88 feet to a point of tangency with a 35.00-foot radius curve to the right, concave northeasterly; 2) Northwesterly 50.41 feet along the arc of said curve, through a central angle of 82°31'17" (Chord bears N. 49°02'54" W. 46.16 feet) to the easterly right-of-way line of Geneva Road; 3) N. 07°47'16" W. 611.92 feet to a point of tangency with a 35.00-foot radius curve to the right, concave southeasterly; 4) Northeasterly 54.98 feet along the arc of said curve, through a central angle of 90°00'00" (Chord bears N. 37°12'44" E. 49.50 feet); 5) N. 82°12'44" E. 57.19 feet to a point of tangency with a 231.00-foot radius curve to the left, concave northwesterly; 6) Northeasterly 120.95 feet along the arc of said curve, through a central angle of 30°00'00" (Chord bears N. 67°12'44" E. 119.57 feet); 7) N. 52°12'44" E. 15.00 feet; 8) S. 37°47'16" E. 91.34 feet; 9) South 666.23 feet to the **Point of Beginning**.

The above-described Lot 1 contains 155,915 sq. ft., in area or 3.579 acres, more or less.

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, public utility easements, 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. 2024.

ACKNOWLEDGEMENT

On the _____ Day of _____, A.D. 20____, personally appeared before me the signers of the foregoing dedication who duly acknowledge to me that they did execute the same.

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

My Commission Number _____ 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 this _____ Day of _____, A.D. 20____.

Approved Planning Commission Chairperson Approved Development Services Director

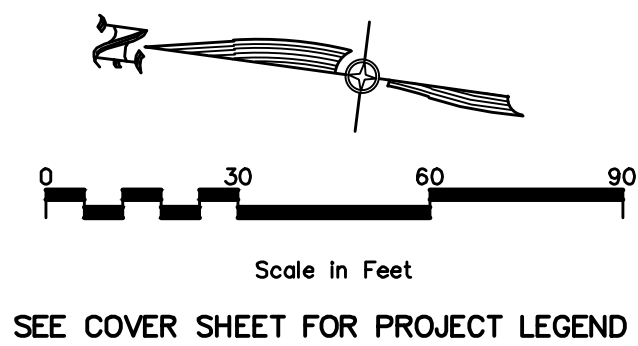
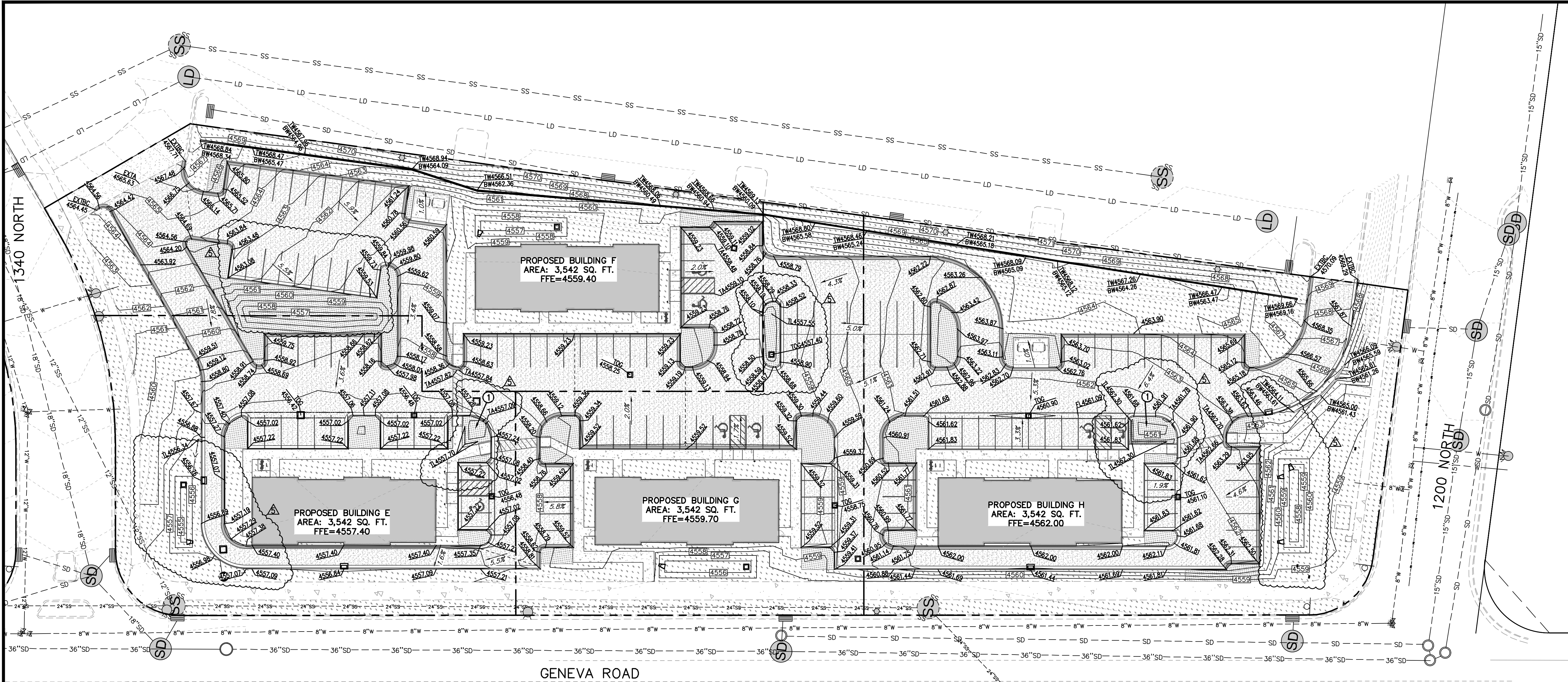
Approved City Engineer Attest City Recorder

OREM TECHNOLOGY CAMPUS SUBDIVISION PLAT "C" INCLUDING A VACATION OF LOT 1, OREM TECHNOLOGY CAMPUS PLAT "A"

OREM Utah County, Utah
Scale: 1" = 50' feet

SURVEYOR'S SEAL PROFESSIONAL LAND SURVEYOR BRIAN F. MITCHELL 5707871 STATE OF UTAH	NOTARY PUBLIC SEAL	CITY ENGINEER SEAL	CLERK-RECORDER SEAL
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This form approved by Utah County and the municipalities therein



SHEET NOTES:

- ① GRADE DEPRESSED AREA IN PROPOSED LANDSCAPE ISLAND TO PROVIDE AREA FOR STORM WATER TO BE RETAINED FROM THE PROPOSED CURB CUT.

1	COMMENTS	DATE
1	02/06/23	TLH
2	05/31/23	TLH
3	08/22/23	TLH
4	10/10/23	TLH
5	02/05/24	TLH
6	03/07/24	TLH
NO	REVISIONS	BY
NO	DATE	PROJECT ENGINEER: TLH

**CIVIL ENGINEERING
+ SURVEYING**



10718 SOUTH BECKSTEAD LN, STE. 102
SOUTH JORDAN, Utah 84095 - 801-949-6296

OREM TECH SOUTH RETAIL

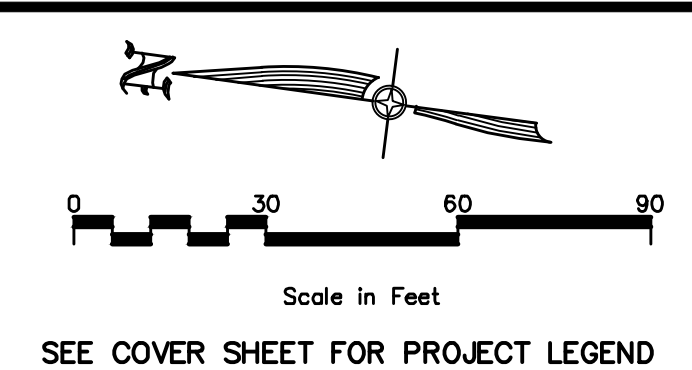
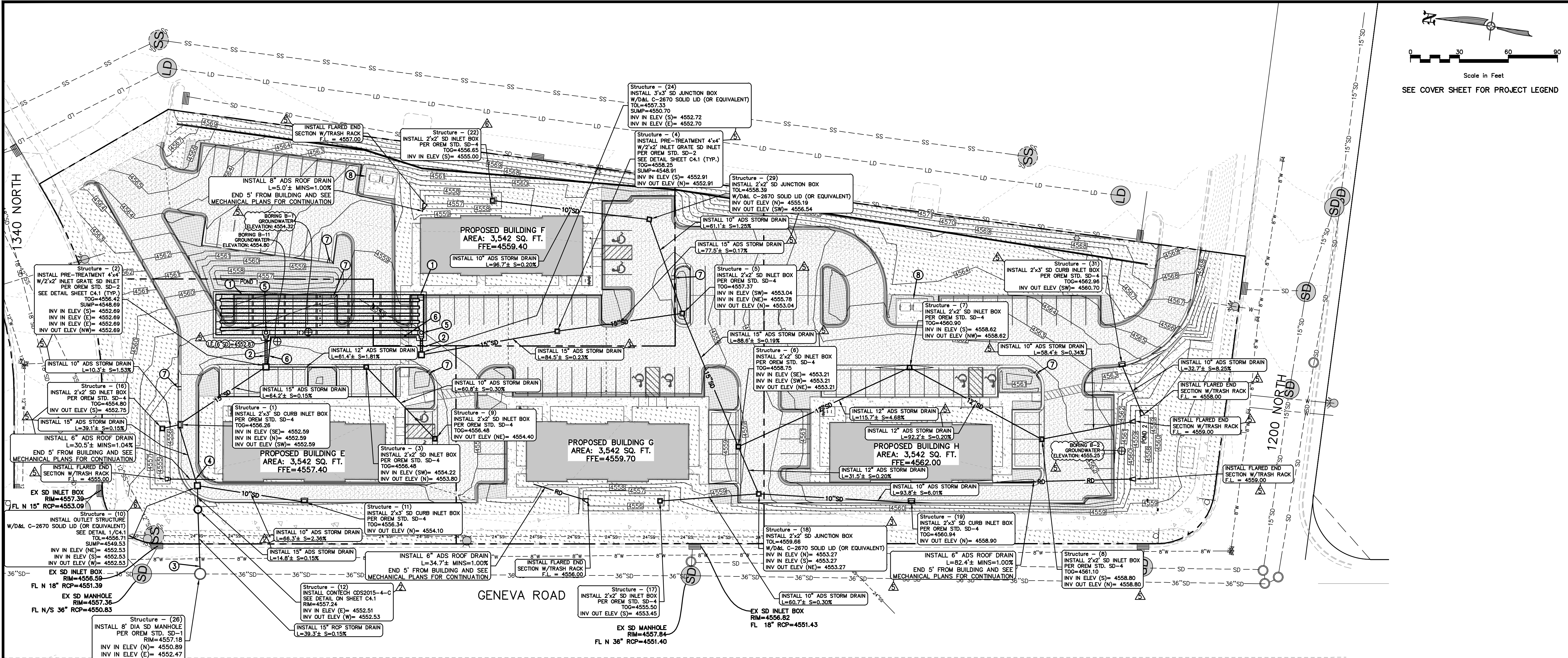
1637 WEST 1340 NORTH, OREM, UT 84058

GRADING PLAN



SHEET NO.	C2.0
PROJECT ID	W1053-01
DATE	04/20/22
FILE NAME	PRJ-0BR
SCALE	1"=30'





NO.	COMMENTS	DATE
1		02/06/23
2		05/31/23
3		08/22/23
4		10/10/23
5		02/05/24
6		03/07/24

NO.	REVISIONS	DATE
1		
2		
3		
4		
5		
6		

PROJECT ENGINEER: TLH	DESIGNER: TLH
10718 SOUTH BECKSTEAD LN, STE. 102	801-949-6296
SOUTH JORDAN, Utah 84095	

CIVIL ENGINEERING
SURVEYING

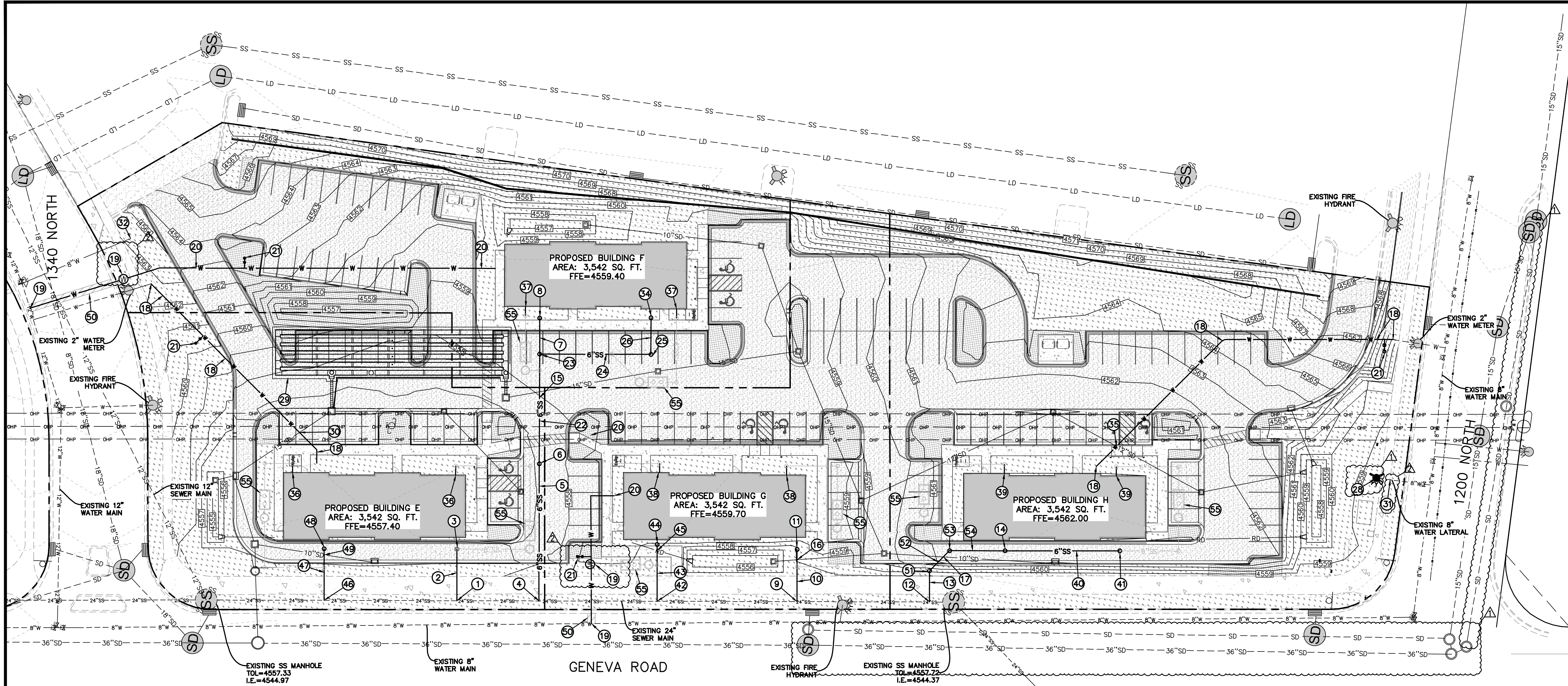
OREM TECH SOUTH RETAIL
1637 WEST 1340 NORTH, OREM, UT 84058

DRAINAGE PLAN

- SHEET NOTES:**
- INSTALL 30" ADS PIPE DETENTION SYSTEM WITH THERMOPLASTIC LINER. INSTALLATION TO BE DONE PER MANUFACTURER SPECIFICATIONS. SEE DETAIL SHEET C4.2. THERMOPLASTIC LINER TO BE 30 MIL PVC WITH 8-OUNCE NON-WOVEN GEOTEXTILE UNDERLAYMENT AND OVERLAYMENT. SEAMS TO BE SOLVENT WELDED. CONTRACTOR TO COORDINATE WITH GEOTECHNICAL ENGINEER TO ENSURE THE FOUNDATION MATERIALS ARE SUITABLE PER MANUFACTURER SPECIFICATIONS.
 - BOTTOM OF GRAVEL = 4552.70
PIPE INVERT = 4553.45
TOP OF PIPE = 4556.20
TOP OF GRAVEL = 4556.70
MINIMUM ASPHALT ELEVATION ABOVE SYSTEM=4557.30
 - INSTALL 15" TEES (TYP.).
 - CONNECT PROPOSED STORM DRAIN MANHOLE TO EXISTING 38"x60" ELLIPTICAL STORM DRAIN PIPE AT I.E.=4550.89. CONTRACTOR TO FIELD VERIFY EXACT SIZE OF EXISTING PIPE PRIOR TO CONSTRUCTION.
 - TOP(15"SD)=4553.79
I.E.(6"SD)=4555.19
 - INSTALL 24" NYLOPLAST INLINE DRAIN W/D&L C-2670 SOLID LID (OR EQUIVALENT). SEE DETAIL SHEET C4.2.
 - CONNECT TO PROPOSED 6" PERFORATED STORM DRAIN PIPE FROM THE UNDERGROUND DETENTION SYSTEM AND INSTALL 15" OF 6" ADS STORM DRAIN PIPE, S=1.2%.
 - PROPOSED CURB CUT PER OREM CITY STD. SD-10. SEE SHEET C2.0 FOR ELEVATIONS AND SHEET C4.3 FOR DETAILS.
 - WEEP HOLES TO BE INSTALLED IN PROPOSED TRASH ENCLOSURES. SEE SHEET A001 OF THE ARCHITECTURAL PLANS FOR DETAILS.



SHEET NO.	C2.1
PROJECT ID	W1053-01
DATE:	04/20/22
FILE NAME:	PRJ-0BR
SCALE:	1"=30'



SEE COVER SHEET FOR PROJECT LEGEND

BUILDING 1 AREA: 3,700 SF
TYPE VB CONSTRUCTION
REQUIRED FIRE FLOW: 1,750 GPM
HYDRANTS REQUIRED: 1
HYDRANTS PROVIDED: 1

BUILDING 2 AREA: 3,700 SF
TYPE VB CONSTRUCTION
REQUIRED FIRE FLOW: 1,750 GPM
HYDRANTS REQUIRED: 1
HYDRANTS PROVIDED: 2

BUILDING 3 AREA: 3,700 SF
TYPE VB CONSTRUCTION
REQUIRED FIRE FLOW: 1,750 GPM
HYDRANTS REQUIRED: 1
HYDRANTS PROVIDED: 2

BUILDING 4 AREA: 4,950 SF
TYPE VB CONSTRUCTION
REQUIRED FIRE FLOW: 2,000 GPM
HYDRANTS REQUIRED: 2
HYDRANTS PROVIDED: 2

WATER NOTE:
ALL FIRE HYDRANTS AND GATE VALVES
CONNECTED TO PUBLIC WATER LINES
LOCATED IN PUBLIC STREETS SHALL BE
MAINTAINED BY THE CITY OF OREM.
ALL OTHER FIRE LINES, FIRE HYDRANTS,
AND GATE VALVES SHALL BE MAINTAINED
BY THE PROPERTY OWNER.

IRRIGATION NOTE:
ALL IRRIGATION MUST HAVE RPZ BACK
FLOW ASSEMBLIES.

SEWER NOTE:
ALL SEWER LINES, MANHOLES, LATERALS,
ETC. LOCATED IN THE PUBLIC STREETS
SHALL BE MAINTAINED BY THE CITY OF
OREM. ALL SEWER LINES, MANHOLES,
LATERALS, ETC. LOCATED IN LOT 1 AND
LOT 2 SHALL BE OWNED AND MAINTAINED
BY THE PROPERTY OWNER.

UTILITY PLAN NOTES:

- CONNECT PROPOSED 8" SEWER LATERAL TO EXISTING 24" SEWER MAIN PER CITY OF OREM STANDARDS. I.E.(24" MAIN)=4544.77, I.E.(6" LATERAL)=4546.77.
- INSTALL 29'± OF 6" PVC SEWER PIPE, S=5.6% PER OREM CITY STANDARDS.
- INSTALL 8" CLEANOUT WYE 5' FROM BUILDING, I.E.=4548.40, TOL=MATCH TOP OF PROPOSED ASPHALT. SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING.
- CONNECT PROPOSED 8" SEWER LATERAL TO EXISTING 24" SEWER MAIN PER OREM CITY STANDARDS. I.E.(24" MAIN)=4544.70, I.E.(6" LATERAL)=4546.70.
- INSTALL 75'± OF 6" PVC SEWER PIPE, S=2.4% PER OREM CITY STANDARDS.
- INSTALL 8" CLEANOUT WYE, I.E.=4548.50, TOL=MATCH TOP OF PROPOSED ASPHALT.
- INSTALL 90'± OF 6" PVC SEWER PIPE, S=2.4% PER OREM CITY STANDARDS.
- INSTALL 8" CLEANOUT WYE 5' FROM BUILDING, I.E.=4550.40, TOL=MATCH TOP OF PROPOSED LANDSCAPING. SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING.
- CONNECT PROPOSED 8" SEWER LATERAL TO EXISTING 24" SEWER MAIN PER OREM CITY STANDARDS. I.E.(24" MAIN)=4544.50, I.E.(6" LATERAL)=4546.50.
- INSTALL 29'± OF 6" PVC SEWER PIPE, S=9.0% PER OREM CITY STANDARDS.
- INSTALL 8" CLEANOUT WYE 5' FROM BUILDING, I.E.=4549.11, TOL=MATCH TOP OF PROPOSED LANDSCAPING. SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING.
- CONNECT PROPOSED 8" SEWER LATERAL TO EXISTING 24" SEWER MAIN PER OREM CITY STANDARDS. I.E.(24" MAIN)=4544.39, I.E.(6" LATERAL)=4546.39.
- INSTALL 17'± OF 6" PVC SEWER PIPE, S=9.0% PER OREM CITY STANDARDS.
- INSTALL 8" CLEANOUT WYE AND 6" TEE 5' FROM BUILDING, I.E.=4549.96, TOL=MATCH TOP OF PROPOSED LANDSCAPING. SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING.
I.E.(15"SD)=4551.26
TOP(6"SS)=4549.96
- I.E.(10"SD)=4553.41
TOP(6"SS)=4549.07
- I.E.(10"SD)=4555.22
TOP(6"SS)=4549.39
- CONNECT TO EXISTING 2" WATER METER AND INSTALL 2" POLY PIPE WATER LINE W/BENDS. END 5' FROM BUILDING AND SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING. ALL WORK TO BE DONE PER OREM CITY STANDARDS.
- INSTALL 2" LATERAL, 2" WATER METER AND VAULT PER OREM STANDARD W-21.
- INSTALL 2" POLY PIPE WATER LINE W/BENDS. END 5' FROM BUILDING AND SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING. ALL WORK TO BE DONE PER OREM CITY STANDARDS.
- INSTALL 2" IRRIGATION LATERAL PER OREM CITY STANDARDS AND SPECIFICATIONS. SEE IRRIGATION PLANS FOR CONTINUATION TO RPZ BACKFLOW PREVENTER.
- INSTALL 60'± OF 6" PVC SEWER PIPE, S=2.4% PER OREM CITY STANDARDS.
- INSTALL 8" CLEANOUT WYE AND 6" TEE, I.E.=4549.94, TOL=MATCH TOP OF PROPOSED ASPHALT.
- INSTALL 61'± OF 6" PVC SEWER PIPE, S=2.0% PER OREM CITY STANDARDS.
- INSTALL 6" CLEANOUT WYE AND 6" 90° BEND, I.E.=4551.16, TOL=MATCH TOP OF PROPOSED ASPHALT.
- INSTALL 20'± OF 6" PVC SEWER PIPE, S=2.0% PER OREM CITY STANDARDS.
- CONNECT PROPOSED 8" PVC C-900 WATER LINE TO EXISTING 8" WATER LATERAL AND INSTALL 33.75° BEND W/THRUST BLOCKS. CONTRACTOR TO FIELD VERIFY EXACT LOCATION PRIOR TO CONSTRUCTION.
- INSTALL FIRE HYDRANT ASSEMBLY PER OREM STANDARD W-2.
I.E.(10"SD)=4554.14
TOP(2" WATER)=4552.94
- I.E.(15"SD)=4550.93
TOP(2" WATER)=4549.73
- INSTALL 6"x8" REDUCER.
- EXISTING 8" WATER STUB TO BE KILLED AT 12" WATER MAIN AND 8" WATER VALVE TO BE REMOVED AT THE TEE.
- NOT USED.
- INSTALL 8" CLEANOUT WYE 5' FROM BUILDING, I.E.=4551.56, TOL=MATCH TOP OF PROPOSED LANDSCAPING. SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING.
TOP(12"SD)=4556.18
I.E.(2" WATER)=4557.73
- PROPOSED 4" SEWER PROCESS LINE TO BE STUBBED OUT 5' FROM BUILDING, I.E.=4548.90 FOR POSSIBLE FUTURE CONNECTION TO A GREASE INTERCEPTOR.
- PROPOSED 4" SEWER PROCESS LINE TO BE STUBBED OUT 5' FROM BUILDING, I.E.=4550.90 FOR POSSIBLE FUTURE CONNECTION TO A GREASE INTERCEPTOR.
- PROPOSED 4" SEWER PROCESS LINE TO BE STUBBED OUT 5' FROM BUILDING, I.E.=4549.61 FOR POSSIBLE FUTURE CONNECTION TO A GREASE INTERCEPTOR.
- PROPOSED 4" SEWER PROCESS LINE TO BE STUBBED OUT 5' FROM BUILDING, I.E.=4549.21 FOR POSSIBLE FUTURE CONNECTION TO A GREASE INTERCEPTOR.
- INSTALL 63'± OF 6" PVC SEWER PIPE, S=2.0% PER OREM CITY STANDARDS.
- INSTALL 6" CLEANOUT WYE AND 6" 90° WYE 5' FROM BUILDING, I.E.=4551.22, TOL=MATCH TOP OF PROPOSED LANDSCAPING. SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING.
- CONNECT PROPOSED 8" SEWER LATERAL TO EXISTING 24" SEWER MAIN PER OREM CITY STANDARDS. I.E.(24" MAIN)=4544.61, I.E.(6" LATERAL)=4546.61.
- INSTALL 31'± OF 6" PVC SEWER PIPE, S=9.0% PER OREM CITY STANDARDS.
- INSTALL 8" CLEANOUT WYE 5' FROM BUILDING, I.E.=4549.40, TOL=MATCH TOP OF PROPOSED LANDSCAPING. SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING.
I.E.(6"SD)=4556.20
TOP(6"SS)=4549.61
- CONNECT PROPOSED 6" SEWER LATERAL TO EXISTING 24" SEWER MAIN PER OREM CITY STANDARDS. I.E.(24" MAIN)=4544.88, I.E.(6" LATERAL)=4546.88.
- INSTALL 28'± OF 6" PVC SEWER PIPE, S=5.4% PER OREM CITY STANDARDS.
- INSTALL 8" CLEANOUT WYE 5' FROM BUILDING, I.E.=4548.40, TOL=MATCH TOP OF PROPOSED ASPHALT. SEE MECHANICAL PLANS FOR CONTINUATION TO BUILDING.
I.E.(10"SD)=4553.44
TOP(6"SS)=4548.72
- SAWCUT EXISTING ASPHALT FOR PROPOSED LATERALS PER OREM STD. M-3 AND M-4.

- INSTALL 6" CLEANOUT WYE AND 6" 45° BEND, I.E.=4547.92, TOL=MATCH TOP OF PROPOSED LANDSCAPING.
- INSTALL 16'± OF 6" PVC SEWER PIPE, S=9.0% PER OREM CITY STANDARDS.
- INSTALL 6" CLEANOUT WYE AND 6" 45° BEND, I.E.=4549.36, TOL=MATCH TOP OF PROPOSED ASPHALT.
- INSTALL 30'± OF 6" PVC SEWER PIPE, S=2.0% PER OREM CITY STANDARDS.
- POSSIBLE FUTURE GREASE INTERCEPTOR AND SAMPLING MANHOLE LOCATION.



NO.	COMMENTS	DATE
1	COMMENTS	02/06/23
2	COMMENTS	02/06/23
3	COMMENTS	02/06/23
4	COMMENTS	02/06/23
5	COMMENTS	02/06/23
6	COMMENTS	02/06/23

REVISIONS

NO. BY DATE

DESIGNER: TLH

PROJECT ENGINEER: TLH

CIVIL ENGINEERING + SURVEYING

10718 SOUTH BECKSTEAD LN, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-6296

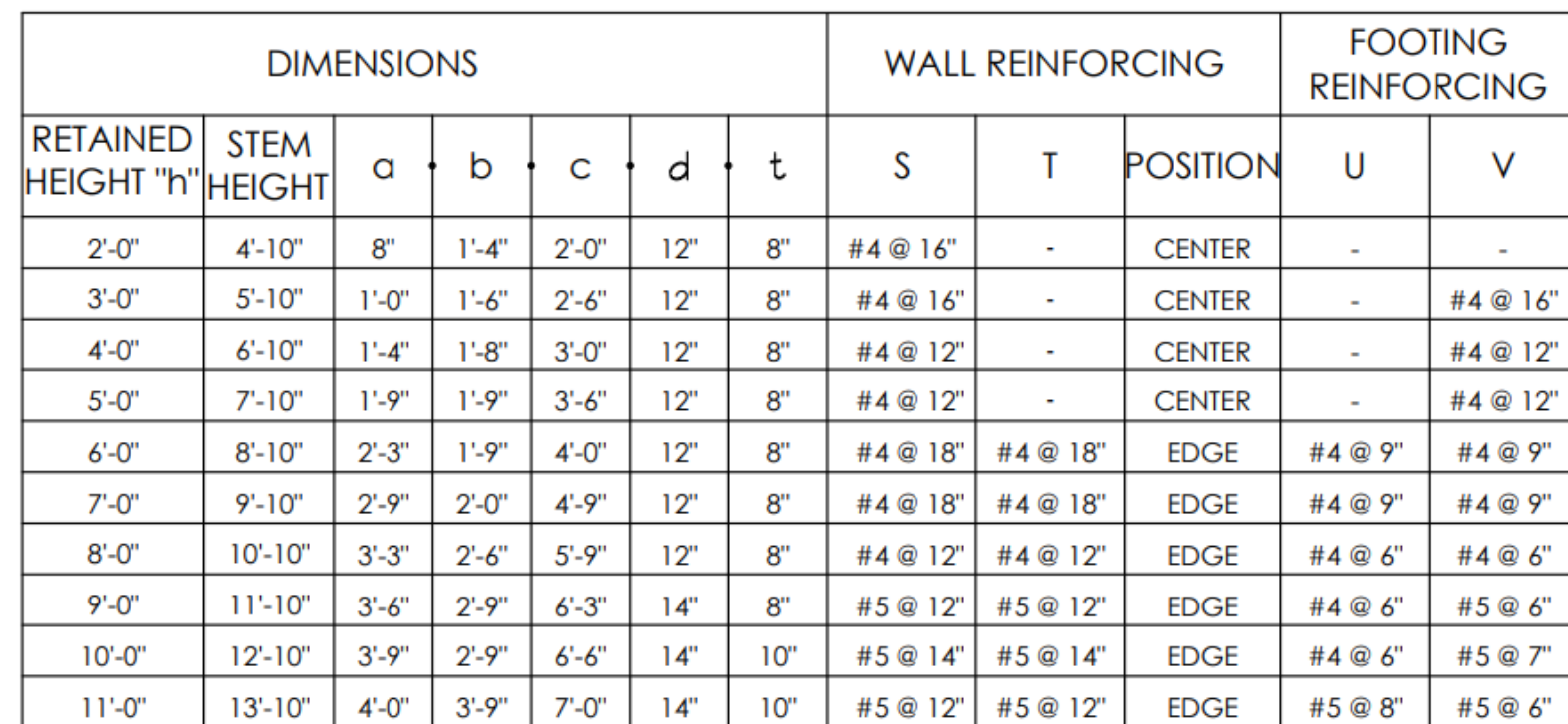
OREM TECH SOUTH RETAIL
1637 WEST 1340 NORTH, OREM, UT 84058

UTILITY PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L. HODGSON
STATE OF UTAH

SHEET NO. C3.0

PROJECT ID: W1053-01
DATE: 04/20/22
FILE NAME: PRJ-0BR
SCALE: 1"=30'



NOTES:

1. ASSUMED SOIL BEARING PRESSURE = 1500 PSF, ACTIVE SOIL PRESSURE = 30 PSF/FT.
2. MINIMUM CONCRETE COMPRESSIVE STRENGTH $f_c = 3000$ PSF
3. ALL REINFORCING STEEL SHALL BE GRADE 60 AND TIED INTO PLACE PRIOR TO PLACING CONCRETE.
4. OMIT TOP CONTINUOUS REINFORCING BARS WHEN "U" BAR REINFORCING IS NOT REQUIRED.
5. ALL CONCRETE WORK MUST MEET THE REQUIREMENTS OF THE 2000 IBC, ACI 318-99 AND LOCAL ORDINATES.
6. ALL BARS MUST BE 3" CLEAR FROM GRADE.

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LANDSCAPE PLAN SPECIFICATIONS

PART I - GENERAL		
1.1	SUMMARY	
A. This section includes landscape procedures for the Project including all labor, materials, and installation necessary, but not limited to, the following:		
1. Site Conditions		
2. Guarantees		
3. Maintenance		
4. Soil Amendments		
5. Fine Grading		
6. Landscape Edging		
7. Furnish and Installing Plant		
8. Turf Planting		
9. Weed Barrier		
1.2	SITE CONDITIONS	
A. Examination: Before submitting a Bid, each Contractor shall carefully examine the Contract Documents; shall visit the site of the Work; shall fully inform themselves as to all existing conditions and limitations; and shall include in the Bid the cost of all items required by the Contract Documents are at a variance with the applicable laws, building codes, rules, regulations, or contain obvious erroneous or uncoordinated information, the Contractor shall promptly notify the Project Representative and the necessary changes shall be accomplished by Addendum.		
B. Protection: Contractor to conduct the Work in such a manner to protect all existing underground utilities or structures. Contractor to repair or replace any damaged utility or structure using identical materials to match existing at no expense to the Owner.		
C. Irrigation System: Do not begin planting until the irrigation system is completely installed, is adjusted for full coverage and is completely operational.		
1.3	PERMITS	
A. Blue Stake / Dig Line: When digging is required, "Blue Stake" or "Dig Line" the work site and identify the approximate location of all known underground utilities or structures.		
1.4	PLANT DELIVERY, QUALITY, AND AVAILABILITY	
A. Unauthorized substitutions will not be accepted. If proof is submitted that specific plants or plant sizes are unobtainable, written substitution requests will be considered for the nearest equivalent plant or size. All substitution requests must be made in writing and preferably before the bid due date.		
1.5	FINAL INSPECTION	
A. All plants will be inspected at the time of Final Inspection prior to receiving a Landscape Substantial Completion for conformance to specified planting procedures, and for general appearance and vitality. Any plant not approved by the Project Representative will be rejected and replaced immediately.		
1.6	LANDSCAPE SUBSTANTIAL COMPLETION	
A. A Substantial Completion Certificate will only be issued by the Project Representative for "landscape and irrigation" in their entirety. Substantial Completion will not be proportioned to be designated areas of a project.		
1.7	MAINTENANCE	
A. Plant Material: The Contractor is responsible to maintain all planted materials in a healthy and growing condition for 30 days after receiving a Landscape Substantial Completion at which time the Guarantee period commences. This maintenance is to include mowing, weeding, cultivating, fertilizing, monitoring water schedules, controlling insects and diseases, re-graying and staking, and all other operations of care necessary for the promotion of root growth and plant life so that all plants are in a condition satisfactory at the end of the guarantee period. The Contractor shall be held responsible for failure to monitor watering operations and shall replace any and all plant material that is lost due to improper application of water.		
1.8	GUARANTEE	
A. Guarantee: A guarantee period of one year shall begin from end of maintenance period and final acceptance for trees, shrubs, and ground covers. All plants shall grow and be healthy for the guarantee period and trees shall live and grow in acceptable upright position. Any plant not alive, in poor health, or in poor condition at the end of the guarantee period will be replaced immediately. Any plant will only need to be replaced once during the guarantee period. Contractor to provide documentation showing where each plant to be replaced is located. Any outside factors, such as vandalism or lack of maintenance on the part of the Owner, shall not be part of the guarantee		

PART II - PRODUCTS		
2.1	LANDSCAPE MATERIALS	
A. Tree Staking: All trees shall be staked for one year warranty period. All trees not plumb shall be replaced. Staked trees shall use vinyl tree ties and tree stakes two (2) inch by two (2) by eight (8) foot common pine stakes used as shown on the details.		
B. Tree Wrap: Tree wrap is not to be used.		
C. Mulch/Rock: See Plans. All planter beds to receive a minimum 3" layer for trees, shrubs, and perennials and 1" for groundcovers.		
D. Weed Barrier: DeWitt 5 oz. weed barrier fabric. Manufactured by DeWitt Company, dewittcompany.com or approved equal.		
E. Tree, Shrub, and Grass Backfill Mixture: Backfill mixture to be 75% native soil and 25% topsoil, thoroughly mixed together prior to placement.		
F. Topsoil: Required for turf areas, planter beds and Backfill Mixture. Acceptable topsoil shall meet the following standards:		
a. pH: 5.5-7.5		
b. EC (electrical conductivity): < 2.0 mmhos per centimeter		
c. SAR (sodium absorption ratio): < 3.0		
d. % OM (percent organic matter): >1%		
e. Texture (particle size per USDA soil classification): Sand <70%; Clay < 30%; Silt < 70%; Stone fragments (gravel or any soil particle greater than two (2) mm in size) < 5% by volume.		
G. Turf Sod: All sod shall be 18 month old as specified on plans (or approved equal) that has been cut fresh the morning of installation. Only sod that has been grown on a commercial soil farm shall be used. Only use sod from a single source.		
H. Landscape Curb Edging: six (6) inches by four (4) inches extruded concrete curb made up of the following materials:		
a. Washed mortar sand free of organic material.		
b. Portland Cement (see concrete spec. below for type)		
c. Reinforced fiber - Specifically produced for compatibility with aggressive alkaline environment of Portland cement-based composites.		
d. Only potable water for mixing.		
I. Landscape Metal Edging: 5.5" steel edging with 18" dowels into the ground for stabilization.		
PART III - EXECUTION		
3.1	GRADING	
A. Topsoil Preparation: Grade planting areas according to the grading plan. Eliminate uneven areas and low spots. Provide for proper grading and drainage.		
B. Topsoil Placement: Slope surfaced away from building at two (2) percent slope with no pockets of standing water. Establish finish grades of one (1) inches for planters below grade of adjacent paved surfaced. Provide neat, smooth, and uniform finish grades. Remove surplus sub-soil and topsoil from the site.		
C. Compaction: compaction under hard surface areas (asphalt paths and concrete surfaces) shall be ninety-five (95) percent. Compaction under planting areas shall be between eighty-five (85) and ninety (90) percent.		
3.2	TURF GRADING	
A. The surface on which the sod is to be laid shall be firm and free from footprints, depressions, or undulations of any kind. The surface shall be free of all materials larger than 1/2" in diameter.		
B. The finish grade of the topsoil adjacent to all sidewalks, mow-strips, etc. prior to the laying of sod, shall be set such that the crown of the grass shall be at the same level as the adjacent concrete or hard surface. No exceptions.		
3.3	PLANTING OPERATIONS	
A. Review the exact locations of all trees and shrubs with the Project Representative for approval prior to the digging of any holes. Prepare all holes according to the details on the drawings.		
B. Water plants immediately upon arrival at the site. Maintain in moist condition until planted.		
C. Before planting, locate all underground utilities prior to digging. Do not place plants on or near utility lines.		
D. The tree planting hole should be the same depth as the root ball, and two times the diameter of the root ball.		
E. Trees must be placed on undisturbed soil at the bottom of the planting hole.		
F. The tree hole depth shall be determined so that the tree may be set slightly high of finish grade, 1" to 2" above the base of the trunk flare, using the top of the root ball as a guide.		
G. Plant immediately after removal of container for container plants.		

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0'

50'

100'

200'

400'

GRAPHIC SCALE: 1" = 100'

H. Set tree on soil and remove all burlap, wire baskets, twine, wrappings, etc. before beginning and backfilling operations. Do not use planting stock if the ball is cracked or broken before or during planting operation.	
I. Apply vitamin B-1 root stimulator at the rate of one (1) tablespoon per gallon.	
J. Upon completion of backfilling operation, thoroughly water tree to completely settle the soil and fill any voids that may have occurred. Use a watering hose, not the area irrigation system. If additional prepared topsoil mixture needs to be added. It should be a courser mix as required to establish finish grade as indicated on the drawings.	
K. The amount of pruning shall be limited to the minimum necessary to remove dead or injured twigs and branches. All cuts, scars, and bruises shall be properly treated according to the direction of the Project Representative. Proper pruning techniques shall be used. Do not leave stubs and do not cut the leader branch. Improper pruning shall be cause for rejection of the plant material.	
L. Prepare a watering circle of 2' diameter around the trunk. For conifers, extend the watering well to the drip line of the tree canopy. Place mulch around the planted trees.	
4. TURF - SOD LAYING	
A. Top Soil Amendments: Prior to laying sod, commercial fertilizer shall be applied and incorporated into the upper four (4) inches of the topsoil at a rate of four pounds of nitrogen per one thousand (1,000) square feet. Adjust fertilization mixture and rate of application as needed to meet recommendations given by topsoil analysis. Include other amendments as required.	
B. Fertilization: Three weeks after sod placement fertilize the turf at a rate of ½ pound of nitrogen per 1000 square feet. Use fertilizer specified above. Adjust fertilization mixture and rates to meet recommendations given by topsoil analysis.	
C. Sod Availability and Condition: Sod is to be delivered to the site in good condition. It is to be inspected upon arrival and installed within 24 hours. Sod is to be moist and cool to ensure that decomposition has not begun and is to be free of pests, diseases, or blight/smiles. The Contractor shall satisfy himself as to the existing conditions prior to any construction. The Contractor shall be fully responsible for furnishing and laying all sod required on the plans. He shall furnish new sod as specified above and lay it so as to completely satisfy the intent and meaning of the plans and specification at no extra cost to the owner. In the case of any discrepancy in the amount of sod to be removed or amount to be used, it shall be the Contractor's responsibility to report such to the Project Representative prior to commencing the work.	
D. Sod Laying: The surface upon which the new sod to be laid will be prepared as specified in the detail and be lightly watered before laying. Areas where sod is to be laid shall be cut trimmed, or shaped to receive full width sod (minimum twelve (12) inches). No partial strip or pieces will be accepted.	
E. Sod shall be tamped lightly as each piece is set to ensure that good contact is made between edges and also the ground. If voids or holes are discovered, the sod piece(s) is (are) to be raised and topsoil is to be used to fill in the areas until level. Sod laid on any sloped areas shall be anchored with wooden dowels or other materials which are accepted by the grass sod industry.	
F. Sod shall be rolled with a roller that is at least 50% full immediately after installation to ensure the full contact with soil is made.	
G. Apply water directly after laying sod. Rainfall is not acceptable.	
H. Watering of the sod shall be the complete responsibility of the Contractor by whatever means necessary to establish the sod in an acceptable manner to the end of the Maintenance period. If an irrigator system is in place on the site, but for whatever reason, water is not available in the system. It is the responsibility of the Contractor to water the sod by whatever means, until the sod is accepted by the Project Representative.	
I. Protection of the newly laid sod shall be the complete responsibility of the Contractor. The Contractor shall provide acceptable visual barriers, to include barricades, set appropriate distances with string or tapes between barriers, as an indication of new work. The Contractor is to restore any damaged areas caused by others (including vehicular traffic), erosion, etc, until such time as the lawn is accepted by the Owner.	
J. All sod that has not been laid within 24 hours shall be deemed unacceptable and will be removed from the site.	
3.5	WEED BARRIER
A. For the health of the soil and the microorganisms, weed barrier is not recommended. If use is required or requested, do not place in annual or grass areas.	
B. Cut weed barrier back to the edge of the plant rootball.	
C. Overlap rows of fabric min. 6"	
D. Stable fabric edges and overlaps to ground.	
END OF SECTION	

LANDSCAPE NOTES

INSTALLATION	
1.	LANDSCAPE CONTRACTOR SHALL HAVE ALL UTILITIES BLUE STAKED PRIOR TO DIGGING. ANY DAMAGE TO UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE WITH NO ADDITIONAL COST TO THE OWNER.
2.	DURING THE BIDDING AND INSTALLATION PROCESS, THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF ALL MATERIALS. IF DISCREPANCIES EXIST, THE PLAN SHALL DICTATE QUANTITIES TO BE USED.
3.	ALL PLANT MATERIAL SHALL BE PLANTED ACCORDING TO INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) STANDARDS WITH CONSIDERATION TO INDIVIDUAL SOIL AND SITE CONDITIONS, AND NURSERY CARE AND INSTALLATION INSTRUCTIONS.
4.	SELECTED PLANTS WILL BE ACCORDING TO THE PLANT LEGEND. IF SUBSTITUTIONS ARE NECESSARY, PROPOSED LANDSCAPE CHANGES MUST BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO LAYING SOD.
5.	SHOULD THE SITE REQUIRE ADDITIONAL TOPSOIL, REFER TO SOIL TEST WHEN MATCHING EXISTING SOIL. IF A MATCHING SOIL IS NOT LOCATABLE, A 6" DEPTH OF SANDY LOAM TOPSOIL (MIXED PRIOR TO SPREADING WITH 2-3" OF QUALITY COMPOST) CAN BE INCORPORATED INTO THE EXISTING SOIL USING THE FOLLOWING DIRECTIONS: SCARIFY TOP 6" OF EXISTING SUBSOIL AND INCORPORATE 3" OF NEW COMPOST ENRICHED TOPSOIL. SPREAD REMAINING TOPSOIL TO REACH FINISHED GRADE.
6.	SOD FOR NEW LAWN AREAS SHALL BE A DROUGHT TOLERANT VARIETY. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD.
7.	EDGING, AS INDICATED ON PLAN, IS TO BE INSTALLED BETWEEN ALL LAWN AND PLANTER AREAS. ANY TREES LOCATED IN LAWN MUST HAVE A 4-6" TREE RING OF THE SAME EDGING.
8.	IF REQUIRED BY CITY OR OWNER SPECIFIED, DEWITT 5 OZ WEED BARRIER FABRIC TO BE INSTALLED IN ALL PLANTER AREAS EXCEPT UNDER ANNUAL PLANTING AREAS AS SHOWN ON PLAN. WEED BARRIER SHALL BE CUT BACK FROM EACH PLANT TO THE DIAMETER OF THE ROOTBALL.
9.	ROCK MULCH (INORGANIC MULCH) TO BE APPLIED AT THE FOLLOWING DEPTHS: 3" IN ALL TREE, SHRUB, AND PERENNIAL PLANTER AREAS; ANNUAL PLANTING AREAS AS SHOWN ON PLAN TO RECEIVE 4" OF SOIL AID MATERIAL (ORGANIC MULCH); NO MULCH SHALL BE PLACED WITHIN 12" OF BASE OF TREE AND 6" WITHIN BASE OF SHRUBS AND PERENNIALS.
10.	A NEW UNDERGROUND, AUTOMATIC IRRIGATION SYSTEM IS TO BE INSTALLED BY CONTRACTOR IN ALL LANDSCAPED AREAS. LAWN AREAS TO RECEIVE AT LEAST 100% HEAD TO HEAD COVERAGE AND PLANTER AREAS TO RECEIVE A FULL DRIP SYSTEM TO EACH TREE AND SHRUB. POINT SOURCE DRIP OR IN-LINE DRIP TUBING TO BE SECURED AT EDGE OF ROOTBALL, NOT AGAINST TRUNK. SEE IRRIGATION PLAN.
11.	UPON REQUEST, A PLANT GUIDE IS AVAILABLE WITH OUR RECOMMENDATIONS REGARDING WEED BARRIER, PLANT CARE, AND MAINTENANCE.
12.	36" HORIZONTAL AND 10" VERTICAL CLEARANCE MUST BE MAINTAINED AROUND ALL WATER METERS AND FIRE HYDRANTS FOR ALL TREES AND LARGE SHRUBS.

INSTALLER RESPONSIBILITIES AND LIABILITIES	
1.	THESE PLANS ARE FOR BASIC DESIGN LAYOUT AND INFORMATION. LANDSCAPE CONTRACTOR IS REQUIRED TO USE TRADE KNOWLEDGE FOR IMPLEMENTATION. OWNER ASSUMES NO LIABILITIES FOR INADEQUATE ENGINEERING CALCULATIONS, MANUFACTURER PRODUCT DEFECTS, INSTALLATION OF ANY LANDSCAPING AND COMPONENTS, OR TIME EXECUTION.
2.	LANDSCAPE CONTRACTOR IS RESPONSIBLE AND LIABLE FOR INSTALLATION OF ALL LANDSCAPING AND IRRIGATION SYSTEMS INCLUDING CODE REQUIREMENTS, TIME EXECUTIONS, INSTALLED PRODUCTS AND MATERIALS.
GRADING AND DRAINAGE REQUIREMENTS	
1.	AS PER CODE, ALL GRADING IS TO SLOPE AWAY FROM ANY STRUCTURE. SURFACE OF THE GROUND WITHIN 10' FEET OF THE FOUNDATION SHOULD DRAIN AWAY FROM THE STRUCTURE WITH A MINIMUM FALL OF 6"
2.	AS PER CODE, FINISHED GRADE WILL NOT DRAIN ON NEIGHBORING PROPERTIES
3.	A MINIMUM OF 6" OF FOUNDATION WILL BE LEFT EXPOSED AT ALL CONDITIONS
4.	LANDSCAPE CONTRACTOR TO MAINTAIN OR IMPROVE FINAL GRADE AND PROPER DRAINAGE ESTABLISHED BY EXCAVATOR, INCLUDING BUT NOT LIMITED TO ANY MAINTENANCE, PRESERVATION, OR EXAGGERATION OF SLOPES, BERMS, AND SWALES.
5.	LANDSCAPE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY DAMAGED OR IMPROPER WATERFLOW OF ALL SWALES, BERMS, OR GRADE.
6.	DEVICES FOR CHANNELING ROOF RUN-OFF SHOULD BE INSTALLED FOR COLLECTION AND DISCHARGE OF RAINWATER AT A MINIMUM OF 10' FROM THE FOUNDATION, OR BEYOND THE LIMITS OF FOUNDATION WALL ROCKFILL, WHICHEVER DISTANCE IS GREATER

VICINITY MAP



SITE MATERIALS LEGEND

SYMBOL	1 LANDSCAPE DESCRIPTION	QTY
	1-01	12,737 sf
	1-10	39,170 sf
	1-13	5,147 sf
	1-17	88

SITE REQUIREMENT CALCULATIONS

STREET FRONTAGE 1200 N 1 TREE / 40 FT (145 LN FT) GENEVA ROAD 1 TREE / 40 FT (612 LN FT) 1340 NORTH 1 TREE / 40 FT (167 LN FT)	REQUIRED: 4 REQUIRED: 15 REQUIRED: 4	PROVIDED: 3 DUE TO POWER LINES PROVIDED: 13 DUE TO UTILITIES PROVIDED: 3 DUE TO UTILITIES
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36" HORIZONTAL AND 10" VERTICAL CLEARANCE MUST BE MAINTAINED AROUND ALL WATER METERS AND FIRE HYDRANTS FOR ALL TREES AND LARGE SHRUBS

SHEET INDEX

LP-101
LP-102

PLANT LEGEND

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
CONIFERS						
	JCS	33	Juniperus chinensis 'Spartan'	B & B		5'-6'
	PO'R	22	Picea omorika 'Riverside'	B & B		5'-6'
DECIDUOUS TREES						
	M'RS	27	Malus x 'JFS KW213MX' TM	B & B	2"Cal	
	QR'A	7	Quercus robur x alba 'JFS-KW1QX' TM	B & B	2"Cal	
	SR'B	13	Syringa reticulata 'Bailnee'	B & B	2"Cal	
	TC'G	6	Tilia cordata 'Greenspire'	B & B	2"Cal	
	UX'F	9	Ulmus x 'Frontier'	B & B	2"Cal	
	ZS'B	2	Zelkova serrata 'Burgundy Vase'	B & B	2"Cal	
DECIDUOUS SHRUBS						
	CS'M	90	Cytisus scoparius 'Moonlight'	5 gal		
	FP'A	15	Fallugia paradoxa 'Apache Plume'	5 gal		
	HL'K	61	Hibiscus syriacus 'SHIMRR38' TM	5 gal		
	PF'F	6	Potentilla fruticosa 'Fargo' TM	5 gal		
	PB'P	107	Prunus besseyi 'P011S' TM	5 gal		
	RT'A	70	Rhus trilobata 'Autumn Amber'	5 gal		
	RA'G	27	Ribes aureum 'Golden Currant'	5 gal		
	RN'W	122	Rosa x 'Noaschnee' TM	5 gal		
GRASSES						
	CA'K	379	Calamagrostis x acutiflora 'Karl Foerster'	1 gal		
	M'ML	73	Miscanthus sinensis 'Morning Light'	2 gal		

WASATCH DEVELOPMENT GROUP
ATT: BRACKEN J ATKINSON
801-755-2016
BATKINSON@NETWASATCH.COM

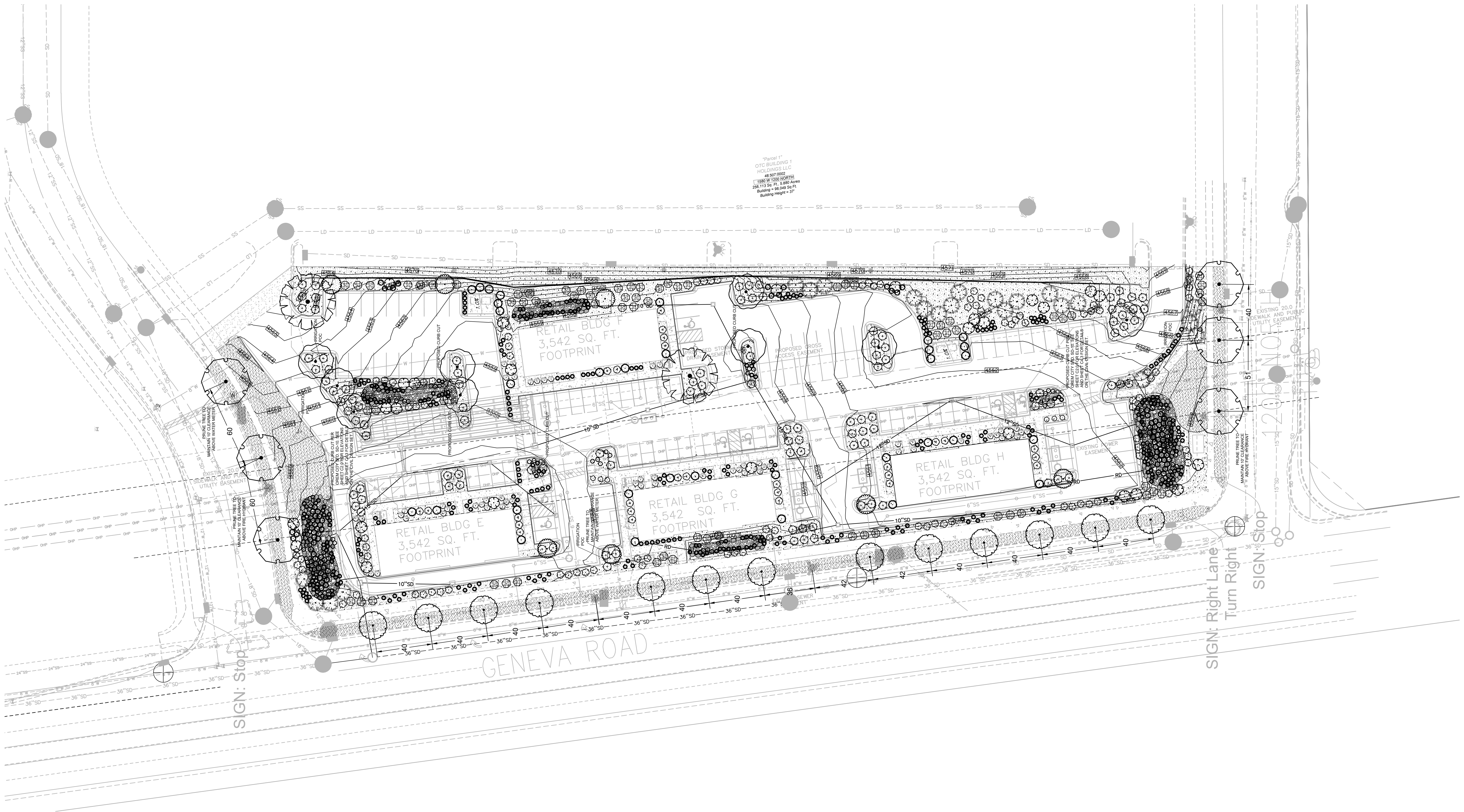
CIR CIVIL ENGINEERING
3032 SOUTH 1030 WEST, SUITE 202
SALT LAKE CITY, UT 84119
801-949-6296

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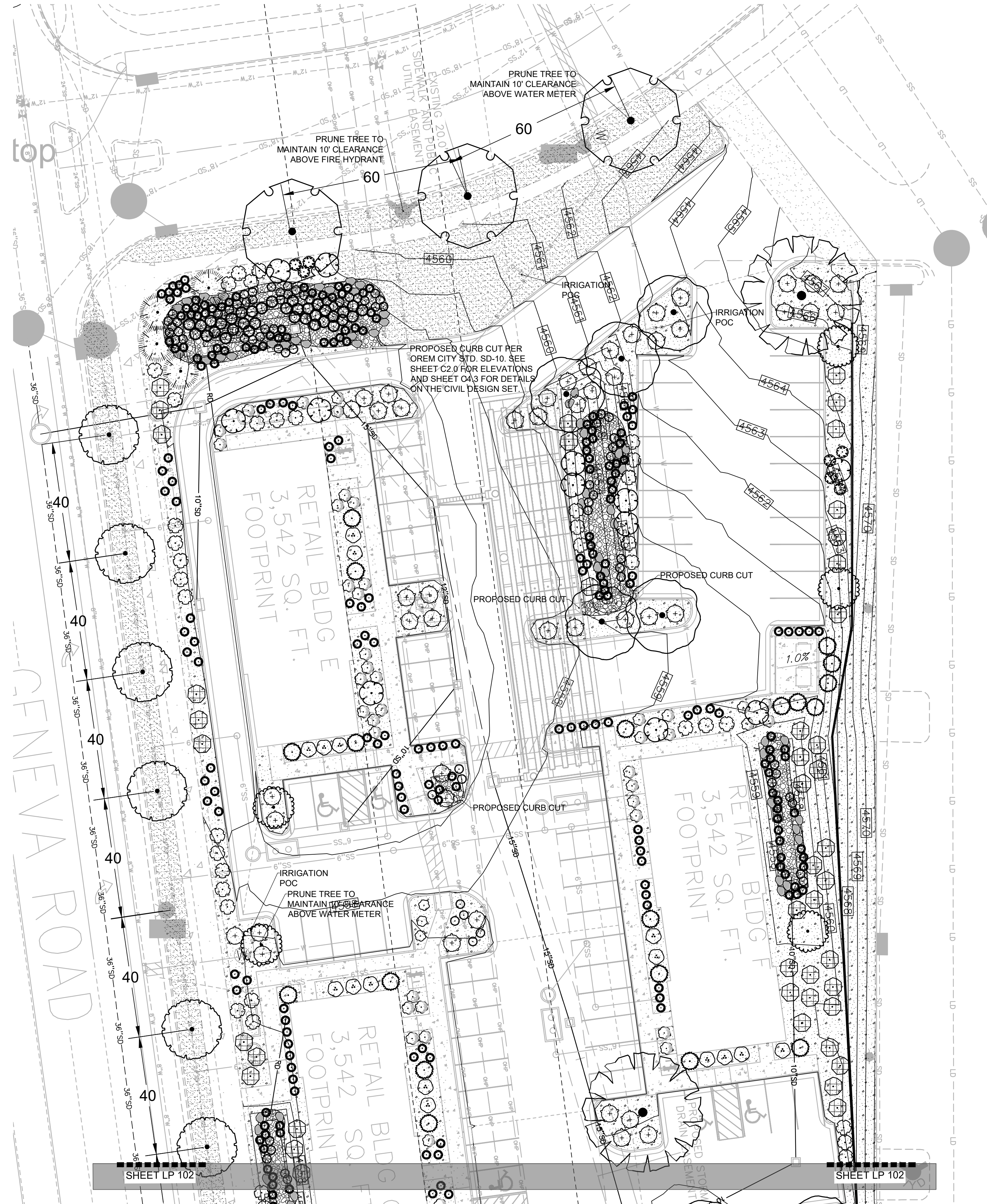
LANDSCAPE PLAN COVER

PM: JTA
DRAWN: ACP
CHECKED: JMA
PLOT DATE: 3/7/2024



3/4" HORIZONTAL AND 1/4" VERTICAL CLEARANCE MUST BE MAINTAINED AROUND ALL WATER METERS AND FIRE HYDRANTS FOR ALL TREES AND LARGE SHRUBS

ISSUE DATE			PROJECT NUMBER			PLAN INFORMATION			PROJECT INFORMATION			DEVELOPER / PROPERTY OWNER / CLIENT			LANDSCAPE ARCHITECT / PLANNER			LICENSE STAMP			DRAWING INFO					
3/7/2024			UT22043			811 BLUE STAKES OF UTAH UTILITY NOTIFICATION CENTER, INC 1-800-662-4111 www.bluestakes.org						OREM TECH 1 SOUTH GENEVA RD. OREM, UTAH			WASATCH DEVELOPMENT GROUP ATT: BRACKEN J ATKINSON 801-755-2016 BATKINSON@NETWASATCH.COM			PKJ DESIGN GROUP Landscape Architecture / Planning & Visualization 3450 N. TRIUMPH BLVD. SUITE 102 LEHI, UTAH 84043 (801) 753-5644 www.pkjdesigngroup.com			LANDSCAPE ARCHITECT STATE OF UTAH 9128421-5301 03/07/2024			PM: JTA DRAWN: ACP CHECKED: JMA PLOT DATE: 3/7/2024		
NO.	REVISION	DATE	0'15'30'60'120' GRAPHIC SCALE: 1" = 30'															LANDSCAPE PLAN OVERALL			LP-O					
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ISSUE DATE		PROJECT NUMBER	PLAN INFORMATION	PROJECT INFORMATION	DEVELOPER / PROPERTY OWNER / CLIENT	LANDSCAPE ARCHITECT / PLANNER	LICENSE STAMP	DRAWING INFO
3/7/2024		UT22043			WASATCH DEVELOPMENT GROUP ATT: BRACKEN J ATKINSON 801-755-2016 BATKINSON@NETWASATCH.COM			PM: JTA DRAWN: ACP CHECKED: JMA PLOT DATE: 3/7/2024
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BLUE STAKES OF UTAH
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GRAPHIC SCALE: 1" = 20'

0' 10' 20' 40' 80'

OREM TECH 1 SOUTH

GENEVA RD.

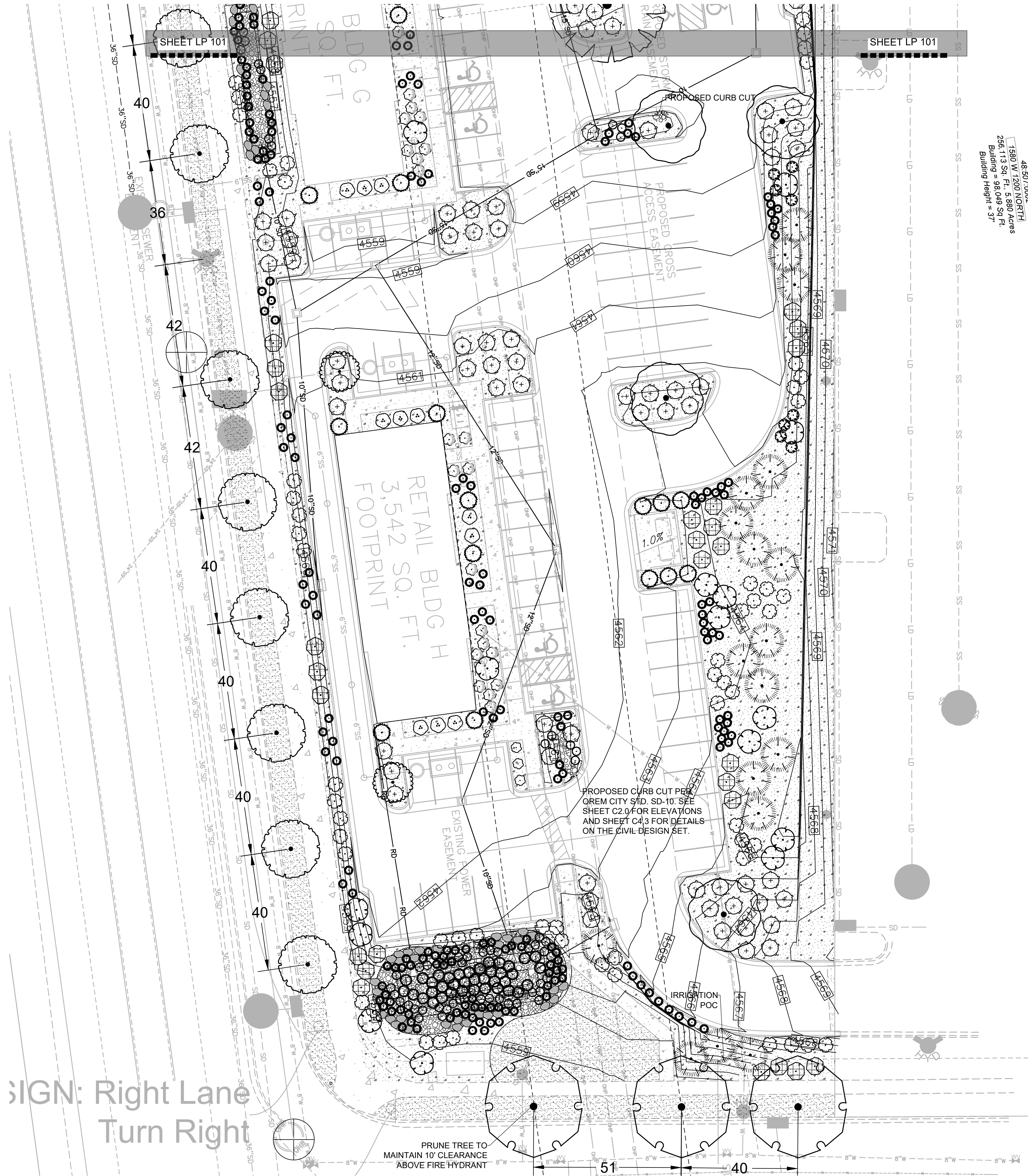
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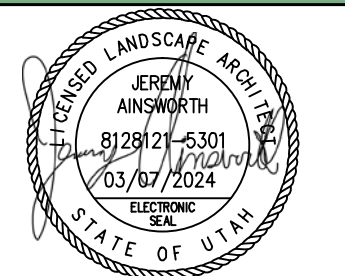
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LANDSCAPE PLAN

LP-101



48.507.0002
1580 W 1200 NORTH
256.113 SQ. FT. 5.880 Acres
Building = 98,000 SQ. FT.
Building Height = 37'

ISSUE DATE		PROJECT NUMBER		PLAN INFORMATION		PROJECT INFORMATION		DEVELOPER / PROPERTY OWNER / CLIENT		LANDSCAPE ARCHITECT / PLANNER		LICENSE STAMP		DRAWING INFO			
3/7/2024		UT22043						WASATCH DEVELOPMENT GROUP ATT: BRACKEN J ATKINSON 801-755-2016 BATKINSON@NETWASATCH.COM		CIR CIVIL ENGINEERING 3032 SOUTH 1030 WEST, SUITE 202 SALT LAKE CITY, UT 84119 801-949-6296		 LANDSCAPE ARCHITECTURE • PLANNING & VISUALIZATION 3450 N. TRIUMPH BLVD. SUITE 102 LEHI, UTAH 84043 (801) 753-5644 www.pkjdesigngroup.com		 LANDSCAPE PLAN		PM: JTA DRAWN: ACP CHECKED: JMA PLOT DATE: 3/7/2024	

NO. REVISION DATE

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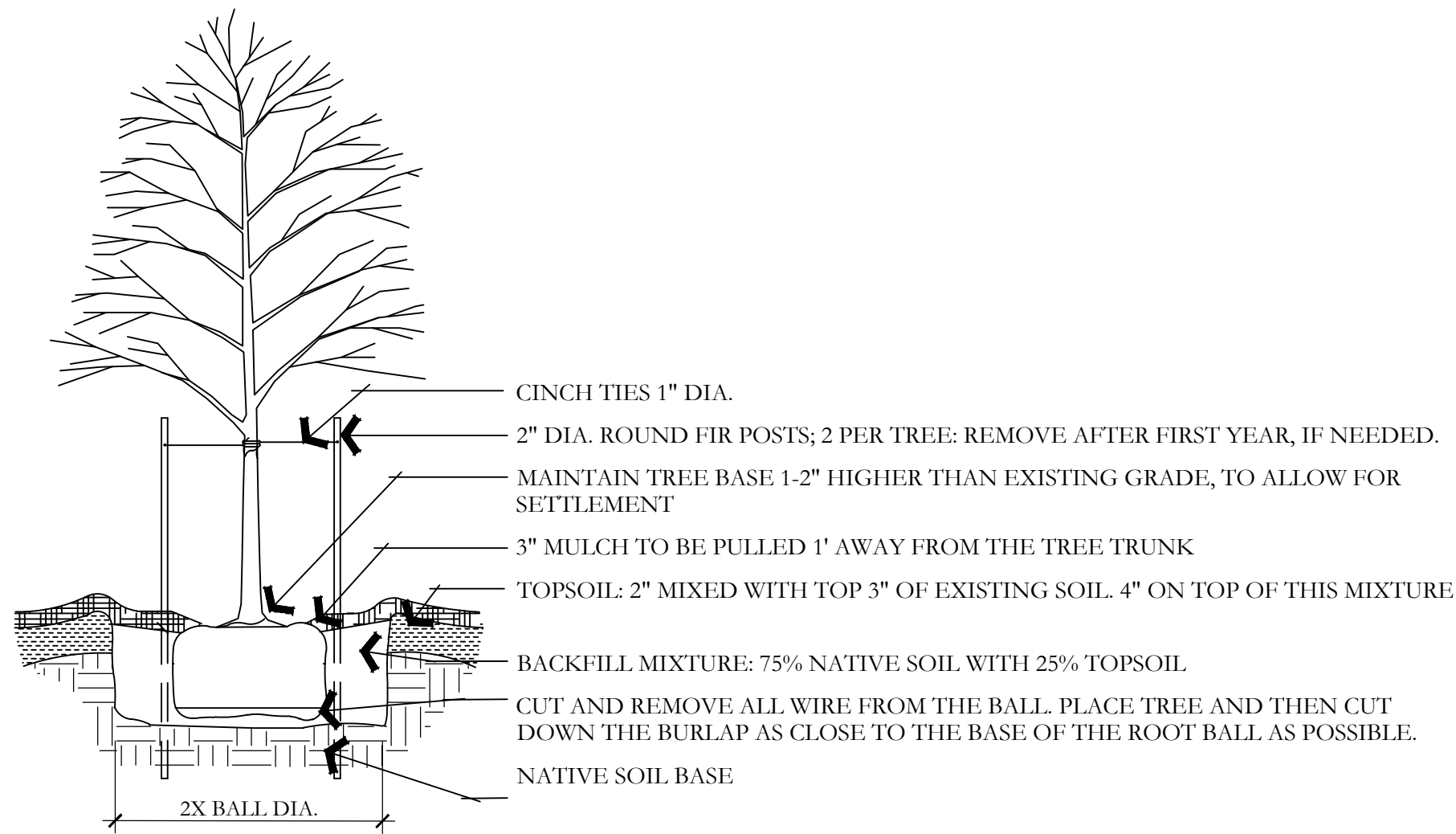
GRAPHIC SCALE: 1" = 20'

0' 10' 20' 40' 80'

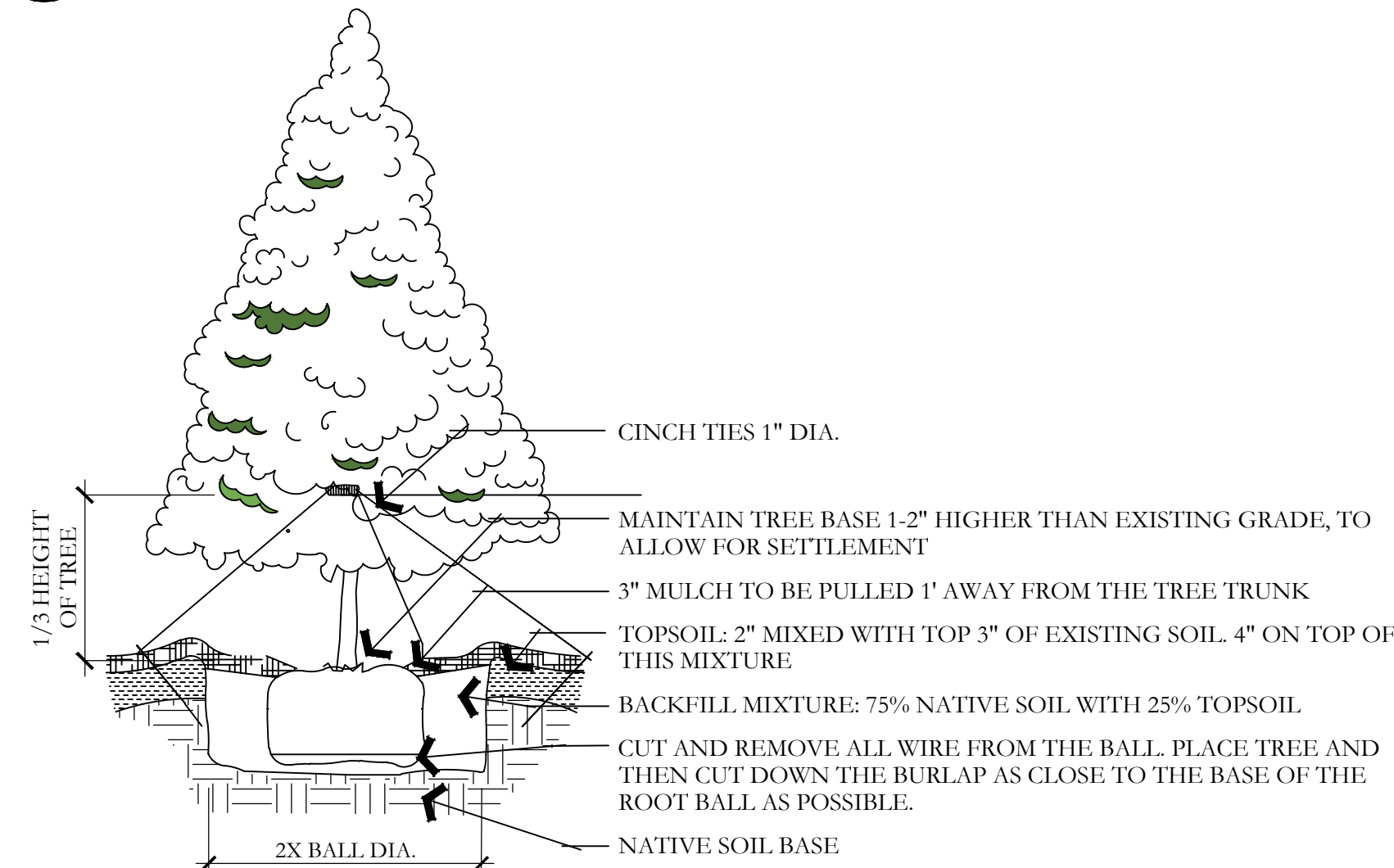
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GENEVA RD.

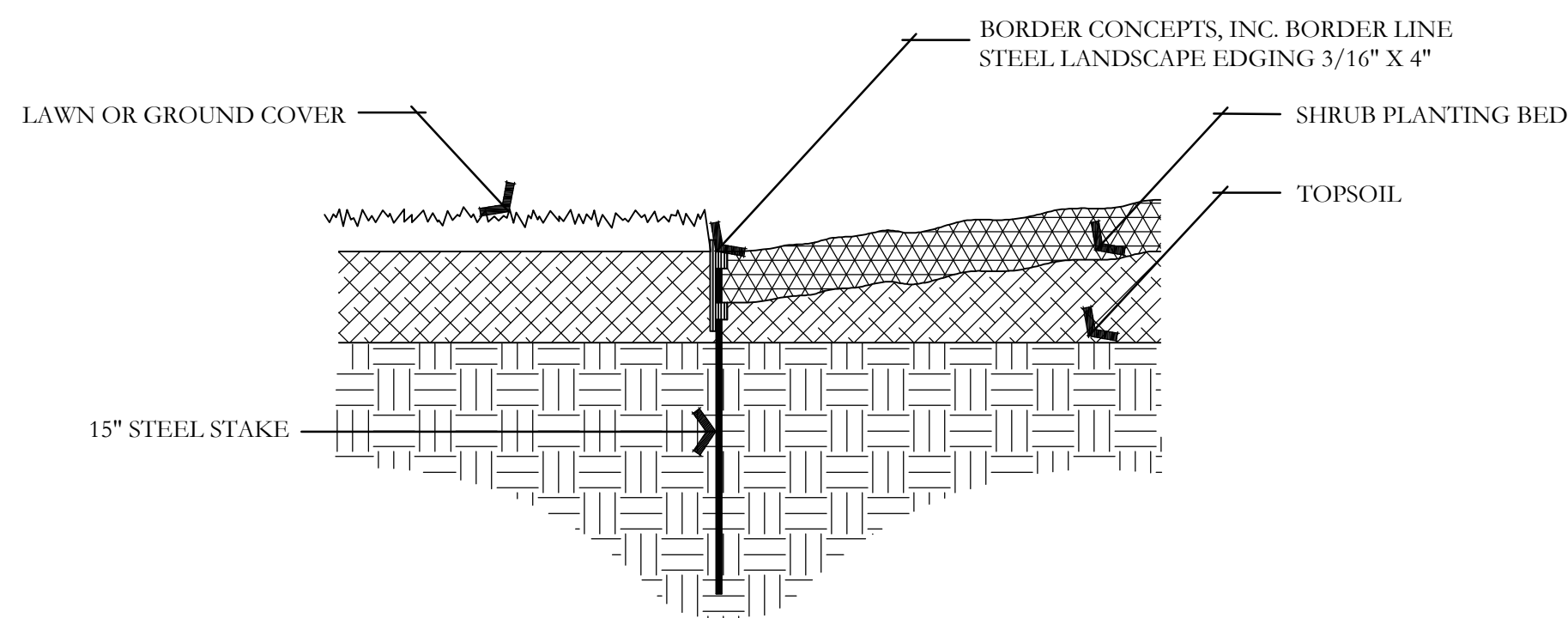
OREM, UTAH



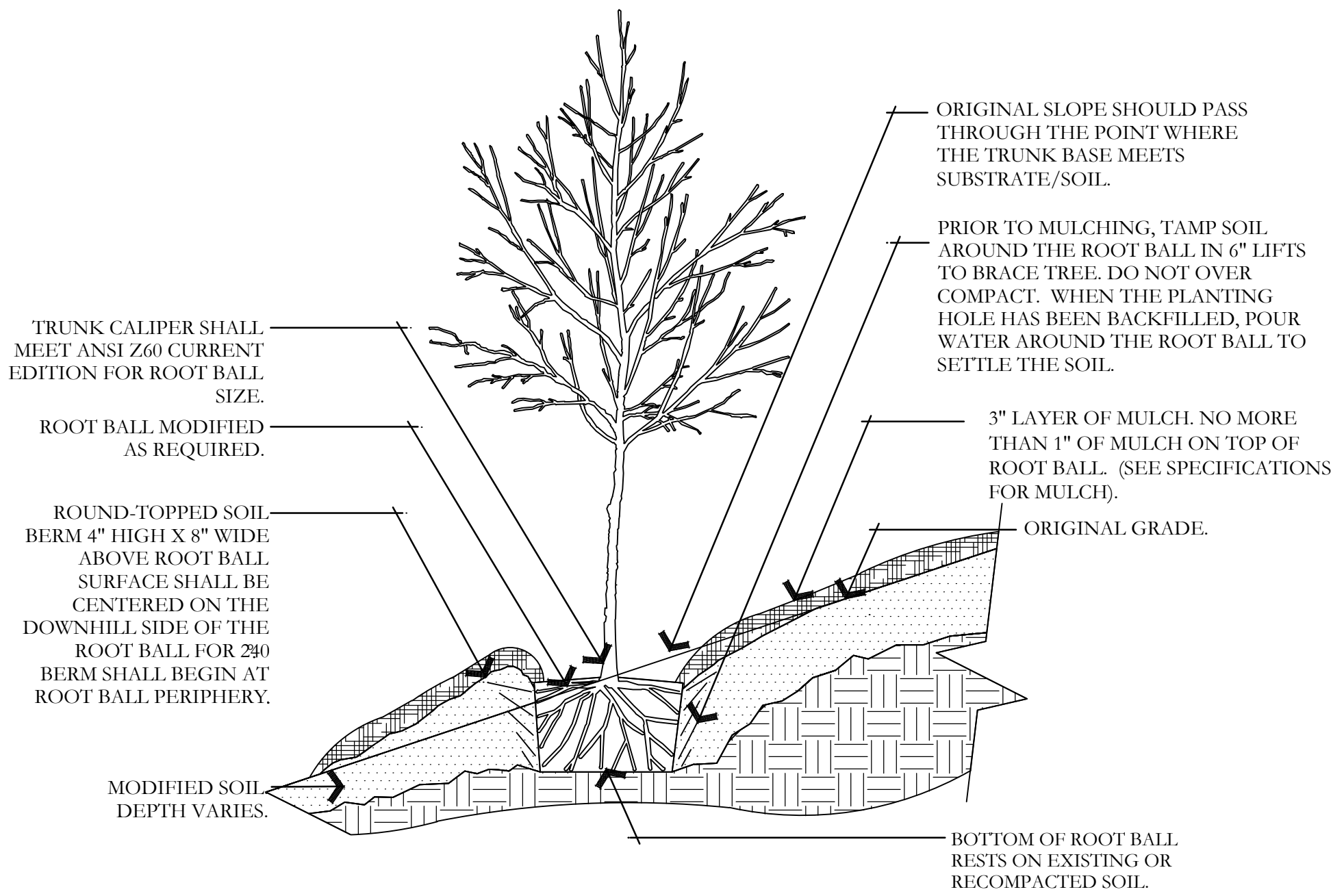
A DECIDUOUS TREE PLANTING
NOT TO SCALE



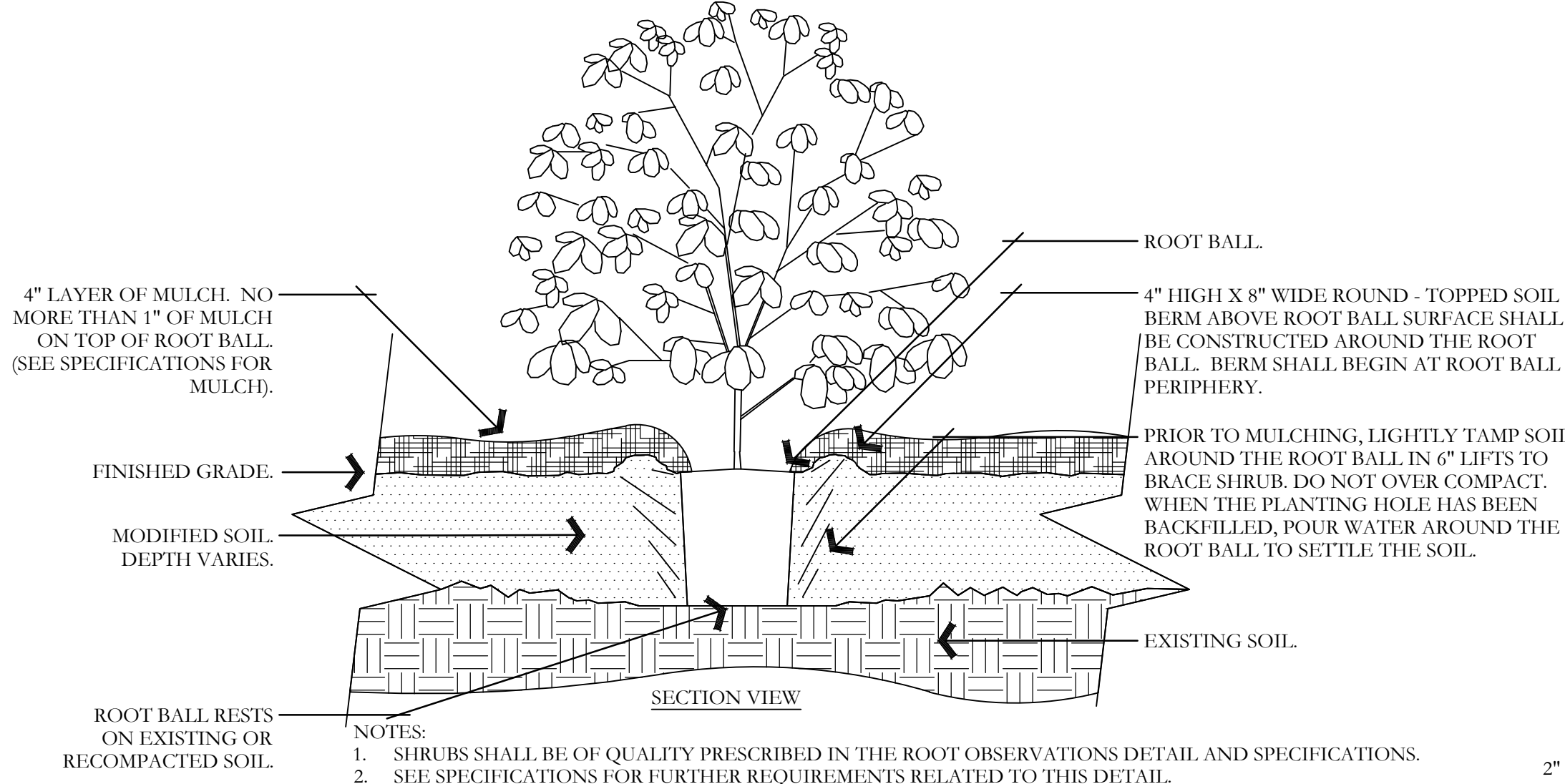
D EVERGREEN TREE PLANTING
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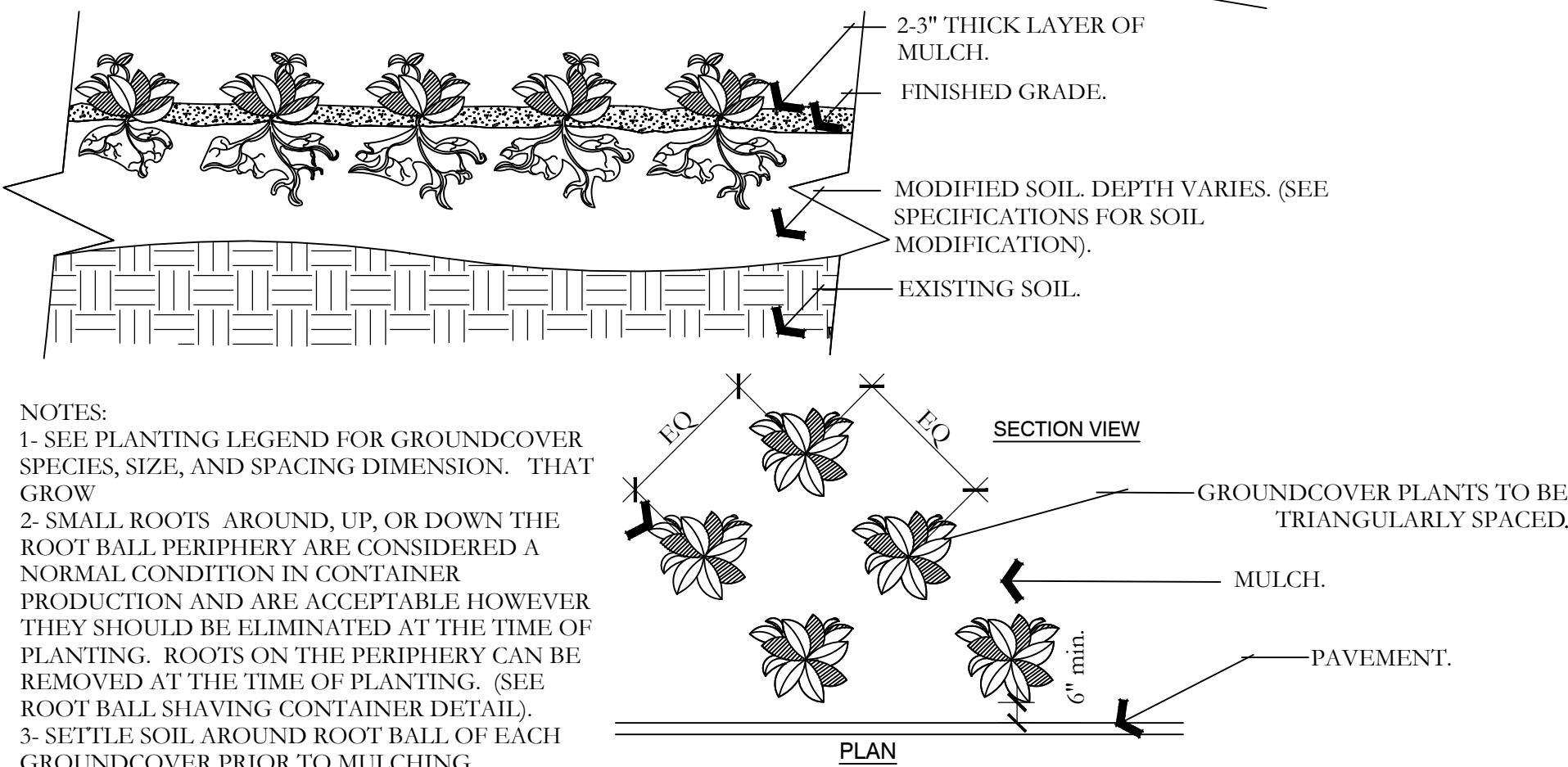
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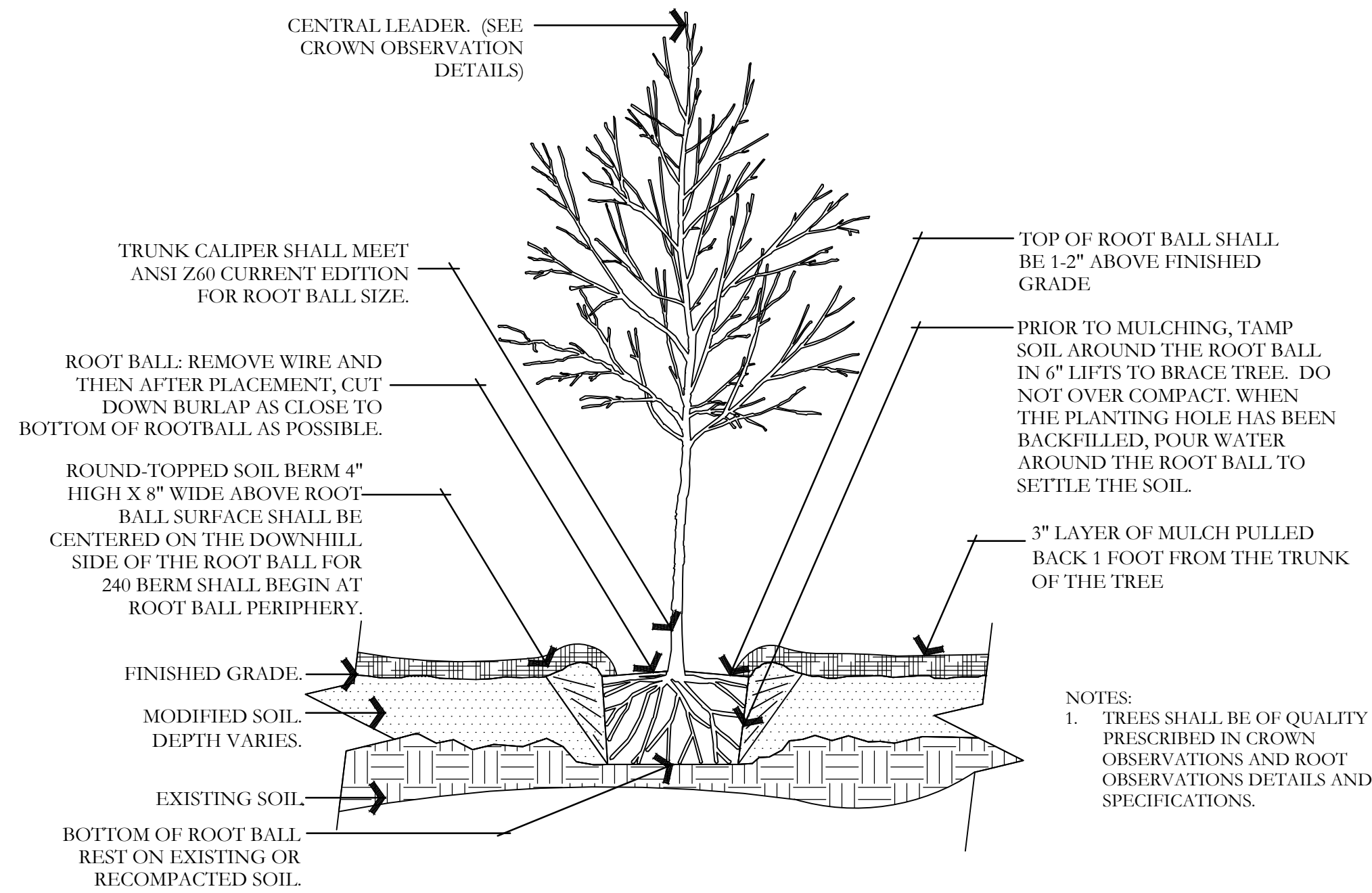
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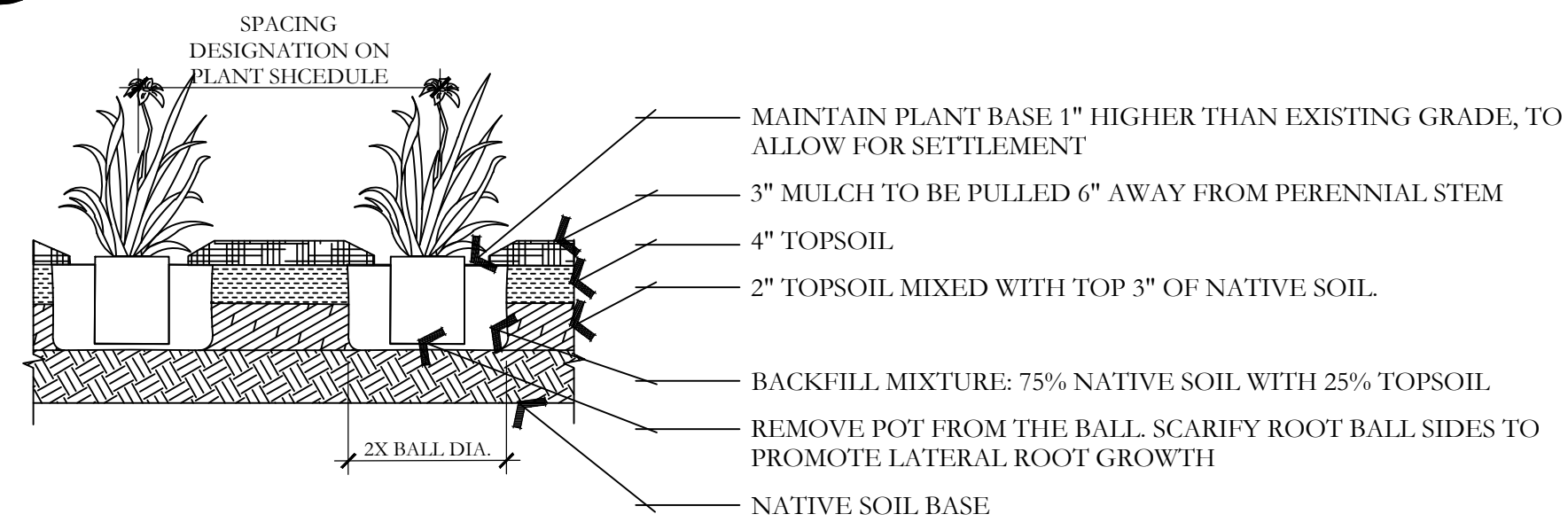
E SHRUB - MODIFIED SOIL
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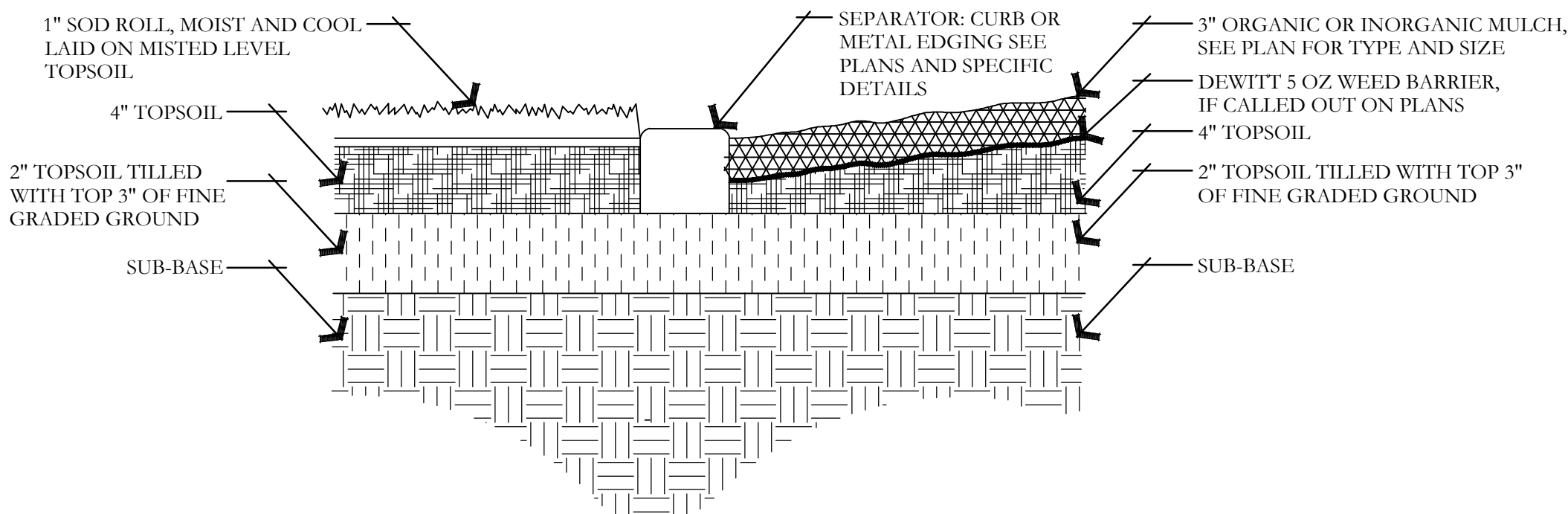
H PERENNIAL/GROUNDCOVER PLANTING
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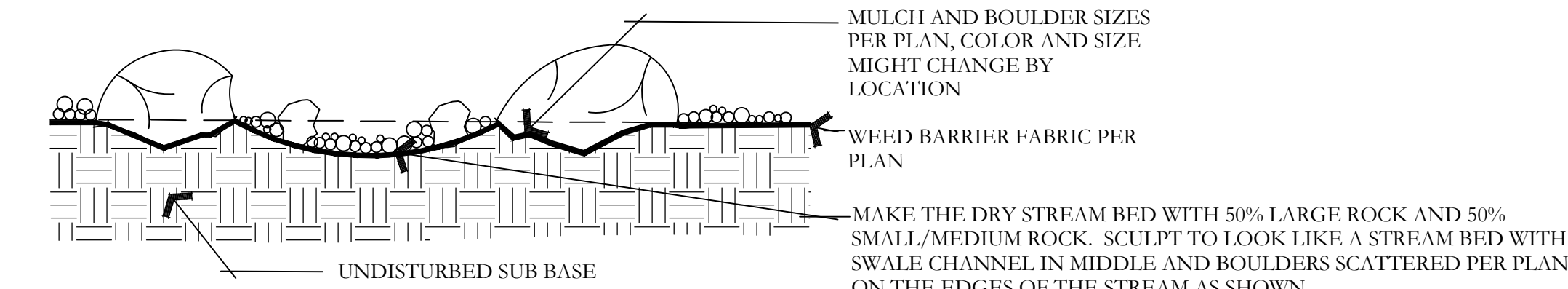
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F PERENNIAL PLANTING
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I SOD LAYING/MULCH DETAIL
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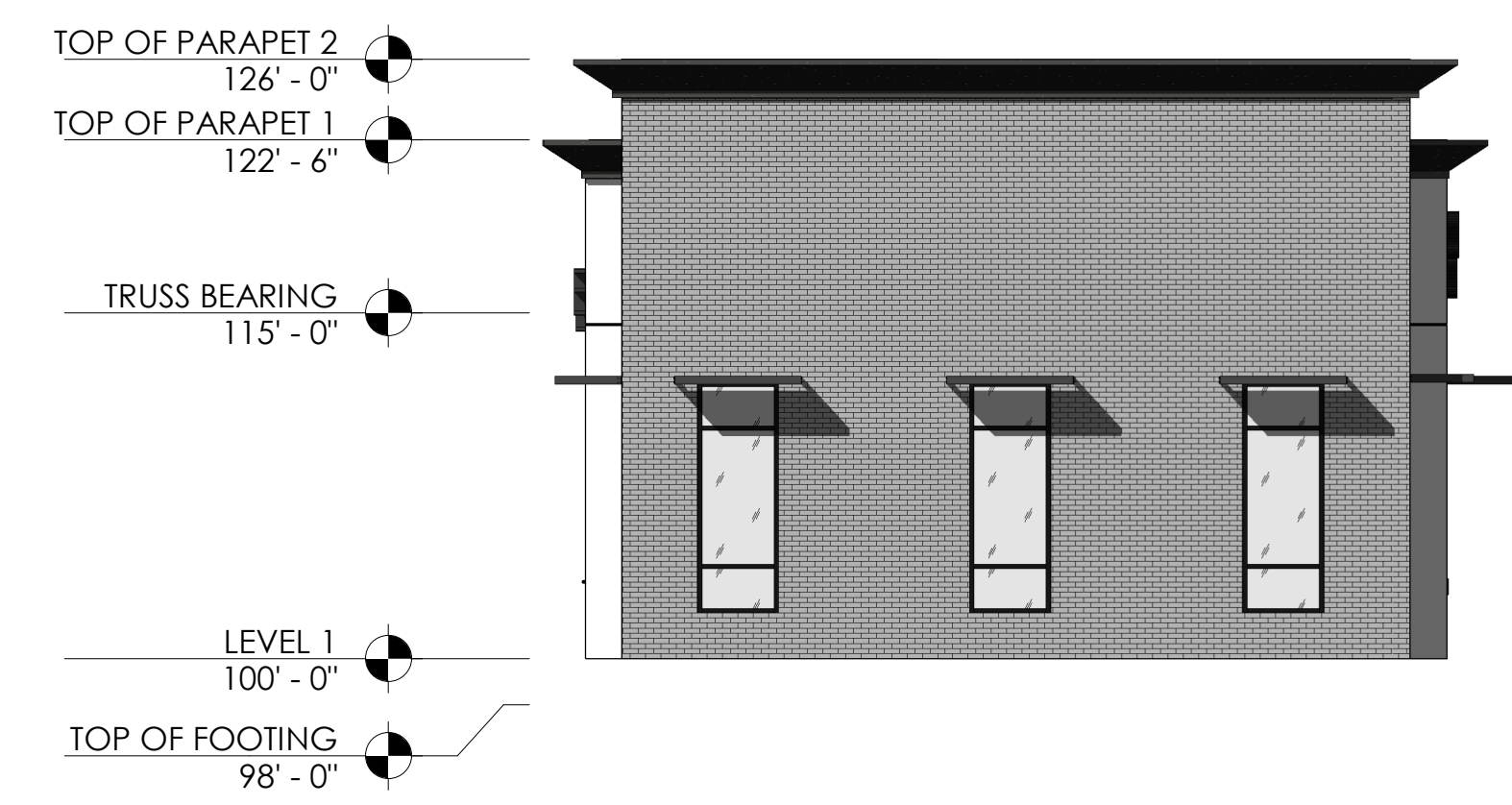
J BOULDER AND DRY STREAM BED DETAIL
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ISSUE DATE			PROJECT NUMBER			PLAN INFORMATION			PROJECT INFORMATION			DEVELOPER / PROPERTY OWNER / CLIENT			LANDSCAPE ARCHITECT / PLANNER			LICENSE STAMP			DRAWING INFO		
3/7/2024			UT22043									WASATCH DEVELOPMENT GROUP ATT: BRACKEN J ATKINSON 801-755-2016 BATKINSON@NETWASATCH.COM			CIR CIVIL ENGINEERING 3032 SOUTH 1030 WEST, SUITE 202 SALT LAKE CITY, UT 84119 801-949-6296			 LANDSCAPE ARCHITECTURE • PLANNING & VISUALIZATION 3450 N. TRIUMPH BLVD. SUITE 102 LEHI, UTAH 84043 (801) 753-5644 www.pkjdesigngroup.com			PM: JTA DRAWN: ACP CHECKED: JMA PLOT DATE: 3/7/2024		
NO.			REVISION			DATE			811 BLUE STAKES OF UTAH UTILITY NOTIFICATION CENTER, INC. 1-800-662-4111 www.bluestakes.org			OREM TECH 1 SOUTH GENEVA RD. OREM, UTAH									LP-501		
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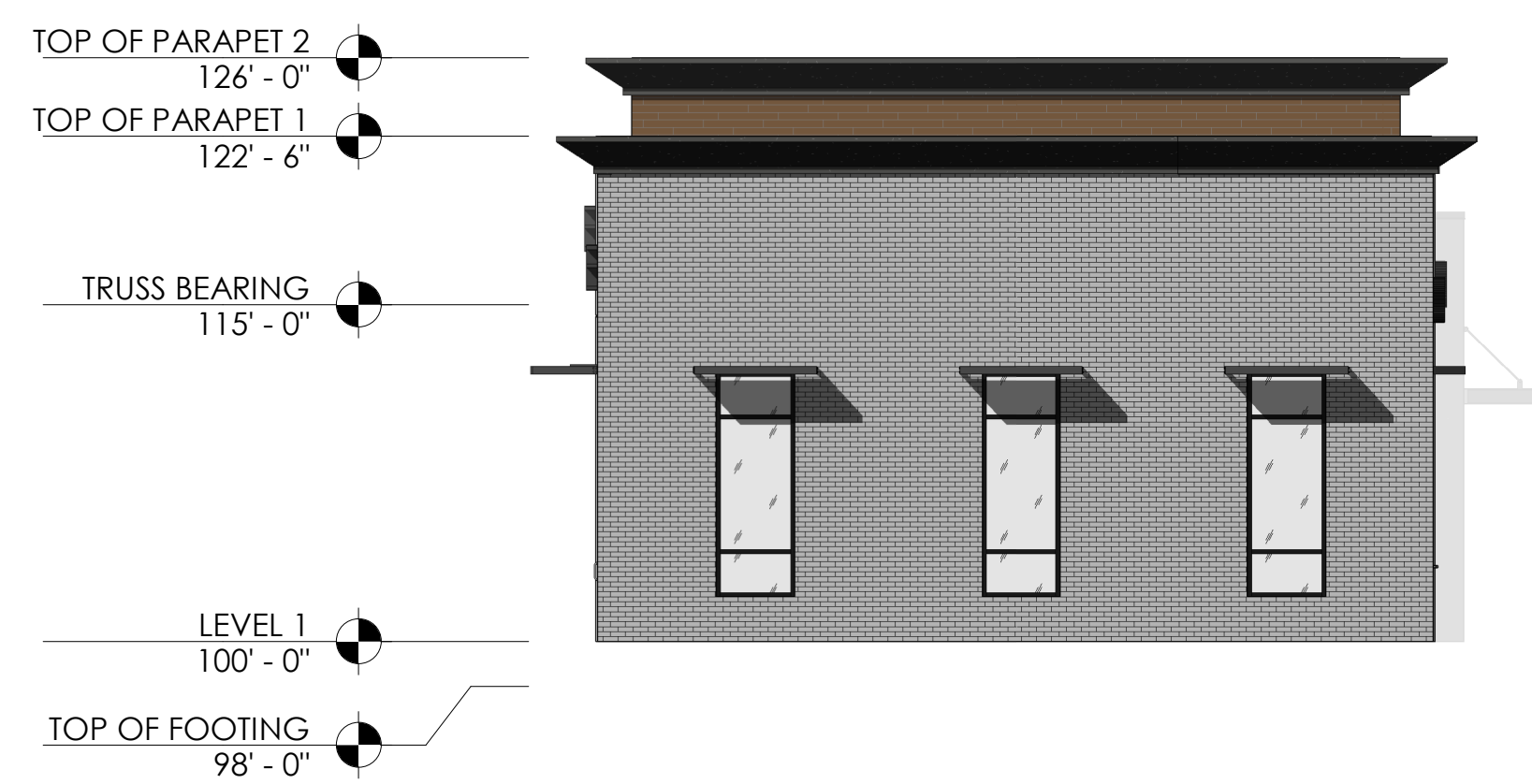
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FRONT ELEVATION



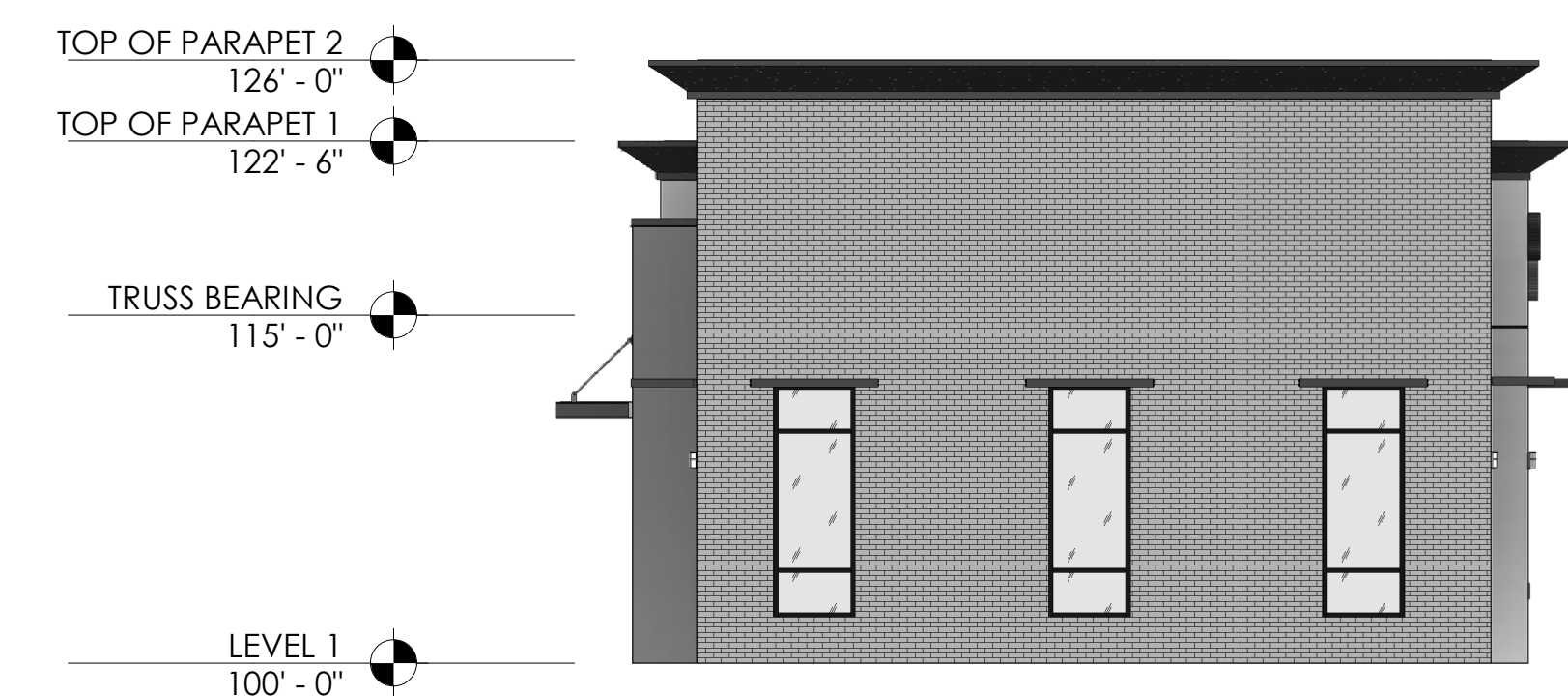
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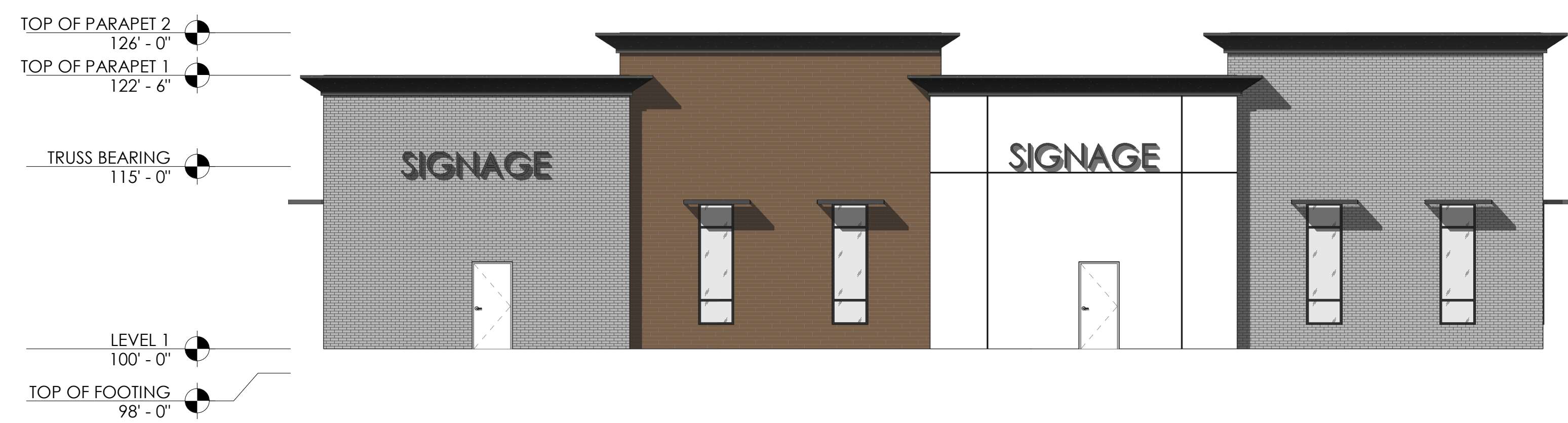
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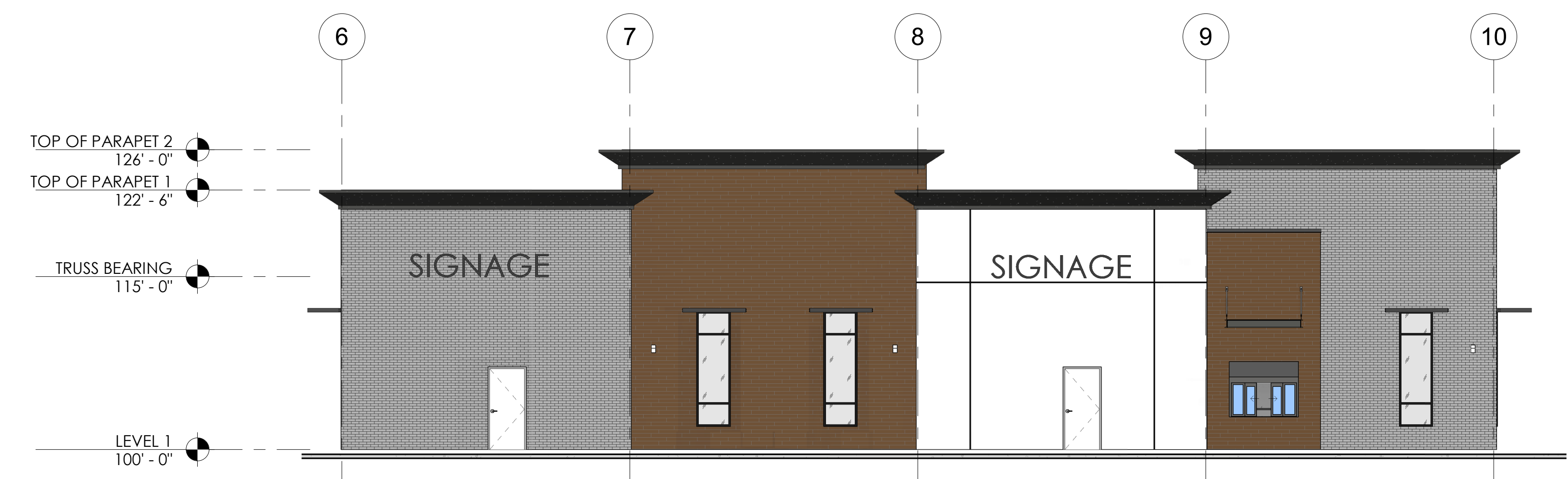
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LEFT ELEVATION WITH DRIVE-THRU



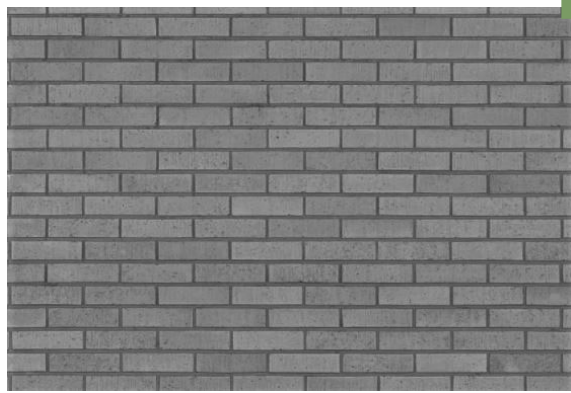
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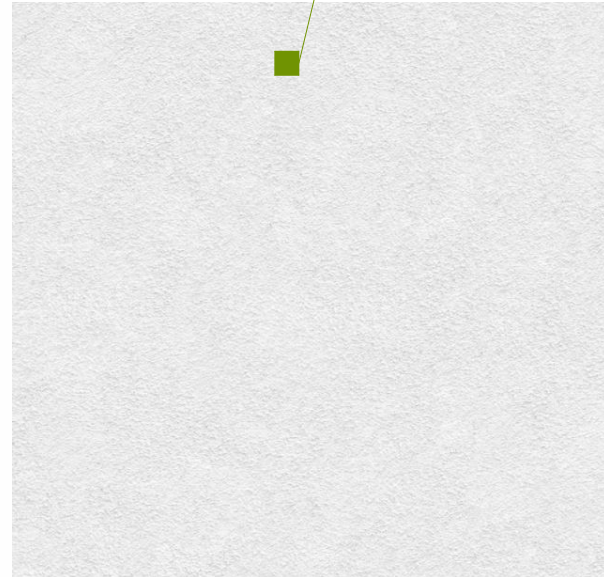


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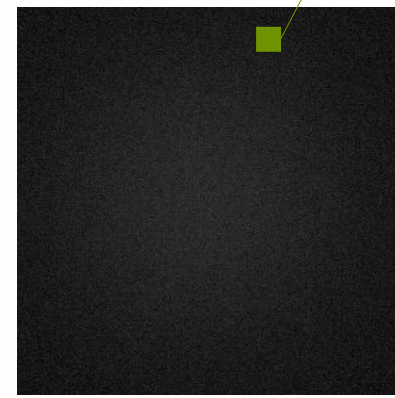
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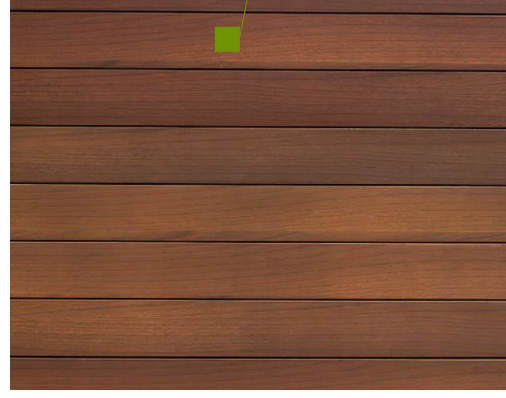
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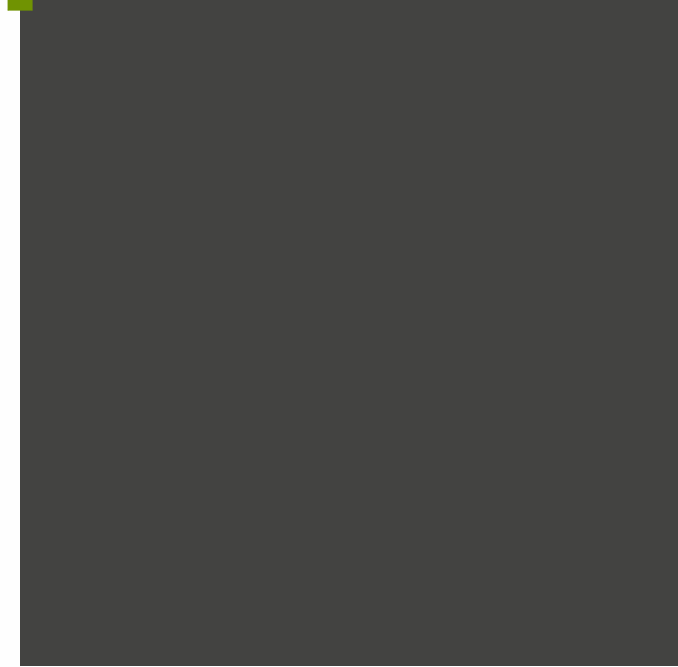
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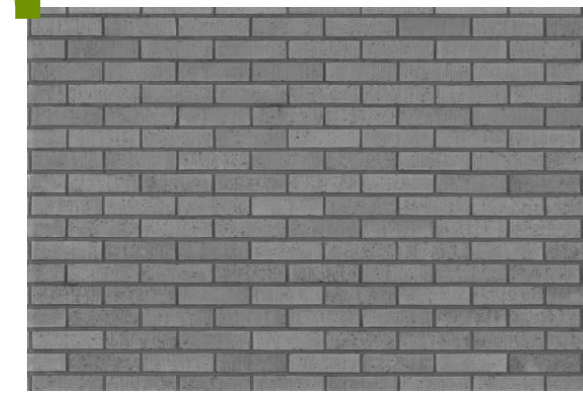
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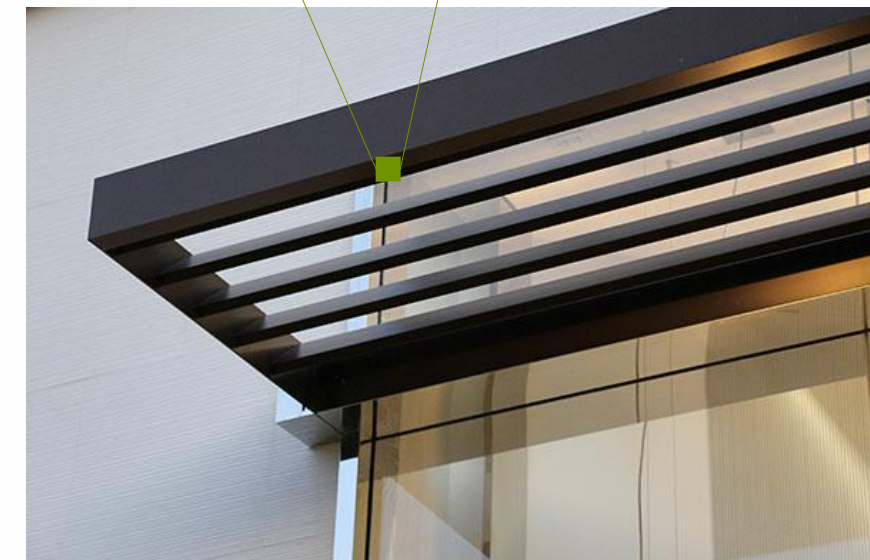
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ALUMINUM CLADDING SYSTEM
COLOR: KWI



PEREX STUCCO SYSTEM
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GRAY BRICK



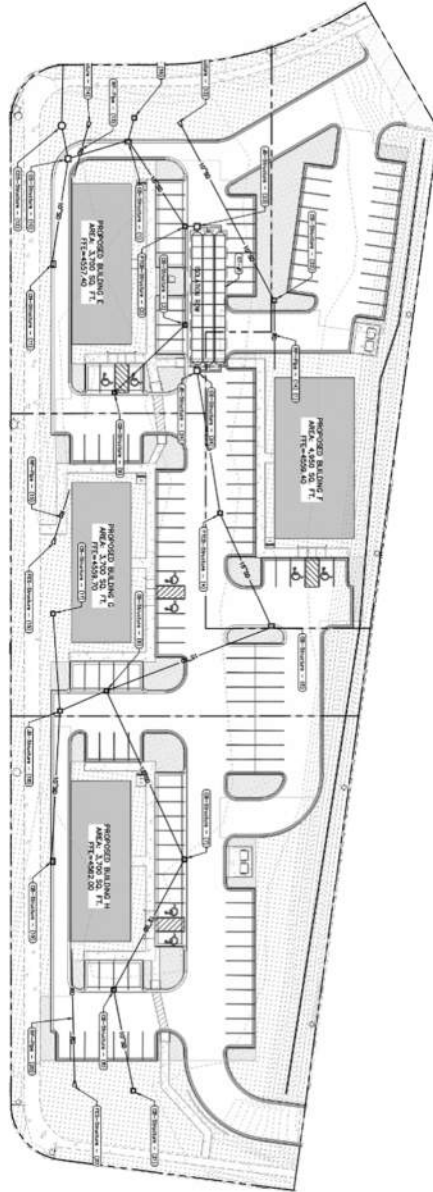
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Tech South Retail

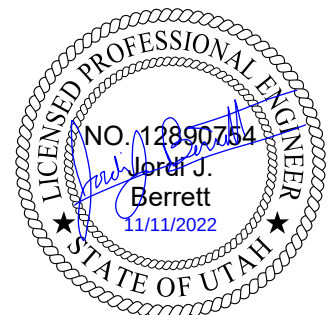
Traffic Impact Study



Orem, Utah

November 11, 2022

UT22-2378



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Tech South Retail development located in Orem, Utah. The development is located on the east side of Geneva Road between 1340 North and 1200 North.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022) and future (2027) 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. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service									
	Existing (2022)						Future (2027)			
	Background				Plus Project		Background		Plus Project	
	AM	AM MIT	PM	PM MIT	AM	PM	AM	PM	AM	PM
1 1340 North / Geneva Road	e	a	f	a	a	a	a	b	a	c
2 1200 North / Geneva Road	A	A	A	A	A	A	A	A	A	A
3 Northwest Access / 1340 North	a	a	A	a	a	a	a	a	a	a
4 Southwest Access / 1200 North	a	a	a	a	a	a	a	a	a	a
5 Southeast Access / 1200 North	a	a	a	a	a	a	a	a	a	a
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 Scenario Source: Hales Engineering, November 2022										

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of commercial/retail space.
- The project is anticipated to generate approximately 743 new weekday daily trips, including 32 new trips in the morning peak hour, and 94 new trips in the evening peak hour.
- According to the criteria in the Orem City Transportation Master Plan (2015), existing ADT on 1200 North and 1340 North adjacent to the project show that both roads are currently operating at an acceptable LOS, below the LOS C threshold. It is anticipated that with the additional project traffic, ADT volumes will remain well below the LOS C threshold.
- Based on anticipated project traffic, it is recommended that an EB LT deceleration lane be striped at the Southwest Access / 1200 North intersection.

2022	Background	Plus Project
Assumptions	• Project traffic from the Keystone Direct and Orem Tech 6&7 developments added • 1200 North / Geneva Road signalized	• None
Findings	• Poor LOS at 1340 North / Geneva Road	• Acceptable LOS
Mitigations	• Illegal left-turns observed at 1340 North / Geneva Road rerouted to 1200 North / Geneva Road	• None
2027	Background	Plus Project
Findings	• Acceptable LOS	• Acceptable LOS
Mitigations	• None	• None

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Tech South Retail development located in Orem, Utah. The proposed project is located on the east side of Geneva Road between 1340 North and 1200 North. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022) and future (2027) conditions 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:

- 1340 North / Geneva Road
- 1200 North / Geneva Road
- Northwest Warehouse Access / 1340 North
- Southwest Warehouse Access / 1200 North
- Southeast Warehouse Access & 1565 West / 1200 North

C. Analysis Methodology

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

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2022) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

1200 North – is a city-maintained roadway which is classified by the Orem City Transportation Master Plan (December 2015) as an urban collector. The roadway has two travel lanes in each direction. The speed limit is not posted in the study area.

The Orem City Transportation Master Plan (December 2015) shows the 1200 North / Geneva Road as a future signalized intersection. In the existing background scenario of another study for a neighboring project, it was recommended that the 1200 North / Geneva Road intersection be signalized due to poor LOS. Therefore, it was assumed that the signal had been installed in the existing (2022) background conditions of this study as well. UDOT has determined that a signal is warranted at this location as well.

1340 North – is a city-maintained roadway which is classified by the Orem City Transportation Master Plan (December 2015) as an urban collector. The roadway has two travel lanes in each direction. Access is restricted to right-in/right-out movements at its intersection with Geneva Road (S.R. 114). The speed limit is not posted.

C. 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:

- 1340 North / Geneva Road
- 1200 North / Geneva Road
- Northwest Warehouse Access / 1340 North
- Southwest Warehouse Access / 1200 North
- Southeast Warehouse Access & 1565 West / 1200 North

The counts were performed on Thursday, November 3, 2022. 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 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 72% 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 made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on I-15 (ATR #350). In recent years, traffic volumes in November have been equal to approximately 94.8% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

24-hour counts were performed on Thursday, November 3rd beginning at 9:00 a.m. Average daily traffic (ADT) volumes on 1200 North and 1340 North were taken from these counts.

Traffic volumes from the Tech 6 & 7, and Keystone Direct developments which are currently under development were added to collected traffic counts. Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that the 1340 North / Geneva Road intersection is currently operating at a poor level of service during the morning and evening peak hours, as shown in Table 2.

The current ADT calculated for 1200 North and 1340 North adjacent to the project site is 2082 and 600 vehicles per day, respectively. According to the Orem City Transportation Master Plan (December 2015), the LOS C threshold for two lane collector streets is 9,000 vehicles per day. Therefore both 1200 North and 1340 North are currently operating at an acceptable LOS, below the LOS C threshold.

Table 2: Existing (2022) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1340 North / Geneva Road	WB Stop	e (39.4) / WBL	f (>50) / WBL
1200 North / Geneva Road	Signal	A (6.2)	A (6.5)
Northwest Access / 1340 North	NB Stop	a (2.7) / NBR	a (7.5) / NBL
Southwest Access / 1200 North	NB/SB Stop	a (2.2) / EBL	a (6.8) / SBL
Southeast Access / 1200 North	NB/SB Stop	a (5.7) / SBL	a (5.5) / NBL

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 2022

E. Queuing Analysis

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





F. Mitigation Measures

It was observed that vehicles were making westbound and southbound left-turns at the intersection of 1340 North / Geneva Road. 1340 North does have right-in/right-out restrictions in place, however additional measures may be necessary to more effectively restrict the movements and improve LOS at the intersection.

G. Mitigated Scenario

Hales Engineering ran a mitigated scenario where the westbound and southbound left-turns at the 1340 North / Geneva Road intersection were rerouted to the 1200 North intersection to accurately reflect appropriate turning movements.

As a result, all study intersections are anticipated to operate at an acceptable level of service during the morning and evening peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2022) conditions.

Table 3: Existing (2022) Mitigated Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1340 North / Geneva Road	WB Stop	a (5.8) / WBR	a (8.4) / WBR
1200 North / Geneva Road	Signal	A (6.5)	A (6.3)
Northwest Access / 1340 North	NB Stop	a (2.4) / NBR	a (4.7) / NBL
Southwest Access / 1200 North	NB/SB Stop	a (3.2) / SBR	a (7.4) / SBL
Southeast Access / 1200 North	NB/SB Stop	a (6.5) / SBL	a (5.4) / SBL

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 2022

H. Crash Analysis

A five-year crash report (2018-2022) was provided for each of the study intersections. Crash data were collected from the Numetric AASHTOWare Safety website. The data boundary is shown in Figure 3.

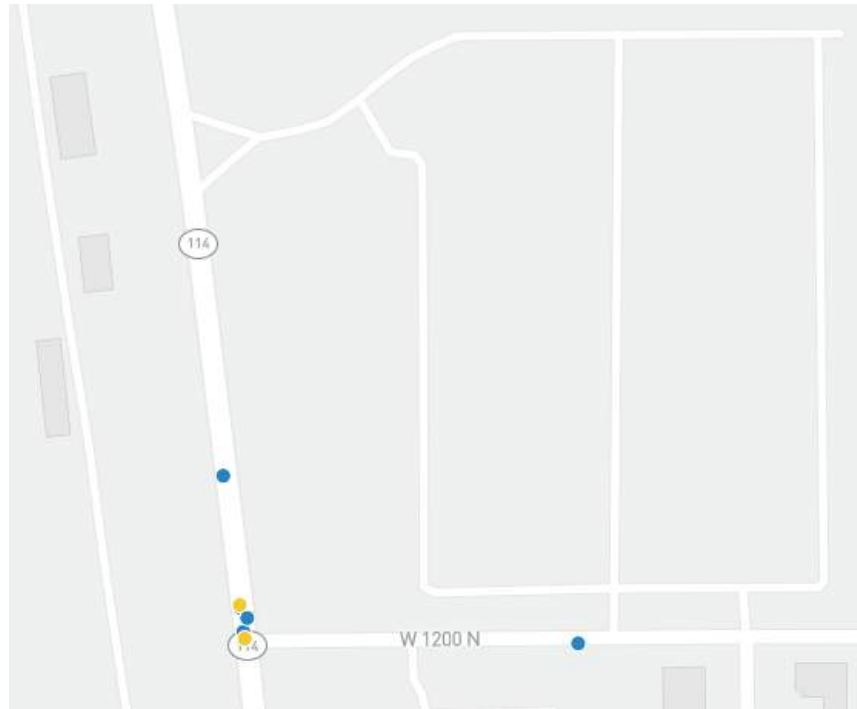


Figure 3: Map of Crash Data Near Project

A total of 7 crashes were reported near the study intersections. Five of the crashes were noted as being intersection related, referring to the 1200 North / Geneva Road intersection. While crash frequency is already relatively low in the project's area as is, it is anticipated that signaling this intersection will further increase the overall safety.

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 Tech South Retail development is located on the east side of Geneva Road between 1340 North and 1200 North. The development will consist of commercial/retail space totaling 16,050 square feet. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 4.

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. Because retail stores often serve as intermediate destinations, it is likely that some of the trips in and out of the development will be from existing trips on Geneva Road. ITE provides average pass-by rates for retail uses. Hales Engineering applied a reduced pass-by rate of 15% as a conservative measure. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 743 (+131 pass-by)
- Morning Peak Hour Trips: 32 (+6 pass-by)
- Evening Peak Hour Trips: 94 (+16 pass-by)

Table 4: Trip Generation

Trip Generation Orem - Tech South Retail									
Land Use ¹	# of Units	Unit Type	Trip Generation			Reductions	New Trips		
			Total	% In	% Out	Pass-by	In	Out	Total
Weekday Daily									
Strip Retail Plaza, <40k (822)	16.05	KSF	874	50%	50%	15%	372	371	743
AM Peak Hour									
Strip Retail Plaza, <40k (822)	16.05	KSF	38	60%	40%	15%	19	13	32
PM Peak Hour									
Strip Retail Plaza, <40k (822)	16.05	KSF	110	50%	50%	15%	47	47	94
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition, 2021. SOURCE: Hales Engineering, November 2022									

Based on the number of weekday daily trips to be generated by the project, it is anticipated that ADT volumes for both 1200 North and 1340 North will remain well below the LOS C threshold of 9,000 vehicles per day for two-lane collector streets.

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 5.

Table 5: Trip Distribution

Direction	% To/From Project
North	60%
South	40%

A pass-by distribution of 50% north-to-south and 50% south-to-north was assumed for the morning peak hour and a pass-by distribution of 70% north-to-south and 30% south-to-north was assumed for the evening peak hour, based on existing traffic volumes. Trip assignment for the development is shown in Figure 4.

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. 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.

E. Access

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

Northwest Warehouse Access:

- The north access will be located approximately 30 feet south of the Northwest Warehouse Access / 1340 North intersection. It will access the project on the west side of the Northwest Warehouse Access. It is anticipated that the access will be stop-controlled.

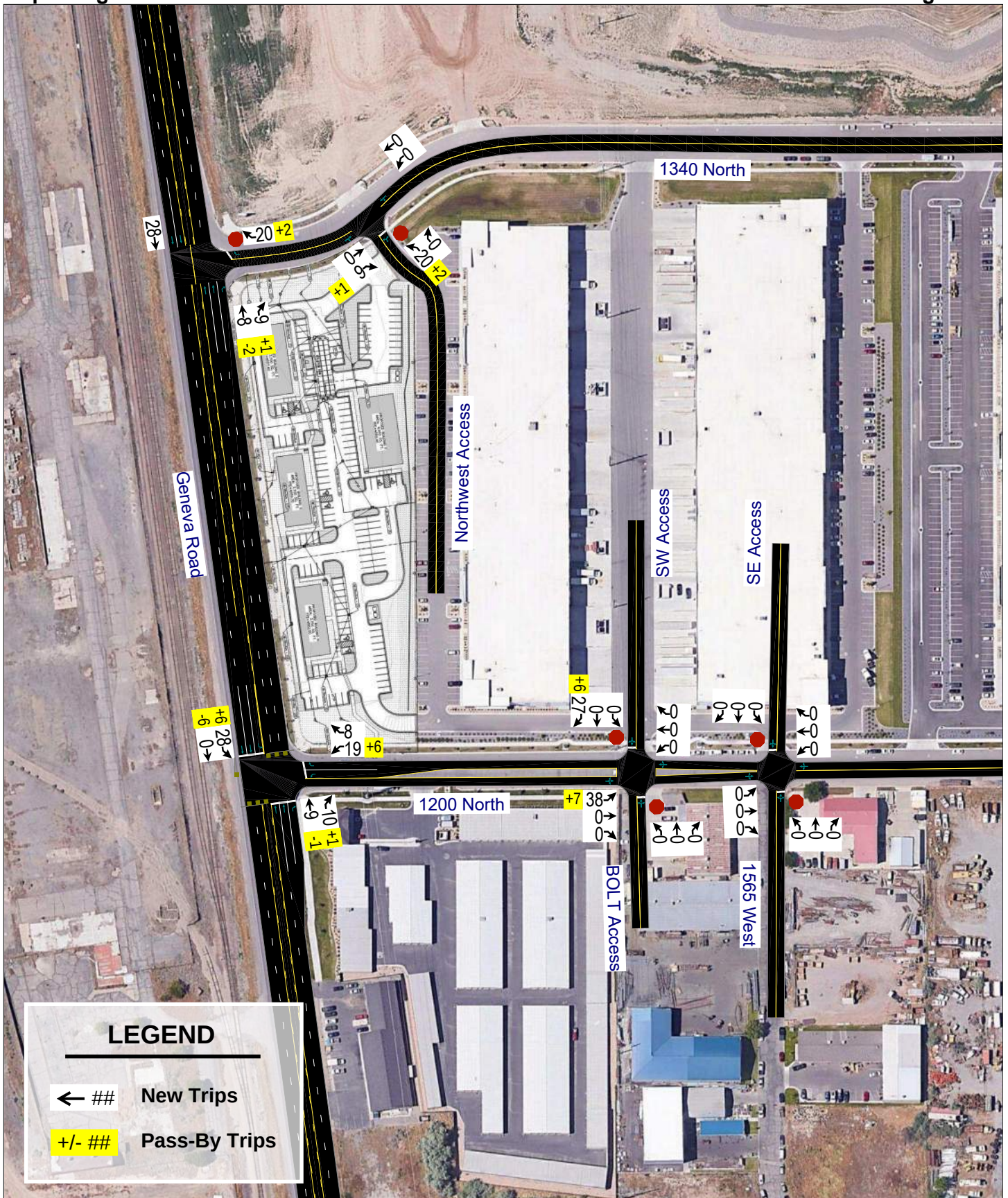
Southwest Warehouse Access:

- The south access will be located approximately 300 feet west of the Southwest Warehouse Access / 1200 North intersection. It will access the project from the west side of the 1200 North frontage road that runs along the south side of the warehouses and into the west parking lot.



Orem Tech South Retail Trip Assignment

Evening Peak Hour Figure 4B



Hales Engineering
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11/09/2022

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.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

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 Geneva Road:

- Left-turn Deceleration (Ingress): 10 left-turn vehicles per hour
- Left-turn Acceleration (Egress): Is there a safety benefit?
- Right-turn Deceleration (Ingress): 25 right-turn vehicles per hour
- Right-turn Acceleration (Egress): 50 right-turn vehicles per hour

Based on these guidelines and the anticipated project traffic, it is recommended that an eastbound left-turn deceleration lane be striped at the Southwest Access / 1200 North intersection. It is recommended that this deceleration lane have a storage length of at least 50 feet, not including taper length, based on the future (2027) plus project 95th percentile queueing report.

According to the UDOT guidelines and existing westbound right-turn traffic volumes on at the 1340 North / Geneva Road intersection, a northbound acceleration lane is warranted. However, this improvement was not included in the analyses.

IV. EXISTING (2022) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2022) background traffic volumes to predict turning movement volumes for existing (2022) plus project conditions. Existing (2022) plus project morning and evening peak hour turning movement volumes are shown in Figure 5.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 6.

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

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1340 North / Geneva Road	WB Stop	a (6.0) / WBR	a (9.5) / WBR
1200 North / Geneva Road	Signal	A (7.4)	A (8.1)
Northwest Access / 1340 North	NB Stop	a (3.7) / NBL	a (4.4) / NBL
Southwest Access / 1200 North	NB/SB Stop	a (2.8) / SBR	a (6.8) / NBL
Southeast Access / 1200 North	NB/SB Stop	a (7.2) / WBL	a (5.4) / SBL

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.

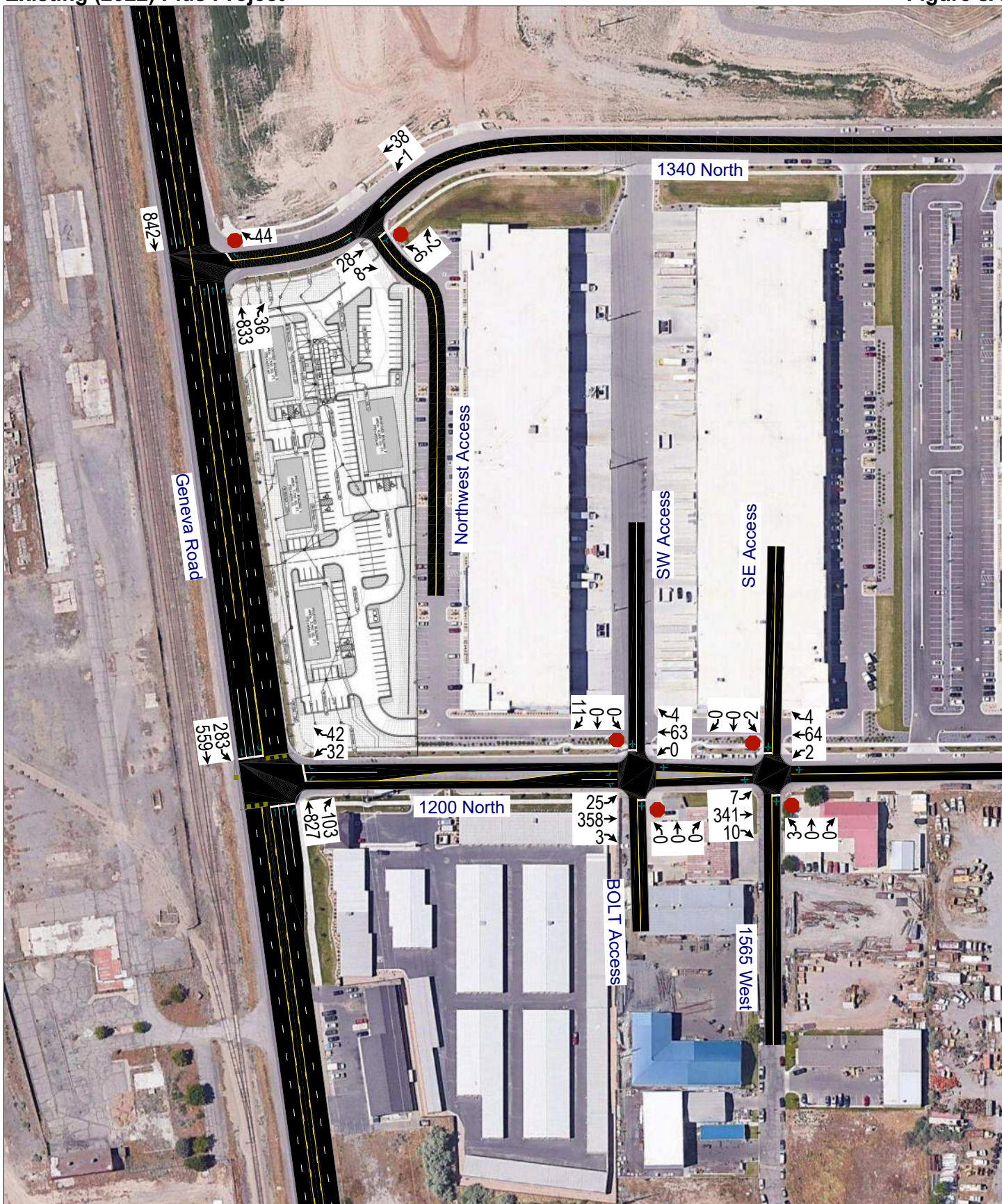
Source: Hales Engineering, November 2022

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.





V. FUTURE (2027) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2027) 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 and the Orem Transportation Master Plan, there are no projects planned before 2027 in the study area. Therefore, no changes were made to the roadway network for the future (2027) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2027) forecasted volumes from the MAG travel demand model and the Orem Transportation Master Plan. 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 (2027) morning and evening peak hour turning movement volumes are shown in Figure 6.

D. Level of Service Analysis

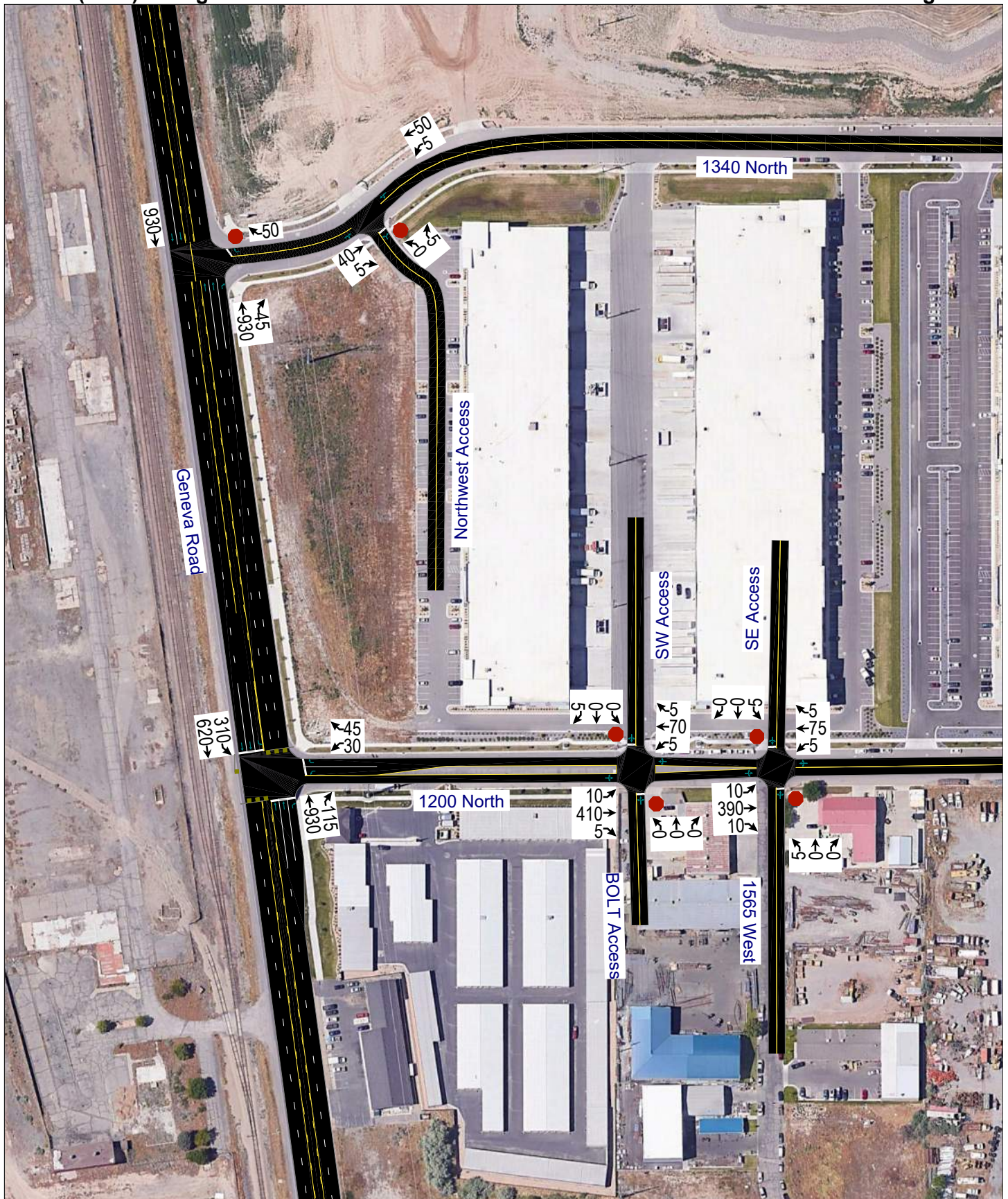
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2027) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2027) 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.



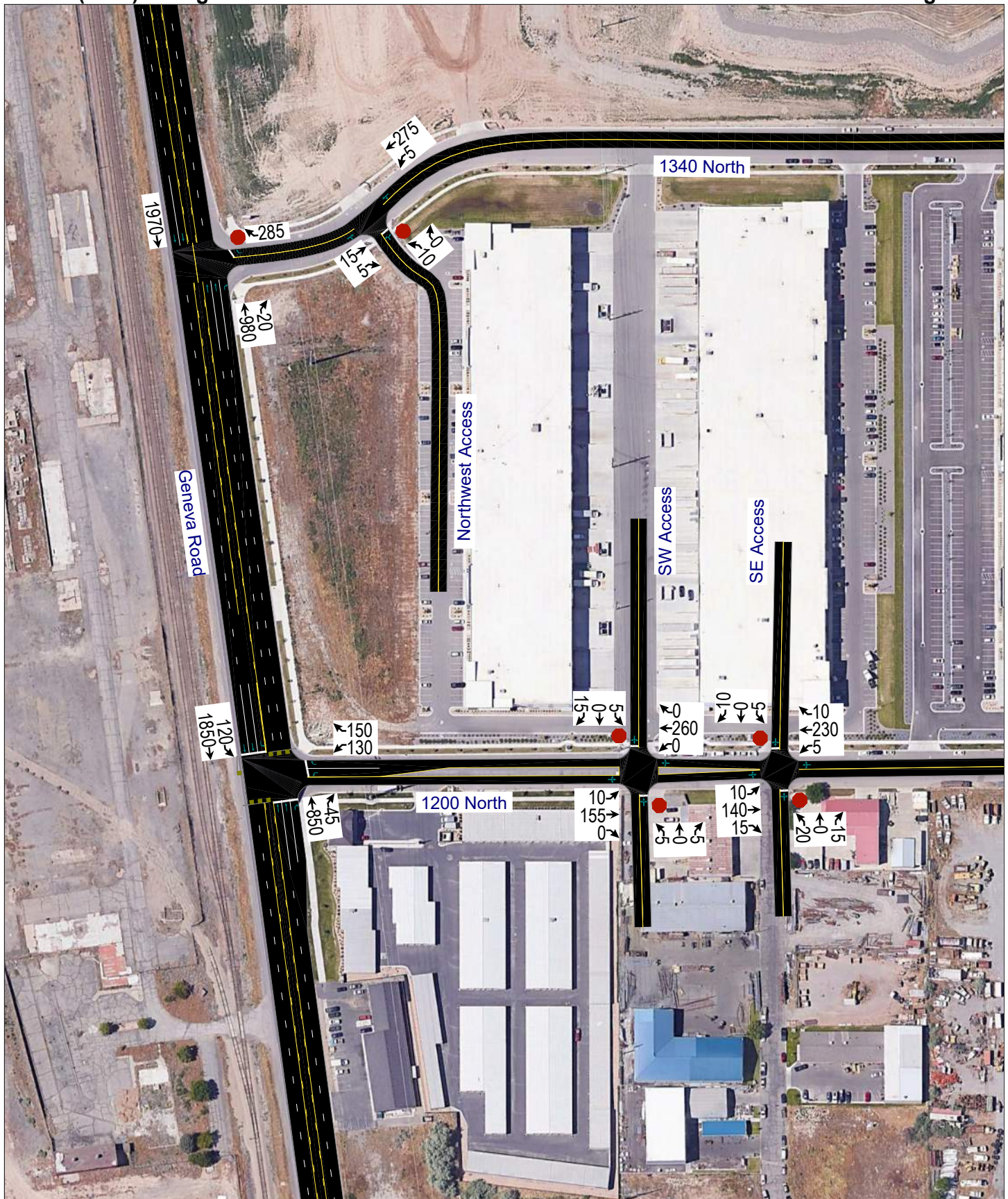


Table 7: Future (2027) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1340 North / Geneva Road	WB Stop	a (7.1) / WBR	b (12.4) / WBR
1200 North / Geneva Road	Signal	A (8.1)	A (8.4)
Northwest Access / 1340 North	NB Stop	a (2.6) / NBR	a (5.3) / NBL
Southwest Access / 1200 North	NB/SB Stop	a (3.5) / WBL	a (6.3) / SBL
Southeast Access / 1200 North	NB/SB Stop	a (6.8) / NBL	a (5.7) / NBL

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 2022

VI. FUTURE (2027) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2027) 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 (2027) background traffic volumes to predict turning movement volumes for future (2027) plus project conditions. Future (2027) plus project morning and evening peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2027) plus project conditions, as shown in Table 8.

Table 8: Future (2027) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1340 North / Geneva Road	WB Stop	a (7.3) / WBR	c (15.4) / WBR
1200 North / Geneva Road	Signal	A (8.7)	A (9.7)
Northwest Access / 1340 North	NB Stop	a (4.8) / NBL	a (7.3) / NBL
Southwest Access / 1200 North	NB/SB Stop	a (2.9) / SBR	a (8.7) / NBL
Southeast Access / 1200 North	NB/SB Stop	a (8.3) / NBL	a (6) / SBL

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.

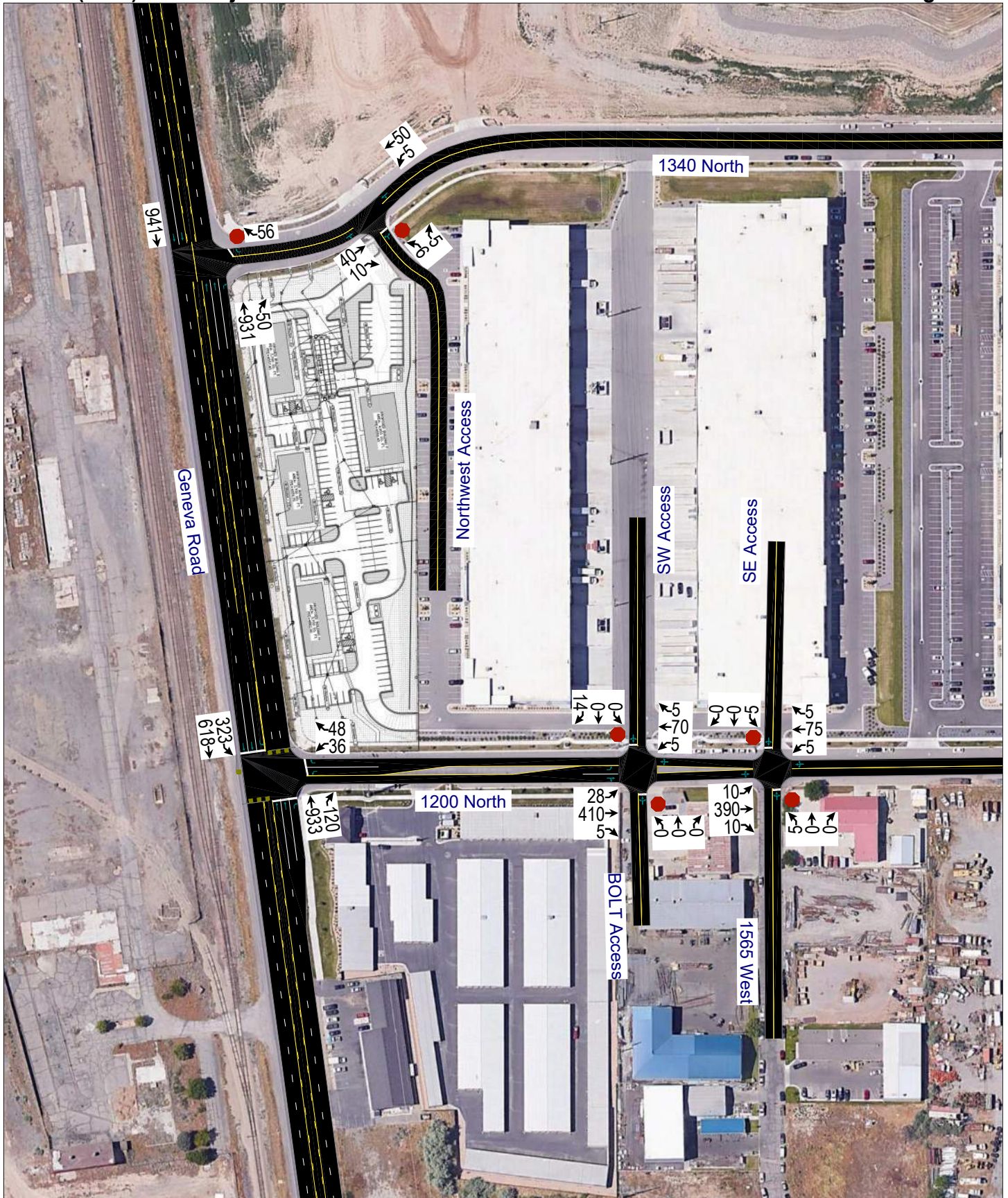
Source: Hales Engineering, November 2022

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

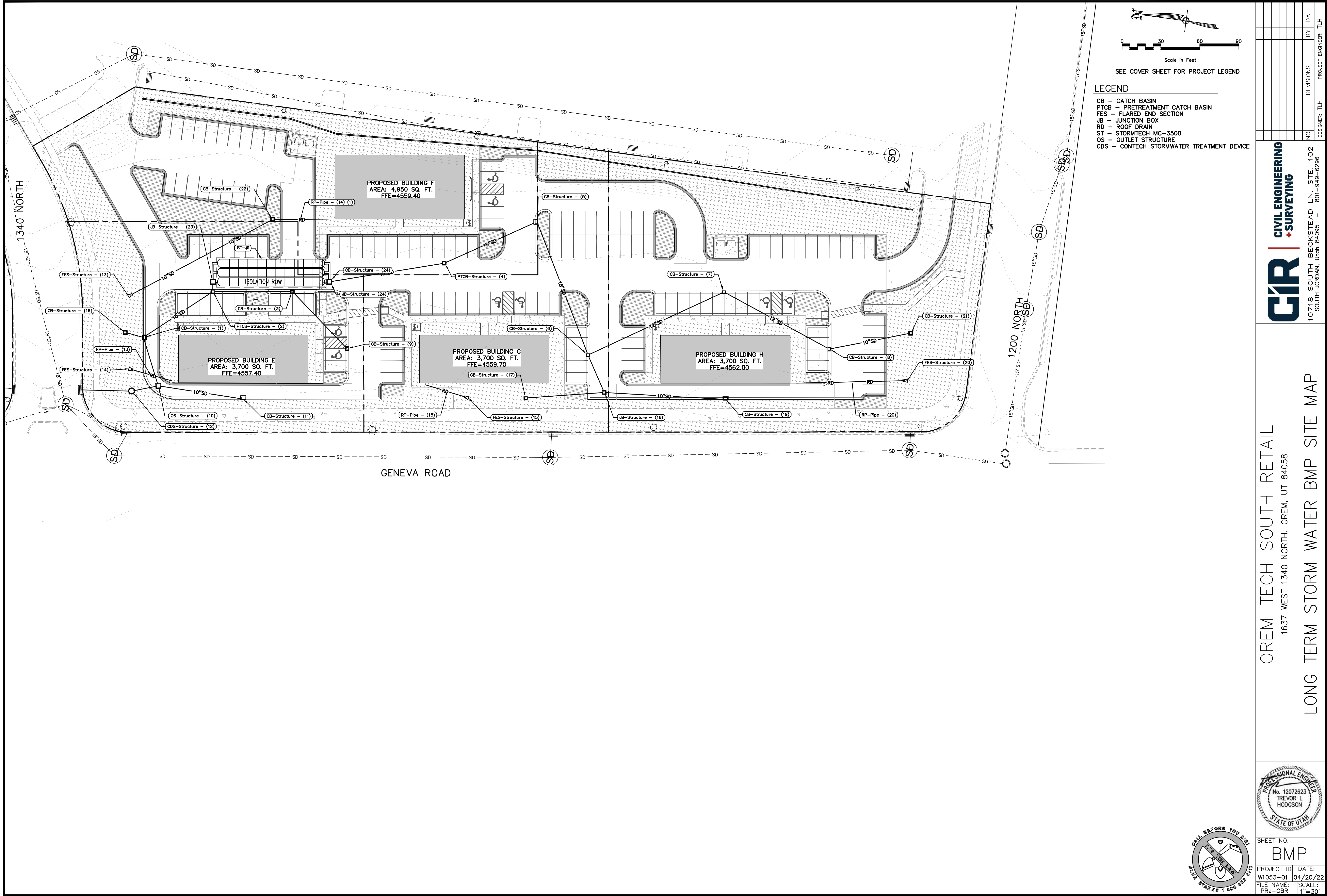
No mitigation measures are recommended.





APPENDIX A

Site Plan



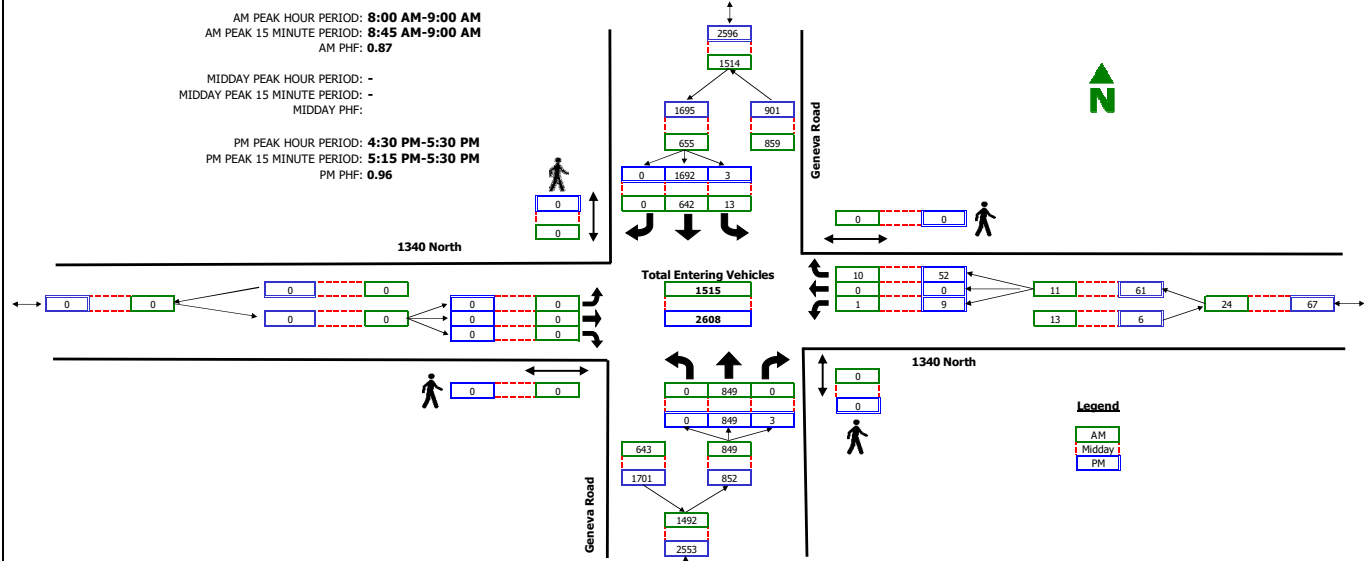
APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Geneva Road / 1340 North
North/South: Geneva Road
East/West: 1340 North
Jurisdiction: Orem
Project Title: Orem Tech South Retail TIS
Project No: UT22-2378
Weather: Clear

Date: 11-3-21, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 94.8%
Adjustment Station #: 350

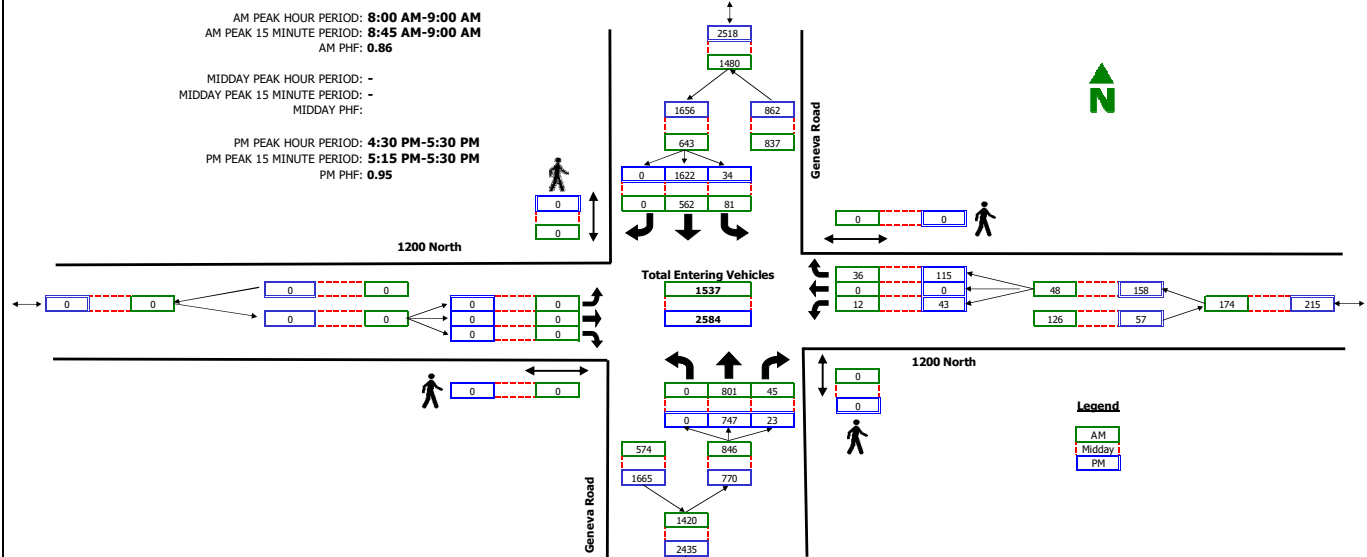


RAW COUNT SUMMARIES	Geneva Road Northbound				Geneva Road Southbound				1340 North Eastbound				1340 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	131	4	0	6	111	0	0	0	0	0	0	4	0	1	0	257
7:15 - 7:30	0	137	4	0	3	123	0	0	0	0	0	0	1	0	1	0	269
7:30 - 7:45	0	154	1	0	3	123	0	0	0	0	0	0	2	0	3	0	286
7:45 - 8:00	0	223	2	0	3	178	0	0	0	0	0	0	2	0	3	0	411
8:00 - 8:15	0	231	0	0	7	161	0	0	0	0	0	0	0	0	2	0	401
8:15 - 8:30	0	193	0	0	2	130	0	0	0	0	0	0	1	0	1	0	327
8:30 - 8:45	0	187	0	0	1	160	0	0	0	0	0	0	0	0	2	0	350
8:45 - 9:00	0	238	0	0	3	191	0	0	0	0	0	0	0	0	5	0	437
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	235	0	0	2	367	0	0	0	0	0	0	0	0	15	0	619
16:15 - 16:30	0	222	0	0	2	390	0	0	0	0	0	0	0	0	3	0	617
16:30 - 16:45	0	211	1	0	1	407	0	0	0	0	0	0	0	0	13	0	633
16:45 - 17:00	0	175	1	0	2	466	0	0	0	0	0	0	0	0	8	0	652
17:00 - 17:15	0	246	1	0	0	370	0	0	0	0	0	0	5	0	19	0	641
17:15 - 17:30	0	217	0	0	0	449	0	0	0	0	0	0	4	0	12	0	682
17:30 - 17:45	0	195	0	0	0	398	0	0	0	0	0	0	1	0	2	0	596
17:45 - 18:00	0	184	0	0	1	372	0	0	0	0	0	0	0	0	4	0	561

Intersection Turning Movement Summary

Intersection: Geneva Road / 1200 North
North/South: Geneva Road
East/West: 1200 North
Jurisdiction: Orem
Project Title: Orem Tech South Retail TIS
Project No: UT22-2378
Weather: Clear

Date: 11-3-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 94.8%
Adjustment Station #: 350

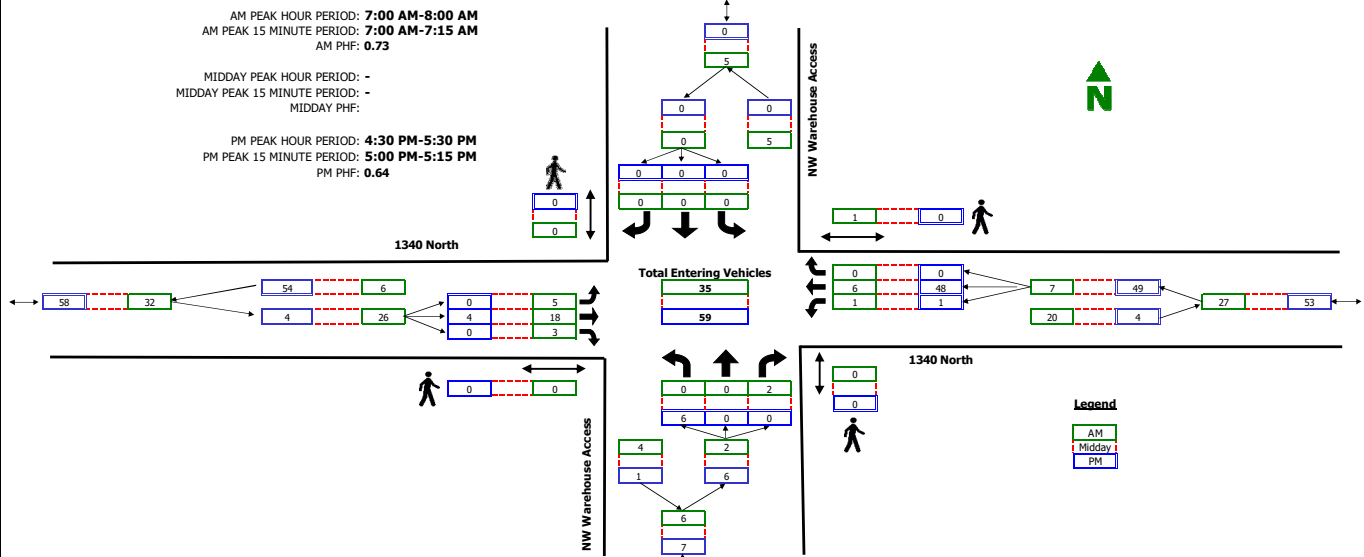


RAW COUNT SUMMARIES	Geneva Road Northbound				Geneva Road Southbound				1200 North Eastbound				1200 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	115	18	0	12	107	0	0	0	0	0	0	3	8	0	0	263
7:15 - 7:30	0	146	3	0	7	122	0	0	0	0	0	0	3	2	0	0	283
7:30 - 7:45	0	148	8	0	9	126	0	0	0	0	0	0	4	0	6	0	301
7:45 - 8:00	0	234	6	0	22	151	0	0	0	0	0	0	2	0	5	0	421
8:00 - 8:15	0	213	15	0	22	126	0	0	0	0	0	0	3	0	4	0	383
8:15 - 8:30	0	185	5	0	14	115	0	0	0	0	0	0	3	0	6	0	328
8:30 - 8:45	0	177	14	0	19	154	0	0	0	0	0	0	4	0	12	0	380
8:45 - 9:00	0	226	11	0	26	167	0	0	0	0	0	0	2	0	14	0	446
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	215	4	0	12	334	0	0	0	0	0	0	12	0	30	0	607
16:15 - 16:30	0	185	7	0	12	352	0	0	0	0	0	0	11	0	24	0	591
16:30 - 16:45	0	182	8	0	7	395	0	0	0	0	0	0	5	0	40	0	637
16:45 - 17:00	0	156	7	0	11	435	0	0	0	0	0	0	3	0	14	0	626
17:00 - 17:15	0	205	4	0	8	352	0	0	0	0	0	0	23	0	47	0	639
17:15 - 17:30	0	204	4	0	8	440	0	0	0	0	0	0	12	0	14	0	682
17:30 - 17:45	0	162	3	0	11	397	0	0	0	0	0	0	11	0	13	0	597
17:45 - 18:00	0	177	1	0	8	361	0	0	0	0	0	0	7	0	14	0	568

Intersection Turning Movement Summary

Intersection: NW Warehouse Access / 1340 North
North/South: NW Warehouse Access
East/West: 1340 North
Jurisdiction: Orem
Project Title: Tech South Retail
Project No: UT22-2378
Weather: Clear

Date: 11-3-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 94.8%
Adjustment Station #: 350

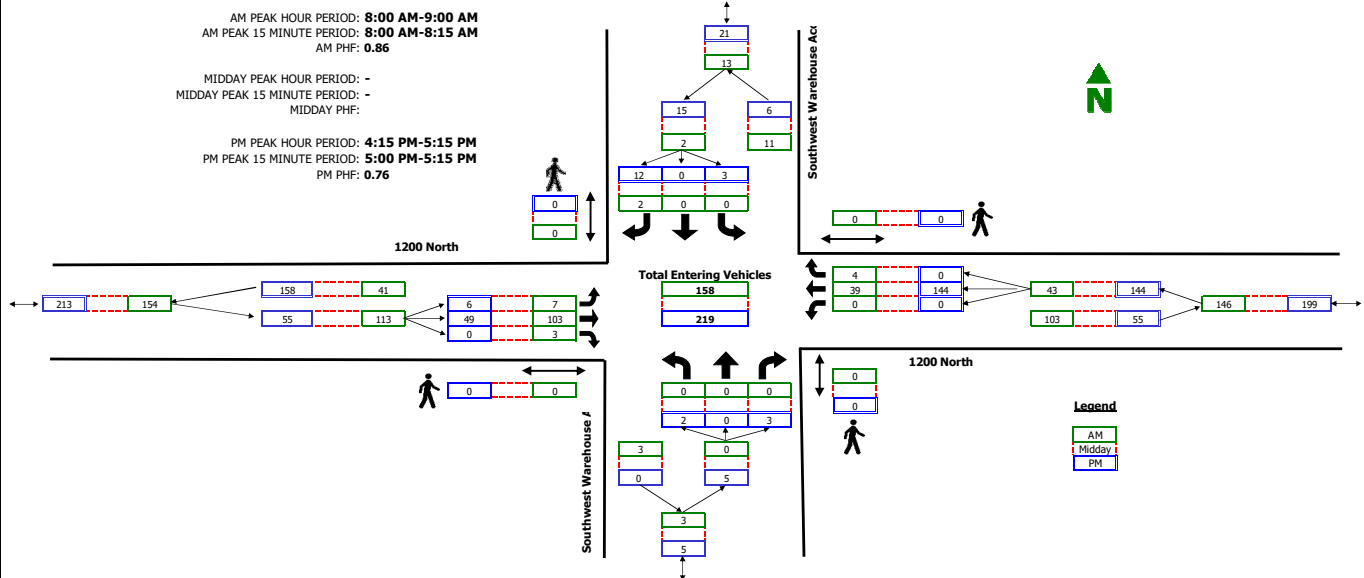


RAW COUNT SUMMARIES	NW Warehouse Access Northbound				NW Warehouse Access Southbound				1340 North Eastbound				1340 North Westbound				TOTAL	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
AM PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
7:00 - 7:15	0	0	1	0	0	0	0	0	1	8	8	0	0	2	0	1	12	
7:15 - 7:30	0	0	0	0	0	0	0	0	2	4	1	0	1	1	0	0	9	
7:30 - 7:45	0	0	1	0	0	0	0	0	2	3	2	0	0	1	0	0	9	
7:45 - 8:00	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	
8:00 - 8:15	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
8:15 - 8:30	0	0	1	0	0	0	0	0	1	3	1	0	1	3	0	0	10	
8:30 - 8:45	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	
8:45 - 9:00	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	8	
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	2	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	0	17
16:15 - 16:30	2	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	13	
16:30 - 16:45	3	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	13	
16:45 - 17:00	0	0	0	0	0	0	0	0	0	2	0	0	1	5	0	0	8	
17:00 - 17:15	1	0	0	0	0	0	0	0	0	1	0	0	0	21	0	0	23	
17:15 - 17:30	2	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	15	
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	

Intersection Turning Movement Summary

Intersection: Southwest Warehouse Access / 1200 North
North/South: Southwest Warehouse Access
East/West: 1200 North
Jurisdiction: Orem
Project Title: Tech Retail South
Project No: UT22-2378
Weather: Clear

Date: 11-3-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 94.8%
Adjustment Station #: 350

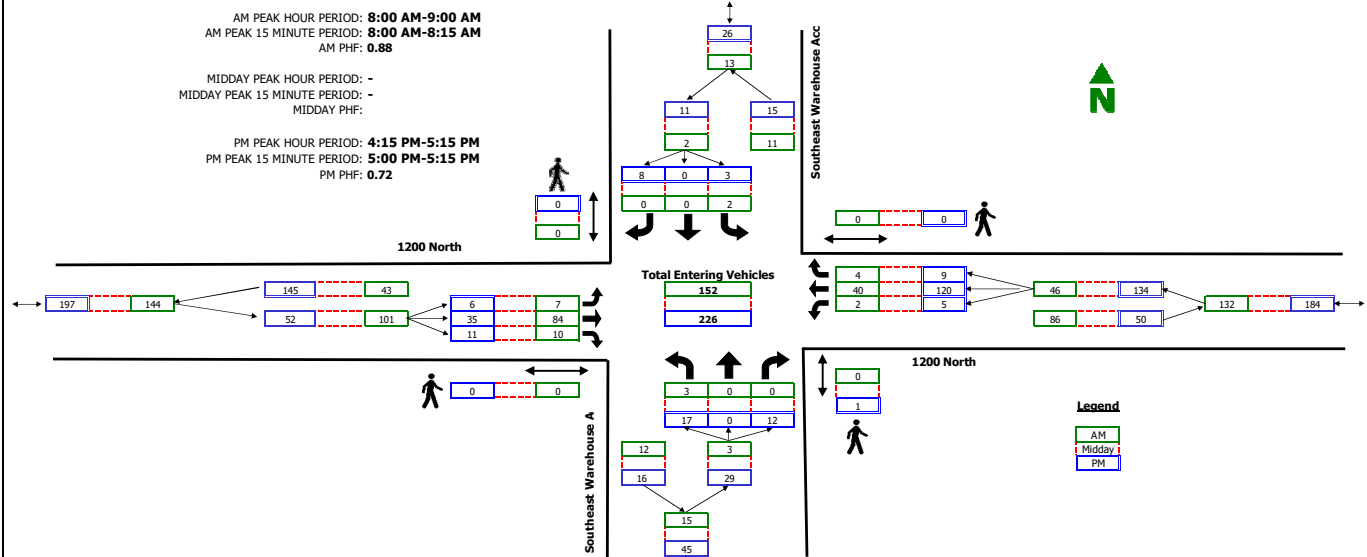


RAW COUNT SUMMARIES	Southwest Warehouse Access				Southwest Warehouse Access				1200 North				1200 North				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	11	12	0	0	0	2	0	0	25
7:15 - 7:30	0	0	0	0	0	0	1	0	3	6	1	0	0	8	0	0	19
7:30 - 7:45	0	0	0	0	0	0	0	0	2	17	0	0	0	4	0	0	23
7:45 - 8:00	0	0	0	0	0	0	1	0	1	20	2	0	0	9	1	0	34
8:00 - 8:15	0	0	0	0	0	0	0	0	1	35	3	0	0	6	1	0	46
8:15 - 8:30	0	0	0	0	0	0	1	0	0	18	0	0	0	7	1	0	27
8:30 - 8:45	0	0	0	0	0	0	1	0	4	23	0	0	0	13	2	0	43
8:45 - 9:00	0	0	0	0	0	0	0	0	2	27	0	0	0	13	0	0	42
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	0	0	0	0	4	0	0	14	0	0	1	40	0	0	60
16:15 - 16:30	0	0	1	0	1	0	1	0	1	15	0	0	0	30	0	0	49
16:30 - 16:45	1	0	0	0	0	0	4	0	2	14	0	0	0	41	0	0	62
16:45 - 17:00	0	0	2	0	1	0	1	0	2	13	0	0	0	17	0	0	36
17:00 - 17:15	1	0	0	0	1	0	6	0	1	7	0	0	0	56	0	0	72
17:15 - 17:30	0	0	0	0	0	0	1	0	2	6	0	0	0	15	1	0	25
17:30 - 17:45	0	0	0	0	0	0	3	0	0	14	0	0	0	19	0	0	36
17:45 - 18:00	0	0	0	0	0	0	0	0	0	9	0	0	0	18	0	0	27

Intersection Turning Movement Summary

Intersection: Southeast Warehouse Access / 1200 North
North/South: Southeast Warehouse Access
East/West: 1200 North
Jurisdiction: Orem
Project Title: Tech South Retail
Project No: UT22-2378
Weather: Clear

Date: 11-3-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 94.8%
Adjustment Station #: 350



RAW COUNT SUMMARIES	Southeast Warehouse Access Northbound				Southeast Warehouse Access Southbound				1200 North Eastbound				1200 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	3	0	0	0	1	0	1	0	2	12	1	0	2	4	1	0	27
7:15 - 7:30	0	0	0	2	1	0	1	0	2	3	0	0	0	5	0	2	12
7:30 - 7:45	0	0	0	0	0	0	0	0	1	15	1	0	0	4	0	0	21
7:45 - 8:00	2	0	1	0	0	0	0	0	1	17	2	0	0	6	1	0	30
8:00 - 8:15	0	0	0	0	0	0	0	0	5	28	1	0	1	7	1	0	43
8:15 - 8:30	0	0	0	0	0	0	0	0	2	14	2	0	0	7	1	0	26
8:30 - 8:45	1	0	0	0	2	0	0	0	0	20	3	0	0	13	1	0	40
8:45 - 9:00	2	0	0	0	0	0	0	0	0	22	4	0	1	13	1	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	3	0	2	0	1	1	3	0	0	12	2	0	1	34	1	0	60
16:15 - 16:30	4	0	2	0	0	0	0	0	0	13	4	0	2	25	0	0	50
16:30 - 16:45	3	0	4	0	0	0	1	0	0	11	2	0	1	37	0	0	59
16:45 - 17:00	4	0	2	0	0	0	1	0	4	7	3	0	2	11	5	0	39
17:00 - 17:15	6	0	4	1	3	0	6	0	2	4	2	0	0	47	4	0	78
17:15 - 17:30	3	0	2	0	1	0	2	0	1	5	2	0	0	13	0	0	29
17:30 - 17:45	6	0	1	8	2	0	1	0	0	9	4	0	6	13	2	0	44
17:45 - 18:00	4	0	1	3	0	0	1	0	1	7	2	0	1	13	1	0	31

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Background
Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: Geneva Road & 1340 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	834	820	98	3.0	A
	R	31	28	91	2.1	A
	Subtotal	865	848	98	3.0	A
SB	L	13	13	102	6.6	A
	T	819	816	100	3.1	A
	Subtotal	832	829	100	3.2	A
WB	L	1	1	100	39.4	E
	T	0	0	0		
	R	38	37	97	5.6	A
	Subtotal	39	38	97	6.5	A
Total		1,736	1,714	99	3.1	A

Intersection: Geneva Road & 1200 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	824	808	98	7.7	A
	R	98	98	100	4.7	A
	Subtotal	922	906	98	7.4	A
SB	L	257	258	100	10.7	B
	T	580	576	99	1.6	A
	Subtotal	837	834	100	4.4	A
WB	L	25	22	87	24.7	C
	T	0	0	0		
	R	39	37	95	3.6	A
	Subtotal	64	59	92	11.5	B
Total		1,824	1,799	99	6.2	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Background
Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: 1340 North & Northwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	2	2	100	2.7	A
	Subtotal	2	2	100	2.7	A
NE	T	41	38	92	0.2	A
	R	3	3	100	0.2	A
	Subtotal	44	41	93	0.2	A
SW	L	1	1	100	1.0	A
	T	39	38	97	0.1	A
	Subtotal	40	39	98	0.1	A
Total		86	82	95	0.2	A

Intersection: BOLT Access/SW Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	2	2	100	2.0	A
	Subtotal	2	2	100	2.0	A
EB	L	7	7	97	2.2	A
	T	369	371	100	0.9	A
	R	3	3	100	0.9	A
	Subtotal	379	381	101	0.9	A
WB	T	62	58	93	0.1	A
	R	4	5	118	0.1	A
	Subtotal	66	63	95	0.1	A
Total		448	446	100	0.8	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Existing (2022) Background

Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: 1565 West/SE Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	5.3	A
	Subtotal	3	2	67	5.3	A
SB	L	2	2	100	5.7	A
	Subtotal	2	2	100	5.7	A
EB	L	7	6	83	1.6	A
	T	329	331	101	0.3	A
	R	10	11	113	0.1	A
	Subtotal	346	348	101	0.3	A
WB	L	2	1	50	3.6	A
	T	63	61	96	0.2	A
	R	4	5	118	0.1	A
	Subtotal	69	67	97	0.2	A
Total		420	419	100	0.3	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Mitigated Background
Time Period: Morning Peak Hour
Project #: UT22-2378

Intersection: Geneva Road & 1340 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	834	826	99	3.1	A
	R	31	30	98	2.0	A
	Subtotal	865	856	99	3.1	A
SB	T	834	820	98	3.1	A
	Subtotal	834	820	98	3.1	A
WB	R	38	35	92	5.8	A
	Subtotal	38	35	92	5.8	A
Total		1,738	1,711	98	3.1	A

Intersection: Geneva Road & 1200 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	824	815	99	8.0	A
	R	98	104	106	5.3	A
	Subtotal	922	919	100	7.7	A
SB	L	272	266	98	11.4	B
	T	582	574	99	1.8	A
	Subtotal	854	840	98	4.8	A
WB	L	26	25	95	24.5	C
	T	1	1	100	0.2	A
	R	39	38	97	3.7	A
	Subtotal	66	64	97	11.8	B
Total		1,842	1,823	99	6.5	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Mitigated Background
Time Period: Morning Peak Hour
Project #: UT22-2378

Intersection: 1340 North & Northwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	2	3	150	2.4	A
	Subtotal	2	3	150	2.4	A
NE	T	28	26	94	0.1	A
	R	3	4	133	0.1	A
	Subtotal	31	30	97	0.1	A
SW	L	1	0	0	0.1	A
	T	38	35	92	0.1	A
	Subtotal	39	35	90	0.1	A
Total		72	68	95	0.2	A

Intersection: BOLT Access/SW Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	3	2	67	3.2	A
	Subtotal	3	2	67	3.2	A
EB	L	7	7	97	2.1	A
	T	386	384	99	0.9	A
	R	3	3	100	0.6	A
	Subtotal	396	394	99	0.9	A
WB	T	62	60	96	0.1	A
	R	4	4	94	0.1	A
	Subtotal	66	64	97	0.1	A
Total		466	460	99	0.8	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Mitigated Background
Time Period: Morning Peak Hour **Project #:** UT22-2378

Intersection: 1565 West/SE Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	5.1	A
	Subtotal	3	3	100	5.1	A
SB	L	2	2	100	6.5	A
	Subtotal	2	2	100	6.5	A
EB	L	7	7	97	1.5	A
	T	343	340	99	0.3	A
	R	10	12	123	0.1	A
	Subtotal	360	359	100	0.3	A
WB	L	2	3	150	2.9	A
	T	63	60	95	0.2	A
	R	4	5	118	0.2	A
	Subtotal	69	68	99	0.3	A
Total		434	432	99	0.4	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Background
Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: Geneva Road & 1340 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	880	878	100	2.9	A
	R	10	9	90	1.7	A
	Subtotal	890	887	100	2.9	A
SB	L	3	2	67	12.3	B
	T	1,748	1,684	96	5.6	A
	Subtotal	1,751	1,686	96	5.6	A
WB	L	9	10	111	52.7	F
	R	195	195	100	17.0	C
	Subtotal	204	205	100	18.7	C
Total		2,845	2,778	98	5.7	A

Intersection: Geneva Road & 1200 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	754	752	100	6.1	A
	R	39	38	98	3.1	A
	Subtotal	793	790	100	6.0	A
SB	L	89	84	94	9.5	A
	T	1,668	1,612	97	5.8	A
	Subtotal	1,757	1,696	97	6.0	A
WB	L	110	108	98	20.5	C
	T	2	2	114	0.2	A
	R	127	128	101	4.1	A
	Subtotal	239	238	100	11.5	B
Total		2,788	2,724	98	6.5	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Background
Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: 1340 North & Northwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	100	7.5	A
	Subtotal	6	6	100	7.5	A
NE	T	13	12	91	0.2	A
	Subtotal	13	12	92	0.2	A
SW	L	1	1	100	2.0	A
	T	198	198	100	4.5	A
	Subtotal	199	199	100	4.5	A
Total		218	217	100	4.4	A

Intersection: BOLT Access/SW Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	3.9	A
	R	3	4	133	3.7	A
	Subtotal	5	6	120	3.8	A
SB	L	3	2	67	6.8	A
	R	12	14	114	3.4	A
	Subtotal	15	16	107	3.8	A
EB	L	6	6	100	2.9	A
	T	125	120	96	0.7	A
	Subtotal	131	126	96	0.8	A
WB	T	223	221	99	0.2	A
	Subtotal	223	221	99	0.2	A
Total		374	369	99	0.6	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Background
Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: 1565 West/SE Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	18	104	5.5	A
	R	12	14	114	3.1	A
	Subtotal	29	32	110	4.5	A
SB	L	3	3	100	4.6	A
	R	8	7	88	3.6	A
	Subtotal	11	10	91	3.9	A
EB	L	6	6	100	2.2	A
	T	112	108	97	0.2	A
	R	11	10	91	0.1	A
	Subtotal	129	124	96	0.3	A
WB	L	5	5	100	2.4	A
	T	198	196	99	0.4	A
	R	9	11	122	0.4	A
	Subtotal	212	212	100	0.4	A
Total		381	378	99	0.8	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Mitigated Background
Time Period: Evening Peak Hour
Project #: UT22-2378

Intersection: Geneva Road & 1340 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	880	876	100	2.9	A
	R	10	11	110	1.9	A
	Subtotal	890	887	100	2.9	A
SB	T	1,751	1,703	97	5.6	A
	Subtotal	1,751	1,703	97	5.6	A
WB	R	195	196	101	8.4	A
	Subtotal	195	196	101	8.4	A
Total		2,836	2,786	98	4.9	A

Intersection: Geneva Road & 1200 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	754	747	99	6.2	A
	R	39	40	103	3.0	A
	Subtotal	793	787	99	6.0	A
SB	L	92	90	98	9.7	A
	T	1,658	1,613	97	5.5	A
	Subtotal	1,750	1,703	97	5.7	A
WB	L	110	107	97	20.9	C
	T	2	2	114	0.3	A
	R	127	130	103	4.0	A
	Subtotal	239	239	100	11.5	B
Total		2,782	2,729	98	6.3	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Mitigated Background
Time Period: Evening Peak Hour
Project #: UT22-2378

Intersection: 1340 North & Northwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	4	67	4.7	A
	Subtotal	6	4	67	4.7	A
NE	T	10	11	110	0.1	A
	Subtotal	10	11	110	0.1	A
SW	L	1	1	100	1.3	A
	T	189	192	102	0.4	A
	Subtotal	190	193	102	0.4	A
Total		206	208	101	0.5	A

Intersection: BOLT Access/SW Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	6.3	A
	R	3	4	133	2.4	A
	Subtotal	5	5	100	3.2	A
SB	L	3	3	100	7.4	A
	R	12	11	90	3.6	A
	Subtotal	15	14	93	4.4	A
EB	L	6	5	83	2.6	A
	T	128	127	99	0.7	A
	Subtotal	134	132	99	0.8	A
WB	T	223	225	101	0.2	A
	Subtotal	223	225	101	0.2	A
Total		377	376	100	0.6	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Mitigated Background
Time Period: Evening Peak Hour **Project #:** UT22-2378

Intersection: 1565 West/SE Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	16	93	4.5	A
	R	12	12	98	2.9	A
	Subtotal	29	28	97	3.8	A
SB	L	3	2	67	5.4	A
	R	8	9	112	3.4	A
	Subtotal	11	11	100	3.8	A
EB	L	6	5	83	1.7	A
	T	114	115	100	0.2	A
	R	11	11	100	0.1	A
	Subtotal	131	131	100	0.2	A
WB	L	5	5	100	2.6	A
	T	198	200	101	0.5	A
	R	9	9	100	0.4	A
	Subtotal	212	214	101	0.5	A
Total		384	384	100	0.8	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: Geneva Road & 1340 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	836	846	101	3.1	A
	R	36	34	94	2.3	A
	Subtotal	872	880	101	3.1	A
SB	T	850	857	101	3.2	A
	Subtotal	850	857	101	3.2	A
WB	T	0	0	0		
	R	44	42	95	6.0	A
	Subtotal	44	42	95	6.0	A
Total		1,766	1,779	101	3.2	A

Intersection: Geneva Road & 1200 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	827	834	101	7.9	A
	R	103	103	100	5.1	A
	Subtotal	930	937	101	7.6	A
SB	L	283	290	102	16.0	B
	T	560	561	100	2.0	A
	Subtotal	843	851	101	6.8	A
WB	L	32	31	98	23.7	C
	T	0	0	0		
	R	42	44	104	3.7	A
	Subtotal	74	75	101	12.0	B
Total		1,847	1,863	101	7.4	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: 1340 North & Northwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	5	80	3.7	A
	R	2	2	100	2.0	A
	Subtotal	8	7	88	3.2	A
NE	T	28	27	97	0.1	A
	R	8	8	97	0.1	A
	Subtotal	36	35	97	0.1	A
SW	L	1	0	0	0.1	A
	T	38	38	100	0.1	A
	Subtotal	39	38	97	0.1	A
Total		83	80	96	0.4	A

Intersection: BOLT Access/SW Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	11	12	112	2.8	A
	Subtotal	11	12	109	2.8	A
EB	L	25	26	103	2.4	A
	T	366	371	101	1.0	A
	R	3	4	133	0.7	A
	Subtotal	394	401	102	1.1	A
WB	T	63	62	98	0.1	A
	R	4	3	71	0.0	A
	Subtotal	67	65	97	0.1	A
Total		472	478	101	1.0	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Existing (2022) Plus Project

Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: 1565 West/SE Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	6.4	A
	Subtotal	3	2	67	6.4	A
SB	L	2	1	50	6.7	A
	Subtotal	2	1	50	6.7	A
EB	L	7	4	55	1.7	A
	T	342	350	102	0.2	A
	R	10	9	92	0.1	A
	Subtotal	359	363	101	0.2	A
WB	L	2	1	50	7.2	A
	T	64	62	96	0.2	A
	R	4	5	118	0.2	A
	Subtotal	70	68	97	0.3	A
Total		434	434	100	0.3	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Existing (2022) Plus Project

Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: Geneva Road & 1340 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	886	881	99	3.3	A
	R	20	19	94	1.7	A
	Subtotal	906	900	99	3.3	A
SB	T	1,778	1,772	100	6.4	A
	Subtotal	1,778	1,772	100	6.4	A
WB	T	1	1	80	1.5	A
	R	217	218	100	9.5	A
	Subtotal	218	219	100	9.5	A
Total		2,903	2,891	100	5.7	A

Intersection: Geneva Road & 1200 North

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	762	757	99	7.7	A
	R	50	51	103	3.6	A
	Subtotal	812	808	100	7.4	A
SB	L	126	125	99	12.0	B
	T	1,652	1,648	100	7.0	A
	Subtotal	1,778	1,773	100	7.4	A
WB	L	144	136	94	24.3	C
	R	135	135	100	4.1	A
	Subtotal	279	271	97	14.2	B
Total		2,868	2,852	99	8.1	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: 1340 North & Northwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	27	96	4.4	A
	Subtotal	28	27	96	4.4	A
NE	T	11	9	82	0.1	A
	R	10	10	100	0.1	A
	Subtotal	21	19	90	0.1	A
SW	L	1	0	0	0.4	A
	T	189	190	101	0.4	A
	Subtotal	190	190	100	0.4	A
Total		239	236	99	0.9	A

Intersection: BOLT Access/SW Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	6.8	A
	R	3	3	100	3.1	A
	Subtotal	5	4	80	4.0	A
SB	L	3	3	100	5.3	A
	R	45	44	98	4.0	A
	Subtotal	48	47	98	4.1	A
EB	L	51	51	100	2.9	A
	T	128	130	102	1.0	A
	Subtotal	179	181	101	1.5	A
WB	T	233	228	98	0.3	A
	Subtotal	233	228	98	0.3	A
Total		464	460	99	1.2	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Existing (2022) Plus Project

Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: 1565 West/SE Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	16	93	5.2	A
	R	12	12	98	3.0	A
	Subtotal	29	28	97	4.3	A
SB	L	3	2	67	5.4	A
	R	8	10	125	3.4	A
	Subtotal	11	12	109	3.7	A
EB	L	6	6	100	2.3	A
	T	114	117	102	0.2	A
	R	11	10	91	0.1	A
	Subtotal	131	133	102	0.3	A
WB	L	5	5	100	2.3	A
	T	207	200	97	0.5	A
	R	9	10	111	0.2	A
	Subtotal	221	215	97	0.5	A
Total		393	388	99	0.8	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Background

Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: Geneva Road & 1340 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	933	925	99	3.6	A
	R	45	47	104	2.5	A
	Subtotal	978	972	99	3.5	A
SB	T	930	917	99	3.0	A
	Subtotal	930	917	99	3.0	A
WB	R	50	50	101	7.1	A
	Subtotal	50	50	100	7.1	A
Total		1,958	1,939	99	3.4	A

Intersection: Geneva Road & 1200 North

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	930	922	99	10.1	B
	R	115	115	100	6.3	A
	Subtotal	1,045	1,037	99	9.7	A
SB	L	310	304	98	14.3	B
	T	643	633	98	2.2	A
	Subtotal	953	937	98	6.1	A
WB	L	30	29	97	25.9	C
	T	1	1	133	0.1	A
	R	45	47	104	3.8	A
	Subtotal	76	77	101	12.1	B
Total		2,074	2,051	99	8.1	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS
Analysis Period: Future (2027) Background
Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: 1340 North & Northwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	5	6	114	2.6	A
	Subtotal	5	6	120	2.6	A
NE	T	40	42	104	0.1	A
	R	5	6	114	0.1	A
	Subtotal	45	48	107	0.1	A
SW	L	5	5	95	1.7	A
	T	50	50	101	0.2	A
	Subtotal	55	55	100	0.3	A
Total		106	109	103	0.4	A

Intersection: BOLT Access/SW Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	5	5	95	2.9	A
	Subtotal	5	5	100	2.9	A
EB	L	10	10	103	2.3	A
	T	440	436	99	1.0	A
	R	5	5	95	0.7	A
	Subtotal	455	451	99	1.0	A
WB	L	5	6	114	3.5	A
	T	70	72	103	0.2	A
	R	5	7	133	0.1	A
	Subtotal	80	85	106	0.4	A
Total		541	541	100	0.9	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Background

Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: 1565 West/SE Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	6.8	A
	Subtotal	5	5	100	6.8	A
SB	L	5	4	76	6.8	A
	Subtotal	5	4	80	6.8	A
EB	L	10	9	92	1.6	A
	T	391	388	99	0.3	A
	R	10	11	113	0.1	A
	Subtotal	411	408	99	0.3	A
WB	L	5	5	95	2.9	A
	T	75	79	105	0.2	A
	R	5	6	114	0.2	A
	Subtotal	85	90	106	0.4	A
Total		506	507	100	0.5	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Background

Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: Geneva Road & 1340 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	990	986	100	3.3	A
	R	20	21	104	1.8	A
	Subtotal	1,010	1,007	100	3.3	A
SB	T	2,070	2,045	99	7.7	A
	Subtotal	2,070	2,045	99	7.7	A
WB	T	1	1	133	1.4	A
	R	285	286	100	12.4	B
	Subtotal	286	287	100	12.4	B
Total		3,366	3,339	99	6.8	A

Intersection: Geneva Road & 1200 North

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	850	848	100	7.7	A
	R	45	47	105	3.1	A
	Subtotal	895	895	100	7.5	A
SB	L	120	123	103	12.9	B
	T	1,851	1,823	98	7.7	A
	Subtotal	1,971	1,946	99	8.0	A
WB	L	130	133	103	25.2	C
	T	0	0	0		
	R	150	153	102	4.3	A
	Subtotal	280	286	102	14.0	B
Total		3,146	3,127	99	8.4	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Background

Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: 1340 North & Northwest Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	5.3	A
	Subtotal	10	10	100	5.3	A
NE	T	16	17	105	0.1	A
	R	5	5	100	0.1	A
	Subtotal	21	22	105	0.1	A
SW	L	5	5	100	2.4	A
	T	275	277	101	0.9	A
	Subtotal	280	282	101	0.9	A
Total		311	314	101	1.0	A

Intersection: BOLT Access/SW Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	5.4	A
	R	5	5	100	3.7	A
	Subtotal	10	11	110	4.6	A
SB	L	5	4	80	6.3	A
	R	15	14	92	3.9	A
	Subtotal	20	18	90	4.4	A
EB	L	10	10	100	3.0	A
	T	158	164	104	0.8	A
	Subtotal	168	174	104	0.9	A
WB	T	262	266	102	0.3	A
	Subtotal	262	266	102	0.3	A
Total		460	469	102	0.8	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Background

Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: 1565 West/SE Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	5.7	A
	R	15	16	105	3.4	A
	Subtotal	35	36	103	4.7	A
SB	L	5	4	80	5.7	A
	R	10	13	130	3.6	A
	Subtotal	15	17	113	4.1	A
EB	L	10	8	80	2.2	A
	T	141	145	103	0.2	A
	R	15	17	111	0.1	A
	Subtotal	166	170	102	0.3	A
WB	L	5	4	80	2.8	A
	T	230	232	101	0.6	A
	R	10	12	120	0.4	A
	Subtotal	245	248	101	0.6	A
Total		462	471	102	0.9	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Plus Project

Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: Geneva Road & 1340 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	935	942	101	3.8	A
	R	50	45	90	2.7	A
	Subtotal	985	987	100	3.7	A
SB	T	941	933	99	2.9	A
	Subtotal	941	933	99	2.9	A
WB	T	0	0	0		
	R	56	58	104	7.3	A
	Subtotal	56	58	104	7.3	A
Total		1,982	1,978	100	3.5	A

Intersection: Geneva Road & 1200 North

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	933	934	100	10.8	B
	R	120	120	100	6.8	A
	Subtotal	1,053	1,054	100	10.3	B
SB	L	323	318	99	14.5	B
	T	618	616	100	2.2	A
	Subtotal	941	934	99	6.4	A
WB	L	36	35	97	26.0	C
	R	48	50	105	3.8	A
	Subtotal	84	85	101	12.9	B
Total		2,078	2,073	100	8.7	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Plus Project

Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: 1340 North & Northwest Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	5	80	4.8	A
	R	5	6	114	2.7	A
	Subtotal	11	11	100	3.7	A
NE	T	40	35	86	0.2	A
	R	10	11	113	0.1	A
	Subtotal	50	46	92	0.2	A
SW	L	5	6	114	1.6	A
	T	50	53	107	0.1	A
	Subtotal	55	59	107	0.3	A
Total		117	116	99	0.6	A

Intersection: BOLT Access/SW Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	14	15	109	2.9	A
	Subtotal	14	15	107	2.9	A
EB	L	28	25	90	2.6	A
	T	418	415	99	1.0	A
	R	5	5	95	0.8	A
	Subtotal	451	445	99	1.1	A
WB	L	5	5	95	2.7	A
	T	70	70	100	0.2	A
	R	5	6	114	0.0	A
	Subtotal	80	81	101	0.3	A
Total		545	541	99	1.0	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Plus Project

Time Period: Morning Peak Hour

Project #: UT22-2378

Intersection: 1565 West/SE Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	8.3	A
	Subtotal	5	5	100	8.3	A
SB	L	5	5	95	6.4	A
	Subtotal	5	5	100	6.4	A
EB	L	10	10	103	1.6	A
	T	391	387	99	0.3	A
	R	10	10	103	0.2	A
	Subtotal	411	407	99	0.3	A
WB	L	5	5	95	3.0	A
	T	75	76	101	0.2	A
	R	5	6	114	0.1	A
	Subtotal	85	87	102	0.4	A
Total		506	504	100	0.5	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Plus Project

Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: Geneva Road & 1340 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	997	1,002	101	3.7	A
	R	30	31	102	2.1	A
	Subtotal	1,027	1,033	101	3.7	A
SB	T	1,998	1,985	99	7.1	A
	Subtotal	1,998	1,985	99	7.1	A
WB	T	2	3	171	2.5	A
	R	307	313	102	15.4	C
	Subtotal	309	316	102	15.3	C
Total		3,334	3,334	100	6.8	A

Intersection: Geneva Road & 1200 North

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	858	860	100	9.0	A
	R	56	56	100	4.1	A
	Subtotal	914	916	100	8.7	A
SB	L	154	153	99	15.5	B
	T	1,845	1,832	99	8.7	A
	Subtotal	1,999	1,985	99	9.2	A
WB	L	155	150	97	26.9	C
	T	0	0	0		
	R	158	162	102	4.5	A
	Subtotal	313	312	100	15.3	B
Total		3,226	3,213	100	9.7	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Plus Project

Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: 1340 North & Northwest Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	32	34	105	7.3	A
	Subtotal	32	34	106	7.3	A
NE	T	16	17	105	0.1	A
	R	15	16	105	0.1	A
	Subtotal	31	33	106	0.1	A
SW	L	5	5	100	2.3	A
	T	275	282	103	1.6	A
	Subtotal	280	287	103	1.6	A
Total		344	354	103	2.0	A

Intersection: BOLT Access/SW Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	2	40	8.7	A
	R	5	7	140	3.6	A
	Subtotal	10	9	90	4.7	A
SB	L	5	4	80	6.7	A
	R	48	43	90	4.2	A
	Subtotal	53	47	89	4.4	A
EB	L	55	55	100	3.0	A
	T	159	159	100	0.8	A
	Subtotal	214	214	100	1.4	A
WB	T	262	268	102	0.3	A
	Subtotal	262	268	102	0.3	A
Total		538	538	100	1.1	A

SimTraffic LOS Report

Project: Orem Tech South Retail TIS

Analysis Period: Future (2027) Plus Project

Time Period: Evening Peak Hour

Project #: UT22-2378

Intersection: 1565 West/SE Access & 1200 North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	5.9	A
	R	15	16	105	3.3	A
	Subtotal	35	35	100	4.7	A
SB	L	5	3	60	6.0	A
	R	10	8	80	3.9	A
	Subtotal	15	11	73	4.5	A
EB	L	10	10	100	2.4	A
	T	141	142	101	0.2	A
	R	15	15	98	0.1	A
	Subtotal	166	167	101	0.3	A
WB	L	5	5	100	2.4	A
	T	230	241	105	0.6	A
	R	10	11	110	0.3	A
	Subtotal	245	257	105	0.6	A
Total		462	470	102	0.9	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Existing (2022) Background

Time Period: Morning Peak Hour

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



Project #: UT22-2378

Intersection	NB				SB			EB	WB			
	LR	LTR	R	T	L	LTR	T	LTR	L	LR	LTR	R
01: Geneva Road & 1340 North										50		
02: Geneva Road & 1200 North			75	125	150		75		75			50
03: 1340 North & Northwest Access												
04: BOLT Access/SW Access & 1200 North												
05: 1565 West/SE Access & 1200 North												

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Existing (2022) Mitigated Background

Time Period: Morning Peak Hour

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



Project #: UT22-2378

Intersection	NB				SB			EB	WB		
	LR	LTR	R	T	L	LTR	T	LTR	L	LTR	R
01: Geneva Road & 1340 North											50
02: Geneva Road & 1200 North			75	125	150		75		75		75
03: 1340 North & Northwest Access											
04: BOLT Access/SW Access & 1200 North											
05: 1565 West/SE Access & 1200 North											

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Existing (2022) Background

Time Period: Evening Peak Hour

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



Project #: UT22-2378

Intersection	NB				SB			S W	EB	WB			
	LR	LTR	R	T	L	LTR	T	LT	LTR	L	LR	LTR	R
01: Geneva Road & 1340 North											175		
02: Geneva Road & 1200 North			50	125	75		175			125			100
03: 1340 North & Northwest Access								125					
04: BOLT Access/SW Access & 1200 North							50						
05: 1565 West/SE Access & 1200 North			50				50						

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Existing (2022) Mitigated 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 #: UT22-2378

Intersection	NB				SB			EB	WB		
	LR	LTR	R	T	L	LTR	T	LTR	L	LTR	R
01: Geneva Road & 1340 North											125
02: Geneva Road & 1200 North			50	125	75		150		125		100
03: 1340 North & Northwest Access											
04: BOLT Access/SW Access & 1200 North						50					
05: 1565 West/SE Access & 1200 North			50			50					

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Existing (2022) 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 #: UT22-2378

Intersection	NB				SB			S W	EB	WB		
	LR	LTR	R	T	L	LTR	T	LT	LTR	L	LTR	R
01: Geneva Road & 1340 North												75
02: Geneva Road & 1200 North			75	125	175		100			75		75
03: 1340 North & Northwest Access												
04: BOLT Access/SW Access & 1200 North						50						
05: 1565 West/SE Access & 1200 North												

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Existing (2022) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT22-2378

Intersection	NB				SB			EB	WB		
	LR	LTR	R	T	L	LTR	T	LTR	L	LTR	R
01: Geneva Road & 1340 North											125
02: Geneva Road & 1200 North			50	125	100		175		150		100
03: 1340 North & Northwest Access	50										
04: BOLT Access/SW Access & 1200 North						75		50			
05: 1565 West/SE Access & 1200 North		50				50					

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Future (2027) Background

Time Period: Morning Peak Hour

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



Project #: UT22-2378

Intersection	NB				SB			S W	EB	WB		
	LR	LTR	R	T	L	LTR	T	LT	LTR	L	LTR	R
01: Geneva Road & 1340 North												75
02: Geneva Road & 1200 North			100	175	175		100			75		75
03: 1340 North & Northwest Access												
04: BOLT Access/SW Access & 1200 North						50						
05: 1565 West/SE Access & 1200 North												

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Future (2027) 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 #: UT22-2378

Intersection	NB				SB			S W	EB	WB		
	LR	LTR	R	T	L	LTR	T	LT	LTR	L	LTR	R
01: Geneva Road & 1340 North												175
02: Geneva Road & 1200 North			50	150	100		200			125		100
03: 1340 North & Northwest Access	50							50				
04: BOLT Access/SW Access & 1200 North		50				50						
05: 1565 West/SE Access & 1200 North		75				50						

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Future (2027) 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 #: UT22-2378

Intersection	NB				SB			S W	EB		WB		
	LR	LTR	R	T	L	LTR	T	LT	L	LTR	L	LTR	R
01: Geneva Road & 1340 North													75
02: Geneva Road & 1200 North			100	175	175		75				75		75
03: 1340 North & Northwest Access	50												
04: BOLT Access/SW Access & 1200 North						50							
05: 1565 West/SE Access & 1200 North													

SimTraffic Queueing Report

Project: Orem Tech South Retail TIS

Analysis: Future (2027) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT22-2378

Intersection	NB				SB			SW	EB			WB		
	LR	LTR	R	T	L	LTR	T	LT	L	LTR		L	LTR	R
01: Geneva Road & 1340 North														175
02: Geneva Road & 1200 North			50	150	125		225					150		125
03: 1340 North & Northwest Access	50							75						
04: BOLT Access/SW Access & 1200 North		50				75			50					
05: 1565 West/SE Access & 1200 North		75				50								



City Council Chambers, 56 N State Street

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

SITE PLAN - Approving the site plan for Orem Tech South Retail located approximately at 1637 West 1340 North in the M2 zone.

This meeting is not a public hearing, as such comments will not be taken during 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.

FLAGSHIP GN LLC
300 S 1350 EAST FLOOR 2
LEHI, UT 84043

Planning Commission
Wed, Mar 20, 2024
4:30 pm



City Council Chambers, 56 N State Street

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

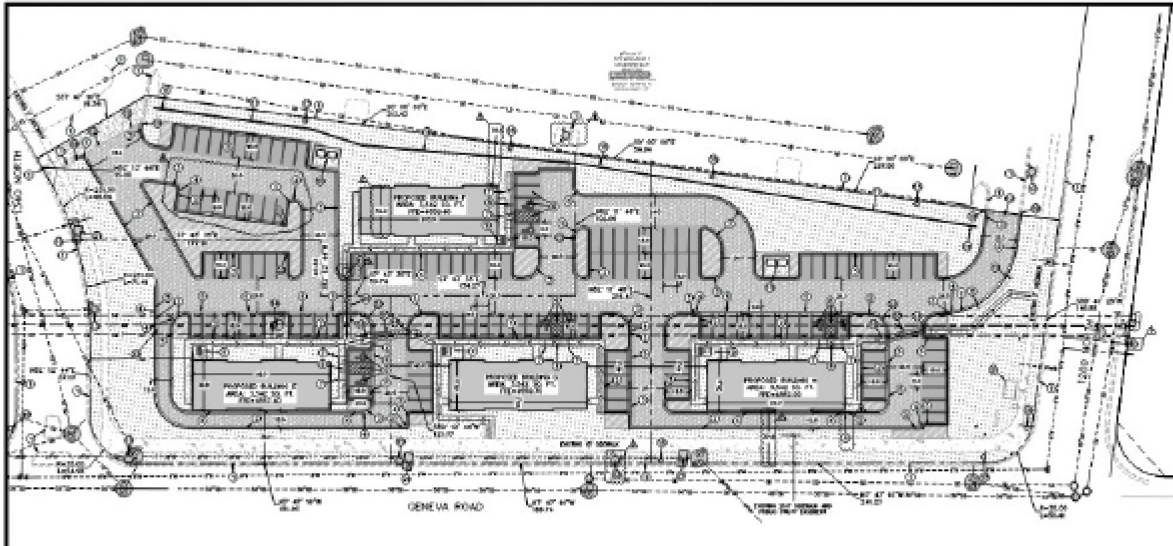
SITE PLAN - Approving the site plan for Orem Tech South Retail located approximately at 1637 West 1340 North in the M2 zone.

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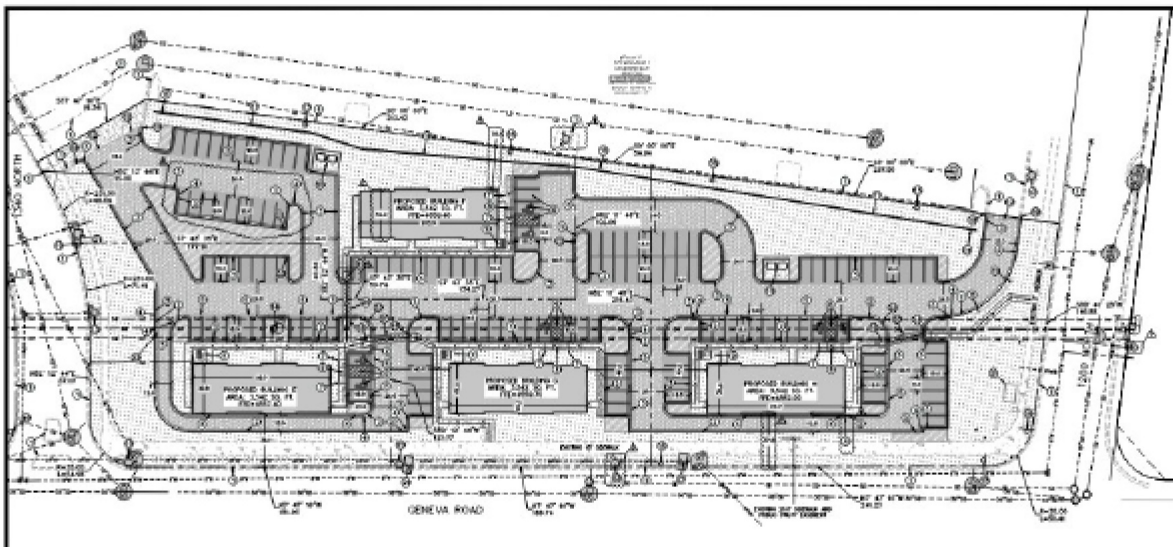
Additional information can be found at orem.org/planning under the "Current Planning (Public Hearing Notices)" tab.

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

Planning Commission
Wed, Mar 20, 2024
4:30 pm



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



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

UTAH DEPARTMENT OF
TRANSPORTATION
PO BOX 148420
SALT LAKE CITY, UT 84114

BC STORAGE OREM LLC
PO BOX 356
SALEM, UT 84653

OTC BUILDING 1 HOLDINGS LLC
PO BOX 82832
GOLETA, CA 93118

CHRIS KILLPACK
15 N 920 E
OREM, UT 84097

JAMES HAWKES
55 WEST 500 SOUTH
OREM, UT 84058

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

FLAGSHIP GN LLC
300 S 1350 EAST FLOOR 2
LEHI, UT 84043

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

GENEVA HOLDINGS LLC
%SKINNER, BRENT
595 S RIVERWOODS PKWY
LOGAN, UT 84321

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

JENN GALE
1144 E 920 N
OREM, UT 84097

FLAGSHIP GN LLC
--OR CURRENT RESIDENT--
1165 N GENEVA RD
VINEYARD, UT 84057

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

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

 Legislative	Planning Commission March 20, 2024 PUBLIC HEARING – Amending Article 22-11-41 of the Orem City Code to include an optional use of interior climate controlled storage units as a permitted use. And amending Article 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1385 West 1600 North from the HS zone to the PD28 zone. Also, amending Appendix L by adding the concept plans and building elevations for the Citadel Storage development.	Item 3.5 Prepared By: Cheryl Vargas Applicant: Norm Avery
--	--	--

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
- Mailed to 487 property owners within 1,000 feet of the property.

SITE INFORMATION:

- General Plan Designation: **Medium Density Residential**
- Current Zone: **HS**
- Acreage: **2.12**
- Neighborhood: **Aspen**

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 22-11-41 of the Orem City Code to include an optional use of interior climate controlled storage units as a permitted use. And amend Article 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1385 West 1600 North from the HS (Highway Services) zone to the PD28 zone. Also, to amend Appendix L by adding the concept plans and building elevations for the Citadel Storage development.

BACKGROUND: The applicant is requesting approval to build a multi-level climate controlled storage facility with office space on the top level. The property is currently in the HS zone and they want to rezone to the PD28 zone. The development standards of the HS zone shall apply to the PD28 zone except as expressly modified as follows. The applicant proposes to add climate controlled storage units as a permitted use in the PD28 zone. ([22-11-41](#))

Height: The maximum building height in the HS is sixty (60) feet. In the PD28 zone, the maximum height is seventy-five (75) feet. The height of the building being proposed is seventy-two (72) feet high.

Setbacks: In the HS zone setbacks are as follows: From street: Twenty (20) feet; from non-residential property: Zero (0) feet; from adjacent residential property: ten (10) feet. In the PD28 zone, the setbacks must comply with the concept plan that will become a part of Appendix L

Exterior Finished Materials: In the HS zone, the following exterior materials are acceptable: brick, fluted block, colored textured block, glass, synthetic stucco, and wood. Aluminum composite material panel system, sheet metal and corrugated metal may collectively be used as a finish material for up to, but no more than 20% of the area of any given elevation. In the PD28 zone the following materials are acceptable: decorative glass, faux reclaimed lumber veneer, CMU block, FW metal panel with alternating colors, IMP metal panels, corrugated metal panels and painted stucco.

Conformance with Preliminary Development Plan: The approved concepts plans will become a part of Appendix L of the Orem City Code. Future development will need to be in compliance with Appendix L.

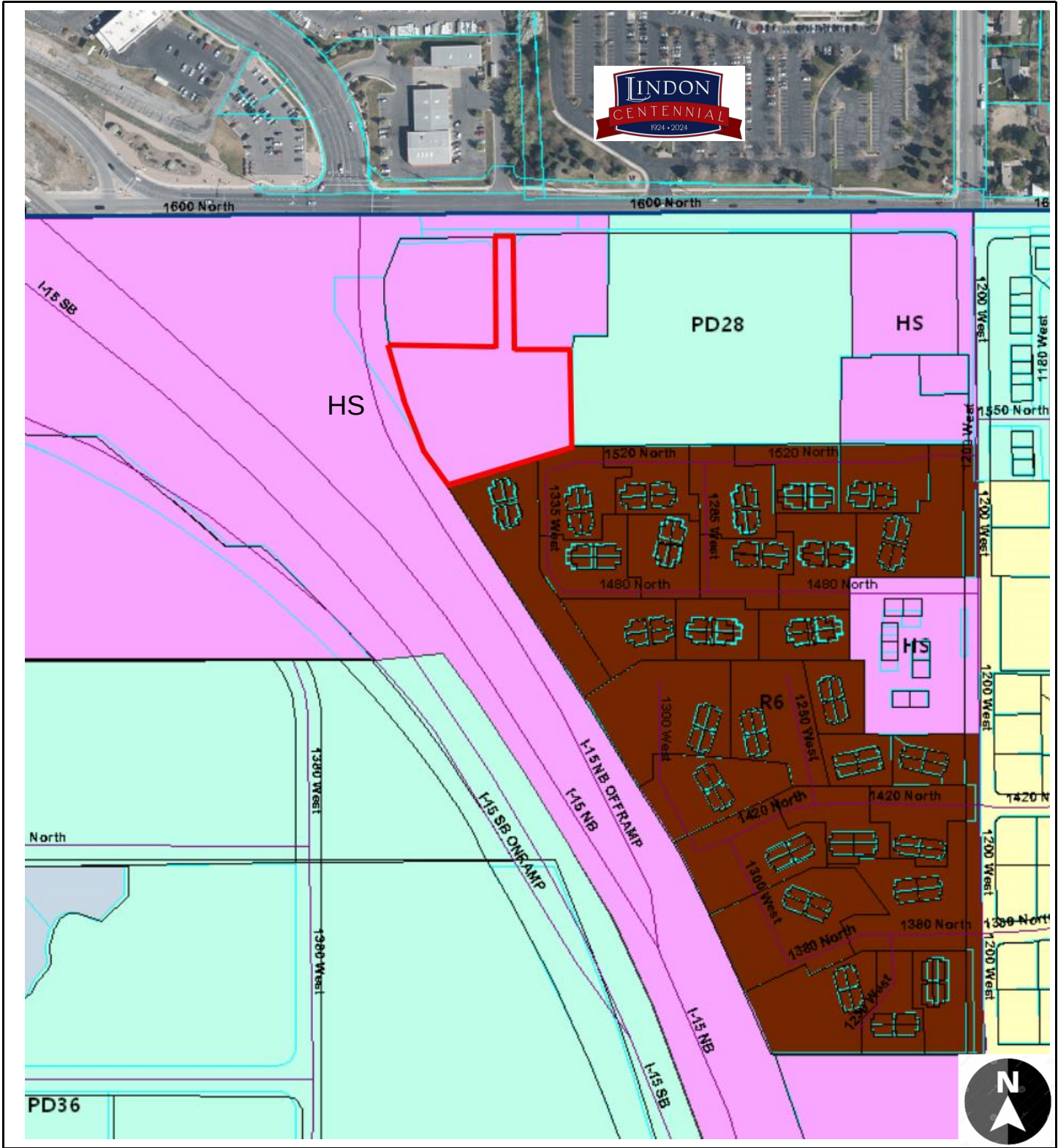
The applicant is proposing two (2) concept plans because of the existing public utility easements (PUE) and a retaining wall that they need to build. City Code does not allow retaining walls to be built on top of a PUE. If they can get the existing PUEs vacated, they will move the retaining wall out to the property line and will then be able to build a larger structure. If the PUEs cannot be vacated, they will need to move the retaining walls into the property and clear the PUEs, which will then make the building area smaller.

Transportation: Development services reviewed the Citadel Storage application regarding traffic and transportation. Changes were made based on staff comments regarding delineating loading areas, parking areas, and drive aisles. Transportation staff recommends approval.

RECOMMENDATION: Staff recommends the Planning Commission forward a positive recommendation to the City Council to amend Article 22-11-41 of the Orem City Code to include an optional use of interior climate controlled storage units as a permitted use. And amend Article 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1385 West 1600 North from the HS zone to the PD28 zone. Also, to amend Appendix L by adding the concept plans and building elevations for the Citadel Storage development.



Citadel Storage

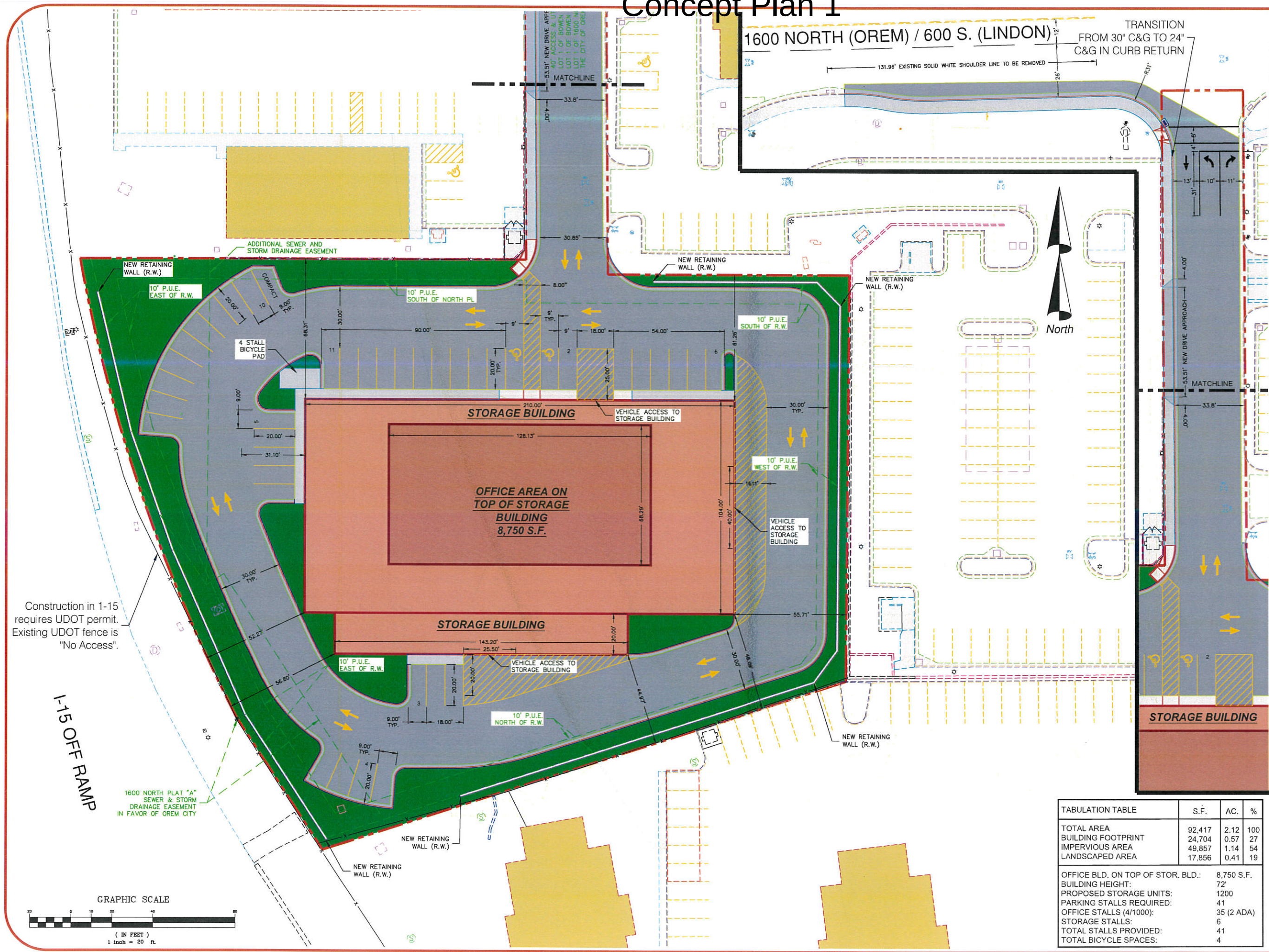


Rezone
Zone: HS to PD28
Acres: 2.12

NEIGHBORHOOD
Aspen

 1385 W 1600 North
 Parcels

Concept Plan 1



TABULATION TABLE	S.F.	AC.	%
TOTAL AREA	92,417	2.12	100
BUILDING FOOTPRINT	24,704	0.57	27
IMPERVIOUS AREA	49,857	1.14	54
LANDSCAPED AREA	17,856	0.41	19

OFFICE BLD. ON TOP OF STOR. BLD.:	8,750 S.F.
BUILDING HEIGHT:	72'
PROPOSED STORAGE UNITS:	1200
PARKING STALLS REQUIRED:	41
OFFICE STALLS (4/1000):	35 (2 ADA)
STORAGE STALLS:	6
TOTAL STALLS PROVIDED:	41
TOTAL BICYCLE SPACES:	4

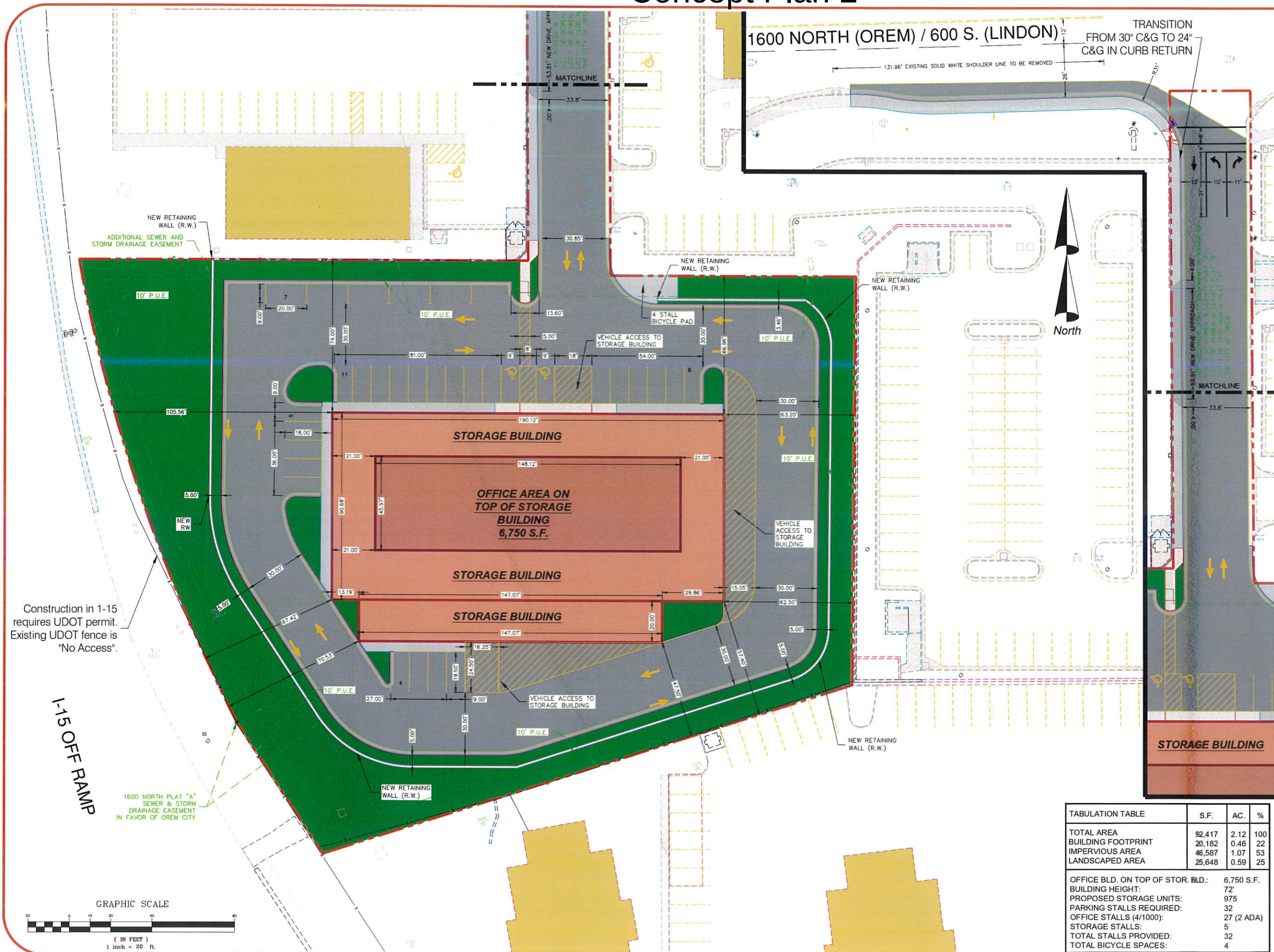
**A.L.M. & Associates, Inc.**
Engineering • Surveying • Development • Planning

1385 West 1600 North, Orem, UT
CITADEL STORAGE
CONCEPT PLAN - Option 1

No.	Revision	Date

C2.0
OF SHEETS
Proj # 144 - 1666

Concept Plan 2



 **A.L.M. & Associates, Inc.**
Engineering • Surveying • Development • Planning
2230 North University Parkway, Building 6D, Provo, Utah 84604 ph: (801) 374 - 6262

1385 West 1600 North, Orem, UT

CITADEL STORAGE

CONCEPT PLAN - Option 2

TABULATION TABLE	S.F.	AC.	%
TOTAL AREA	92,417	2.12	100
BUILDING FOOTPRINT	20,182	0.46	22
IMPERVIOUS AREA	46,587	1.07	53
LANDSCAPED AREA	25,648	0.59	25
OFFICE BLD. ON TOP OF STOR. BLD.:		6,750 S.F.	
BUILDING HEIGHT:		72'	
PROPOSED STORAGE UNITS:		975	
PARKING STALLS REQUIRED:		32	
OFFICE STALLS (4/1000):		27 (2 ADA)	
STORAGE STALLS:		5	
TOTAL STALLS PROVIDED:		32	
TOTAL BICYCLE SPACES:		4	

No.	Revision	Date

C2.0	
OF	SHEETS
Proj #	144 - 1666

Elevations





From the grade to
the highest point of
the building

72'

North Facing

East Facing



Proposed Text

Zoning Code: PD28 (Proposed Zone)

Zoning Code PD28 Orem City (Code 22-11-41)

Existing:

- ~~A. Purpose. The purpose of the PD-28 zone is to provide a planned development of high-rise office.~~

Proposed:

- A. Purpose. The purpose of the PD-28 zone is to provide a planned development of high-rise office with the optional use of interior SLU 6371 Climate Controlled Storage Units as a permitted use.

B. Development Standards. The development standards of the HS Zone as set forth in the Orem City Code shall apply to the PD-28 zone, except as expressly modified as follows: 1. Height. The maximum height for all structures shall be seventy-five (75) feet. The height limitation shall not apply to architectural features not used for human occupancy such as belfries, cupolas, domes, chimneys, ventilators, skylights, cornices, antennas, or properly screened mechanical appurtenances, provided that such architectural features do not exceed an additional height of thirty (30) feet.

2. Setbacks. All buildings shall be set back as shown in Appendix L.

3. Conformance with Preliminary Development Plan. Property in the PD-28 zone shall be developed in conformance with the preliminary development plan included in Appendix L of the Orem City Code.

4. Exterior Finished Materials. Exterior finishing materials shall be decorative glass, faux reclaimed lumber veneer, CMU block, "FW" metal panel with alternating colors, IMP metal panels, corrugated metal panels and painted stucco.

C. Access. Access development in the PD-28 zone shall have ~~two~~ ^{three} accesses from 1600 North Street as shown in Appendix L.

Utility Vacation Letters



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

February 1, 2024

Norm Avery
Ridge Point Management
947 South 500 East Suite 300
American Fork, UT 84003

To whom it may concern,

Comcast of Utah II grants permission to vacate the existing utility easements, which exists along the South and East property lines in Plat A at 1385 West 1600 North Lot 1, Orem UT, while at the same time being granted the same easement rights in the amended plat with the shifted and/or realigned easement locations.

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

Received
Date: 02/20/2024
By: MW

DEPARTMENT REVIEW
SEWER CJ / DATE 02/21/2024
WATER HB / DATE 02/20/2024
STORM DRAIN R / DATE 02/21/2024
TRAFFIC TRAFIC / DATE 02/21/2024
STREET LIGHTS JDG / DATE 02/21/2024
FIRE MARSHAL R / DATE 2/21/24
STREETS STREETS / DATE 02/22/2024

Dominion Energy Utah Dominion Energy Wyoming Dominion Energy Idaho
Property & Right-of-Way
1140 West 200 South, Salt Lake City, UT 84104
Mailing Address:
P.O. Box 45360, Salt Lake City, UT 84145-0360
DominionEnergy.com



February 14, 2024

Norm Avery
Ridge Point Management
1385 W 1600 N
Orem, Utah 84057

RE: Public Utility Easement Realignment
Lot 1 / One Thousand Six Hundred (1600) North, Plat A / Parcel 48:455:0001

To Whom It May Concern;

Questar Gas Company, dba Dominion Energy Utah, holds a public utility easement across the above described property pursuant to Utah Code Ann. § 54-3-27(2)(a) (the "PUE Statute"). Under the PUE Statute, Dominion Energy Utah may "install, maintain, operate, repair, remove, replace, or relocate" natural gas facilities, and may access the easement to complete all of these actions.

You have requested that Dominion Energy Utah vacate the existing PUE across Lot 1 1600 North Plat A at 1385 West 1600 North, Orem, Utah, and replace it with the shifted, or realigned PUE. Dominion Energy Utah consents to the vacation of the existing PUE, so long as the existing PUE is replaced with an equivalent PUE that is acceptable to Dominion Energy Utah. Any future work that will be done in the PUE will require prior written consent from Dominion Energy Utah.

This consent to the easement adjustment & block wall installation are subject to the following:

1. You bear the risk of loss or damage to any improvements you place on the easement in the event Dominion Energy Utah must exercise its rights under the PUE Statute.
2. You agree to observe all blue stakes requirements found in Utah Code Ann. § 54-8a-2 *et seq.*
3. You agree that all excavation within 5 feet of the natural gas pipeline shall be done by hand.
4. Dominion Energy Utah reserves all rights it may have to future uses of the easement pursuant to the PUE Statute.

If you have any questions, please feel free to give me a call at 801-324-3437.

Sincerely,

A handwritten signature in blue ink that reads "Pauline Caraveo".

Pauline Caraveo
Property & Right-of-Way



American Fork Estimating
70 North 200 East
American Fork, Utah 84003

February 12, 2024

To: Norm Avery,

Dear Customer,

As you requested, Rocky Mountain Power has existing equipment/facilities located on Utah County Parcel 45:455:0001. Which are either within an existing PUE or are covered by prescriptive rights. At this time, Norm Avery is not requesting any existing R.M.P equipment/facilities be moved or relocated. He also understands any relocations will be done at the expense of the requester. Therefore all existing equipment/facilities will remain at this time. We are willing to work with Norm Avery in regard to any adjustments to the PUE's, as long as all our existing equipment/facilities can continue to be covered by any new changes to the plat PUE's along the property line of the property located at 1385 West 1600 North, Orem, Utah. All new easement alignments will have to be reviewed and approved by Rocky Mountain Power, after which the old easements can be vacated.

However, this consent does not waive or relinquish any rights necessary to the operation, maintenance, renewal, construction, repair, or removal of Power Company lines, conduit, or other power facilities, which are or may be located on said easement. Also, all clearances must be maintained from Power Company lines.

As consideration for the Power Company granting you permission to encroach upon said easement, it will be necessary for you to hold the Power company harmless from any and all claims for personal injuries or damages to property when such injuries or damages, directly or indirectly, arise out of the existence, construction, installation, maintenance, condition, use or presence of your structures upon said easement. Rocky Mountain Power shall not be responsible for any damages to structures or property located on said easement.

Sincerely,

Daniela Garcia

Estimator



Date: 02/01/2024

Norm Avery

Ridge Point Management
947 South 500 East Suite 300
American Fork, UT 84003

To whom it may concern,

In the event it is necessary to accommodate your referenced project. CenturyLink will vacate the existing easements of Lot 1 1600 North Plat A at 1385 West 1600 North Orem, UT. While at the same time being granted the same easement rights in the amended plat with the shifted or realigned easement locations.

In addition, if the need arises to relocate existing CenturyLink facilities the cost to do so will be the responsibility of the developer Ridge Point Management or if CenturyLink facilities are damaged and need repair the cost associated to this is the responsibility of Ridge Point Management or the damaging party.

In the event of shifted or realigned easements Ridge Point Management will be required to send an amended plat to CenturyLink for review and approval.

If there are any further questions, or if I can be of any help, please do not hesitate to call me on 385 208 6724.

Sincerely,

Korby Whiting
Korby Whiting

SR. Network Implementation Program Manager
CenturyLink



Date: 2/2/2024

RE: Easement Release

Norm Avery
Ridge Point Management
947 South 500 East
Suite 300
American Fork, UT. 84003

To whom it may concern:

In the event it is necessary to accommodate your referenced project Utopia Fiber will vacate the existing easements in LOT 1, Plat A, 1600 NORTH SUB Area 12.120 AC. Parcel 48:455:0001 in Orem Utah, while at the same time being granted the same easement rights in the amended plat with the shifted and/or realigned easement locations.

If you need our facilities moved, it can be done at your expense. If any damage is incurred to our facilities due to your requests the work will be done at your expense.

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

Thanks,

Sylvan Stewart
Senior Construction Manager
Office: (801) 613-3871
sstewart@utopiafiber.com

UTOPIA Fiber
5858 S 900 E | Murray, UT | 84121
(801) 613-3880
www.utopiafiber.com

Street View



Neighborhood Meeting



August 4, 2023

Dear Resident,

Please be advised of a neighborhood meeting to be held **Tuesday, August 15th at 8 :00 pm** at the Orem Recreation Center, (Multi-Purpose Room, West Wing) located at 575 W. Center Street, Orem, Utah to address a proposed zone change on parcel #48:455:0001 (approximately 2.12 acres) that is located at approximately 1385 W 1600 N, Orem, Utah. The existing "HS" zoning code is being requested for change to "PD28" to allow a proposed 5 story climate control storage facility with corporate offices on the top levels.

Pursuant to Orem City Code Section 22-1-5(G), 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.

Ridgepoint Management Group, LLC on behalf of Entitlement Holdings, LLC will present their proposed design and look forward to answering any questions you may have at this meeting.





To: Neighborhood Meeting Attendees

From: Ridgepoint Mgmt Group, LLC on behalf of Entitlement Holdings, LLC

Subject: Zoning Definitions – 1600 North Orem Property Proposal

Date: Tuesday, August 15, 2023

Zoning Code: HS (Current Zone)

Zoning Code HS Orem City **(Code 22-8-6)**

The HS Zone is established to promote uses most commonly associated with the traveling public and general community shopping.

Zoning Code: PD28 (Proposed Zone)

Zoning Code PD28 Orem City (Code 22-11-41)

- A. Purpose. The purpose of the PD-28 zone is to provide a planned development of high-rise office.
- B. Development Standards. The development standards of the HS Zone as set forth in the Orem City Code shall apply to the PD-28 zone, except as expressly modified as follows:
 - 1. Height. The maximum height for all structures shall be seventy-five (75) feet. The height limitation shall not apply to architectural features not used for human occupancy such as belfries, cupolas, domes, chimneys, ventilators, skylights, cornices, antennas, or properly screened mechanical appurtenances, provided that such architectural features do not exceed an additional height of thirty (30) feet.
 - 2. Setbacks. All buildings shall be set back as shown in Appendix L.
 - 3. Conformance with Preliminary Development Plan. Property in the PD-28 zone shall be developed in conformance with the preliminary development plan included in Appendix L of the Orem City Code.
 - 4. Exterior Finished Materials. Exterior finishing materials shall be glass, stucco, stone, or brick as shown in Appendix L.
- C. Access. Access development in the PD-28 zone shall have two accesses from 1600 North Street as shown in Appendix L.

Minutes – August 15, 2023, 8:00pm

Neighborhood Meeting – Orem, Utah

Held at the Orem Rec Center located at 575 W Center Street in the Multi-Purpose Room

Those in attendance:

Heath & Shelli Johnston, Brad Jensen, Norm Avery, McKay Johnston, Camille Winn (Ridgepoint Representatives)

Gerald Crismon, Planning Commission

Jeff Lambson, City Council

212 Notices were mailed out to local residents on Friday, August 4th. None of the neighbors attended, and we have received no other contact from any of them. Of the 212 notices mailed, 5 were returned as undeliverable.

Heath Johnston opened the meeting at approximately 8:20pm (after waiting for more possible attendees) with an outline of the proposed use of the project, and provided a handout with the specific information regarding the zone change needed from the current “HS” to “PD28”. Mr. Johnston noted that he believed this use to be a compliment to the area, enhancing it aesthetically, and also providing much needed storage for the City of Orem’s residents. Mr. Johnston outlined the need for climate control facilities for our community and also clarified that the top level of the building will be used for business office space.

He then turned the time over for questions from Mr. Lambson or Mr. Crismon. Discussion took place regarding the size of the building proposed and its placement on the lot, impact on surrounding area, and the removal of existing property structures. Some discussion took place regarding the proposed construction start up plans and expected project completion.

The meeting was closed at approximately 8:40pm.

BRETON ROZAS FAMILY TRUST 01-14-2019 (ET AL)		148 S DENALI DR	LONDON	UT	84042	
UTAH DEPARTMENT OF TRANSPORTATION	--OR CURRENT RESIDENT--	576 S LONDON PARK DR	LONDON	UT	84042	
SFP B LIMITED PARTNERSHIP	--OR CURRENT RESIDENT--	589 S LONDON PARK DR	LONDON	UT	84042	
CITY OF LONDON		100 N STATE ST	LONDON	UT	84042	
ALDRICH, JON MARTIN JR & EMILY HANKS (ET AL)		468 E 2760 N	LEHI	UT	84043	
TAHY, KRISTA & BENJAMIN		510 W PARKVIEW DR	LEHI	UT	84043	
MJD SHADOWRIDGE LLC		1811 N 80 E	OREM	UT	84057	
MIKE CARPENTER		1734 NORTH 350 WEST	OREM	UT	84057	
JEFF LAMBSON		156 E 1060 N	OREM	UT	84057	
MOORE, KATHLEEN		1481 N 1285 W	OREM	UT	84057	
ENTRUST GROUP INC THE	--OR CURRENT RESIDENT--	1483 N 1285 WEST	OREM	UT	84057	
COLLEGE PINES LLC	--OR CURRENT RESIDENT--	1485 N 1285 WEST	OREM	UT	84057	
BAYSA, MICHAEL & MIN ZHANG		1487 N 1285 W	OREM	UT	84057	
GILLMAN, GABRIEL		1489 N 1285 W	OREM	UT	84057	
DESPAIN FAMILY LIVING TRUST 08-15-2019	--OR CURRENT RESIDENT--	1491 N 1285 WEST	OREM	UT	84057	
RODRIGUEZ, BRITNEY GISELLE		1493 N 1285 W	OREM	UT	84057	
TAYLOR, ETHAN & TESSA		1495 N 1285 W	OREM	UT	84057	
MARION, SHERI	--OR CURRENT RESIDENT--	1496 N 1285 WEST	OREM	UT	84057	
ANDERSON, TRACY M	--OR CURRENT RESIDENT--	1497 N 1285 WEST	OREM	UT	84057	
OREM 1498 NORTH LC	--OR CURRENT RESIDENT--	1498 N 1285 WEST	OREM	UT	84057	
BURR, AMY		1499 N 1285 W	OREM	UT	84057	
BARROWES, BRENT & CHELSEA		1500 N 1285 W	OREM	UT	84057	
FARRER, TREY JUDD & LEXI LEE (ET AL)	--OR CURRENT RESIDENT--	1501 N 1285 WEST	OREM	UT	84057	
RINGGER, EMILY H & CARL K		1502 N 1285 W	OREM	UT	84057	
TIMOKO, CHRISTOPHER		1503 N 1285 W	OREM	UT	84057	

COLLEGE PINES LLC		9778 CHANNING DR	SOUTH JORDAN	UT	84095	
B & A 1321 W LLC		665 N 450 E	OREM	UT	84097	
VAZQUEZ, MIGUEL		1165 N 475 E	OREM	UT	84097	
GERALD CRISMON		1069 S. 545 EAST	OREM	UT	84097	<i>Gerald Crismon</i>
DAVID SPENCER		899 NORTH 550 EAST	OREM	UT	84097	
HAYSAM SAKAR		1194 E. 1090 NORTH	OREM	UT	84097	
SMITH, JAMESON GARY		1255 W 1520 N UNIT 48	OREM	UT	84097	
TERRY PETERSON		1125 LYNNWOOD DRIVE	OREM	UT	84097	
THOMAS MACDONALD		489 NORTH PALISADES DR	OREM	UT	84097	
R2PI LLC		PO BOX 970053	OREM	UT	84097	
MAVERIK INC	%REAL ESTATE	185 S STATE ST STE 800	SALT LAKE CITY	UT	84111	
UTAH DEPARTMENT OF TRANSPORTATION		PO BOX 148420	SALT LAKE CITY	UT	84114	
JOHANSON, CARL & CLAUDIA		5821 S WESTBENCH DR	SALT LAKE CITY	UT	84118	
UTAH DEPARTMENT OF TRANSPORTATION		4501 S 2700 W	SALT LAKE CITY	UT	84119	
CM 1600 NORTH LLC		110 S 500 W	PROVO	UT	84601	
OREM 1498 NORTH LC		3575 N 100 E STE 175	PROVO	UT	84604	
KALLBACKA, JUSTIN J & JENNIFER W		827 W 2150 N	PROVO	UT	84604	
VOO, SABLE		276 E 4960 N	PROVO	UT	84604	
COOKS LAND & INVESTMENT LLC		4264 N CANYON RD	PROVO	UT	84604	
BAT INVESTMENTS LC (ET AL)		5255 EDGEWOOD DR STE 200	PROVO	UT	84604	
HOWELLS, DANIEL PATRICK & LINDA PETERSON (ET AL)		4301 IMPERIAL WY	PROVO	UT	84604	
MARION, SHERI		915 N STAR LN	ELK RIDGE	UT	84651	
ELAINE HUNTSMAN -- OREM LLC		318 S 800 E	SANTAQUIN	UT	84655	
TRUEVASA LLC		298 E CANYON CREST DR	SPANISH FORK	UT	84660	
MARSHALL, WAYNE R & ABBEY		513 N REES AV	SPANISH FORK	UT	84660	



City Council Chambers, 56 N State Street

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

PUBLIC HEARING – Amending Article 22-11-41 of the Orem City Code to include an additional use of interior climate controlled storage units as a permitted use. And amending Article 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1385 West 1600 North from the HS zone to the PD28 zone. The applicant wants to provide a multi-level climate controlled storage facility with office space on the top level.

The applicant is submitting two (2) concept plans. Depending on whether or not they can get a public utility easement (PUE) vacated, will determine where they can put their retaining wall. That issue will be settled when they submit their plan for a site plan at a later time.

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

ITRI, DANIEL
1303 NEW VIRGINIA RD
DOWNINGTOWN, PA 19335

Planning Commission
Wed, Mar 20, 2024
4:30 pm



City Council Chambers, 56 N State Street

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

PUBLIC HEARING – Amending Article 22-11-41 of the Orem City Code to include an additional use of interior climate controlled storage units as a permitted use. And amending Article 22-5-3(A) and the zoning map of the City of Orem by rezoning the property located generally at 1385 West 1600 North from the HS zone to the PD28 zone. The applicant wants to provide a multi-level climate controlled storage facility with office space on the top level.

The applicant is submitting two (2) concept plans. Depending on whether or not they can get a public utility easement (PUE) vacated, will determine where they can put their retaining wall. That issue will be settled when they submit their plan for a site plan at a later time.

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

MCLAWS, MARK D & JENNIFER M
200 SHOREHOUSE WAY
HOLLY SPRINGS, NC 27540

Planning Commission
Wed, Mar 20, 2024
4:30 pm



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



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

HILL, JAMES (ET AL)
99-730 HOLOAI ST
AIEA, HI 96701

LAB PROPERTIES LC
%BOWEN, LAYNE A
PO BOX 142
OREM, UT 84059

UTAH DEPARTMENT OF
TRANSPORTATION
PO BOX 148420
SALT LAKE CITY, UT 84114

ALLRED, KENNETH W & BEVERLY S
PO BOX 1766
BOUNTIFUL, UT 84011

LEWIS, KENNETH W
PO BOX 1915
OREM, UT 84059

A & G HUFFAKER RENTALS LLC
PO BOX 272
MIDWAY, UT 84049

FAIRCLOUD PROPERTIES LLC
PO BOX 431
HIGHLAND, UT 84003

GALE, VALERIE R & JOHN DAVID
PO BOX 520447
SALT LAKE CITY, UT 84152

SFP B LIMITED PARTNERSHIP
PO BOX 5350
BEND, OR 97708

DUHALDE, JOAQUIN A CABELLO (ET
AL)
PO BOX 709057
SANDY, UT 84070

R2PI LLC
PO BOX 712
PLEASANT GROVE, UT 84062

JOHNSON, CAROL D
47-681 HUI KELU ST APT 3
KANE OHE, HI 96744

CLYDE REAL ESTATES LLC
12 W SIENA DR
PLEASANT GROVE, UT 84062

CHRIS KILLPACK
15 N 920 E
OREM, UT 84097

ZWAHLEN, JAY
17 CALLE MANDARINA
SAN CLEMENTE, CA 92673

HOWARD, SAUL & JADE
21 SOLSTICE CT
ERIE, CO 80516

EQUITY TRUST COMPANY (ET AL)
37 N 800 E
LINDON, UT 84042

WRIGHT, LYNN & CONNIE
55 E VALLEY VIEW WY
WOODLAND HILLS, UT 84653

JAMES HAWKES
55 WEST 500 SOUTH
OREM, UT 84058

FARRER, TREY JUDD & LEXI LEE (ET
AL)
72 W SYCAMORE LN
VINEYARD, UT 84059

HEELIS, THOMAS JARED & MIOAK
84 N CHALK MAPLE LN
VINEYARD, UT 84059

UTAH COUNTY
100 E CENTER
PROVO, UT 84606

LINDON CITY
100 N STATE
LINDON, UT 84042

HELENA KLEINLEIN
103 WEST 2170 SOUTH
OREM, UT 84058

CM 1600 NORTH LLC
110 S 500 W
PROVO, UT 84601

MECHAM RENTAL INVESTMENTS
LLC
121 E 190 N
VINEYARD, UT 84059

TB PETERSON HOLDINGS LLC
122 S 1170 E
LINDON, UT 84042

SUNRISE RENTALS LLC
135 W 740 N
AMERICAN FORK, UT 84003

1480 AB LLC
148 S DENALI DR
LINDON, UT 84042

JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

DAVE YOUNG
173 S COUNTRYSIDE LANE
OREM, UT 84058

GOURLEY, CYNTHIA
178 VIA LAMPARA
RANCHO SANTA MARGARITA, CA
92688

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

MCLAWS, MARK D & JENNIFER M
200 SHOREHOUSE WAY
HOLLY SPRINGS, NC 27540

BOWEN-LEAVITT INSURANCE
AGENCY INC
216 S 200 W
CEDAR CITY, UT 84720

MACKAY, TAYLOR PAUL & AMANDA
ANGELOS
264 E 2540 N
PROVO, UT 84604

CBR VENTURES LLC
264 S 500 E
HEBER CITY, UT 84032

TONIDON ENTERPRISES LLC
274 W 400 S
LINDON, UT 84042

MURDOCK FAMILY ENTERPRIZES
LTD
275 ROYAL ANN CIR
OREM, UT 84058

THOMPSON, BRUCE W & LINDA (ET
AL)
275 N 980 E
LINDON, UT 84042

VOO, SABLE
276 E 4960 N
PROVO, UT 84604

LANAE MILLETT
288 W 1500 N
OREM, UT 84057

RUSSELL, ALICIA & RICHARD (ET
AL)
292 W 1340 N
OREM, UT 84057

TRUEVASA LLC
298 E CANYON CREST DR
SPANISH FORK, UT 84660

ELAINE HUNTSMAN -- OREM LLC
318 S 800 E
SANTAQUIN, UT 84655

CASTLE, CRAIG
331 W 1700 S
OREM, UT 84058

IBARROLA, CARLOS MARIO & ANA
MARIA
344 N 20 W
VINEYARD, UT 84059

BLACKBURN, DEBRA
354 E 1250 N
OREM, UT 84057

JOHNSON, DEBORAH & BRYAN KIM
(ET AL)
368 W 1890 N
OREM, UT 84057

MARSHALL, EDWARD & CYNTHIA
375 N 1130 E
LINDON, UT 84042

BROWER, RICHARD G & MELISSA
NELSON
381 PANAMA AVE
LONG BEACH, CA 90814

GROVES, COREY
392 W EVERGREEN PEAR AV
SUN TAN VALLEY, AZ 85140

MESSMER, KENNETHL & LINDA S (ET
AL)
412 E 1325 M
OREM, UT 84057

LV4 RENTALS LLC
455 S 400 W
LINDON, UT 84042

ALDRICH, JON MARTIN JR & EMILY
HANKS (ET AL)
468 E 2760 N
LEHI, UT 84043

BH OSTLER REAL ESTATE LLC
468 N 900 E
OREM, UT 84097

ERCANBRACK, PHILIP WAYNE &
PAMELA S
485 E CENTER ST
LINDON, UT 84042

JIMMY REX REAL ESTATE
485 S OREM BLVD
OREM, UT 84058

D & P HOLDINGS LLC
489 N MOUNTAINVILLE CIR
ALPINE, UT 84004

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

CORBRIDGE, RICHARD & ELAINE
493 W 940 N
AMERICAN FORK, UT 84003

SS LINDON LLC (ET AL)
--OR CURRENT RESIDENT--
500 S 400 WEST
LINDON, UT 84042

TAHY, KRISTA & BENJAMIN
510 W PARKVIEW DR
LEHI, UT 84043

MARSHALL, WAYNE R & ABBEY
513 N REES AV
SPANISH FORK, UT 84660

LEE, DAVID G & SYLVIA M (ET AL)
514 E 150 S
LINDON, UT 84042

ESNET PROPERTIES LC
--OR CURRENT RESIDENT--
540 W 600 SOUTH
LINDON, UT 84042

ENTRUST GROUP INC THE
555 12TH ST STE 1250
OAKLAND, CA 94607

PORTER MARKETING LLC
556 N 680 W
AMERICAN FORK, UT 84003

DRUMMOND, DEREK J & DAWN
SHERWOOD
561 S 400 W
LINDON, UT 84042

UTAH DEPARTMENT OF
TRANSPORTATION
--OR CURRENT RESIDENT--
576 S LINDON PARK DR
LINDON, UT 84042

FOXBRIAR PROPERTIES LLC
578 N LOCUST AVE
LINDON, UT 84042

FREDRICKSON, LYNN L & JULIE H
579 E VILLAGER LN
MIDVALE, UT 84047

SFP B LIMITED PARTNERSHIP
--OR CURRENT RESIDENT--
589 S LINDON PARK DR
LINDON, UT 84042

MARCHBANKS, TERRY J & M LUCILE
595 S 400 W
LINDON, UT 84042

OTC BUILDING 6 HOLDINGS LLC
%SKINNER, BRENT
595 S RIVERWOODS PKWY
LOGAN, UT 84321

MADELINE KOMEN
653 W. 1360 NORTH
OREM, UT 84057

WONG, YUK WAI
696 N RIVERBIRCH CIR
AMERICAN FORK, UT 84003

TEW, VERA VEE & CHRIS E (ET AL)
720 E 400 S
OREM, UT 84097

MCGARR, EDWARD T & WENDY S
(ET AL)
730 E 100 N
LINDON, UT 84042

KPNLN LLC
770 E MAIN ST # 147
LEHI, UT 84043

PAMELA C ELDER REVOCABLE
TRUST 03-06-2019 THE (ET AL)
798 S 840 E
ALPINE, UT 84004

KALLBACKA, JUSTIN J & JENNIFER
W
827 W 2150 N
PROVO, UT 84604

HAAG, GAYLEN S & LEONA P
861 N VALDEAN LN
LEHI, UT 84043

LOREE, ELENA NIKOLAEVNA
862 N VALLEY VIEW CIR
ELK RIDGE, UT 84651

AWM PROPERTIES LLC
891 E 290 N
OREM, UT 84097

CHRISTIENSEN, SILAS TAD &
KARRINE L
893 E UTAH HIGHLANDS DR
LEHI, UT 84043

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

MURRAY LOW
904 S. 725 WEST
OREM, UT 84058

MARION, SHERI
915 N STAR LN
ELK RIDGE, UT 84651

KING, GEORGE G & SHARON M
930 N 475 E
OREM, UT 84097

PANDA BEAR HOMES INC
935 N INDUSTRIAL PARK DR
OREM, UT 84057

ELLIS ENTERPRISES LLC
957 S 550 E
OREM, UT 84097

KEYSTONE DIRECT LLC
1035 N 1050 E
AMERICAN FORK, UT 84003

CALCAGNO, ALTAGRACIA A
1045 W FOX HOLLOW DR
GRANTSVILLE, UT 84029

CROOKSTON, JOHN & DIANE P
1047 E 360 N
PLEASANT GROVE, UT 84062

GERALD CRISMON
1069 S. 545 EAST
OREM, UT 84097

GAR SIDE, DIANA J & RYAN
1079 E 600 N
OREM, UT 84097

TMM ASSOCIATES LC
1123 N 1750 W
PROVO, UT 84604

JLH HOLDINGS LLC
%HEWLETT, LINDA
1125 N 160 E
AMERICAN FORK, UT 84003

JENN GALE
1144 E 920 N
OREM, UT 84097

VAZQUEZ, MIGUEL
1165 N 475 E
OREM, UT 84097

AUCOIN, TIMOTHY
1174 W 1580 N
OREM, UT 84057

HALLS, RICHARD R
--OR CURRENT RESIDENT--
1178 W 1580 NORTH
OREM, UT 84057

SQUIRES, FERREN & CONSTANCE
1183 KINGS CT
KAYSVILLE, UT 84037

HAYSAM SAKAR
1194 E. 1090 NORTH
OREM, UT 84097

HOLMES, JASON
1202 W 1420 N
OREM, UT 84057

BAILEY, HANNAH
1204 W 1420 N
OREM, UT 84057

LEMMON, KAE LIE & BEN
--OR CURRENT RESIDENT--
1206 W 1420 NORTH
OREM, UT 84057

BASTIAN, MIRIAM A
1208 W 1420 N
OREM, UT 84057

GARDNER, MALISALEE
--OR CURRENT RESIDENT--
1210 W 1420 NORTH
OREM, UT 84057

BROWN, LYN DSEY
1212 W 1420 N
OREM, UT 84057

FAIRCLOUD PROPERTIES LLC
--OR CURRENT RESIDENT--
1214 W 1420 NORTH
OREM, UT 84057

CBR VENTURES LLC
--OR CURRENT RESIDENT--
1216 W 1420 NORTH
OREM, UT 84057

CLOPPAS, KYLE
1218 W 1420 N
OREM, UT 84057

CAMPBELL, BRETT
1220 W 1420 N
OREM, UT 84057

PACHECO, MARIA CONCEPCION
CALDERON
--OR CURRENT RESIDENT--
1221 W 1520 NORTH
OREM, UT 84057

PACHECO, MARIA CONCEPCION
CALDERON
1221 W 1520 N # 27
OREM, UT 84057

OSTLER, MIKELLE
1222 W 1420 N
OREM, UT 84057

BRITTAIN, LAUREN & BRYAN
1223 W 1520 N
OREM, UT 84057

WAGSTAFF INVESTMENTS LLC
--OR CURRENT RESIDENT--
1223 W 1600 NORTH
OREM, UT 84057

MCCOARD, RYAN PAUL
1224 W 1420 N
OREM, UT 84057

RAMIREZ, LESLEY
--OR CURRENT RESIDENT--
1225 W 1520 NORTH
OREM, UT 84057

RAMIREZ, LESLEY
1225 W 1520 N # 35
OREM, UT 84057

PLAGGE, AMY
1226 W 1420 N # 133
OREM, UT 84057

ERCANBRACK, PHILIP WAYNE &
PAMELA S
--OR CURRENT RESIDENT--
1227 W 1420 NORTH
OREM, UT 84057

RUBIO, MARGOT A & SADRA
1227 W 1520 N
OREM, UT 84057

LV4 RENTALS LLC
--OR CURRENT RESIDENT--
1228 W 1420 NORTH UNIT#134
OREM, UT 84057

MARSHALL, EDWARD & CYNTHIA
--OR CURRENT RESIDENT--
1229 W 1420 NORTH
OREM, UT 84057

GARSDIE, DIANA J & RYAN
--OR CURRENT RESIDENT--
1229 W 1520 NORTH
OREM, UT 84057

EVANS, JORDAN & CHRISTOPHER
(ET AL)
1230 W 1420 N # 135
OREM, UT 84057

FOXBRIAR PROPERTIES LLC
--OR CURRENT RESIDENT--
1231 W 1420 NORTH
OREM, UT 84057

DUAN, KATHY FANGJIE (ET AL)
1231 W 1520 N
OREM, UT 84057

ZEA, MANUEL (ET AL)
--OR CURRENT RESIDENT--
1232 W 1420 NORTH UNIT#136
OREM, UT 84057

AWM PROPERTIES LLC
--OR CURRENT RESIDENT--
1233 W 1420 NORTH
OREM, UT 84057

CORBRIDGE, RICHARD & ELAINE
--OR CURRENT RESIDENT--
1233 W 1520 NORTH
OREM, UT 84057

KOEGEL, ANN SUSAN
1234 W 1420 N
OREM, UT 84057

MCFARLANE, TASHA KAYE
1235 W 1420 N
OREM, UT 84057

A & G HUFFAKER RENTALS LLC
--OR CURRENT RESIDENT--
1235 W 1520 NORTH
OREM, UT 84057

MCDANIEL, DAVID J
1236 W 1420 N # 138
OREM, UT 84057

REICHERT, PAUL B
--OR CURRENT RESIDENT--
1237 W 1420 NORTH
OREM, UT 84057

HAINES, CHRISTOPHER (ET AL)
--OR CURRENT RESIDENT--
1237 W 1480 NORTH
OREM, UT 84057

D & P HOLDINGS LLC
--OR CURRENT RESIDENT--
1237 W 1520 NORTH
OREM, UT 84057

HAINES, CHRISTOPHER (ET AL)
1237 W 1480 N UNIT 157
OREM, UT 84057

HAWLEY, RYAN
--OR CURRENT RESIDENT--
1238 W 1480 NORTH
OREM, UT 84057

LARSEN, ANDREW & EMILY
--OR CURRENT RESIDENT--
1238 W 1420 NORTH UNIT#139
OREM, UT 84057

BRASHIER, BRENDA
1239 W 1420 N
OREM, UT 84057

STUMPE, REGINALD JR
--OR CURRENT RESIDENT--
1239 W 1480 NORTH
OREM, UT 84057

POULSEN, MATHEW L
1239 W 1520 N
OREM, UT 84057

LOREE, ELENA NIKOLAEVNA
--OR CURRENT RESIDENT--
1240 W 1480 NORTH
OREM, UT 84057

TEW, VERNA VEE & CHRIS E (ET AL)
--OR CURRENT RESIDENT--
1240 W 1420 NORTH UNIT#140
OREM, UT 84057

KING, GEORGE G & SHARON M
--OR CURRENT RESIDENT--
1241 W 1420 NORTH
OREM, UT 84057

REICHERT, PAUL B
--OR CURRENT RESIDENT--
1241 W 1480 NORTH
OREM, UT 84057

COLVIN, DALE O & JANET W (ET AL)
--OR CURRENT RESIDENT--
1241 W 1520 NORTH
OREM, UT 84057

ZELAYA, MARILU
1242 W 1480 N
OREM, UT 84057

BARKER, ZACHARY CHANCE
--OR CURRENT RESIDENT--
1242 W 1420 NORTH UNIT#141
OREM, UT 84057

ADAMS, BRANDI C (ET AL)
1243 W 1420 N
OREM, UT 84057

TB PETERSON HOLDINGS LLC
--OR CURRENT RESIDENT--
1243 W 1480 NORTH
OREM, UT 84057

MACKAY, TAYLOR & AMANDA
1243 W 1520 N
OREM, UT 84057

KPNLN LLC
--OR CURRENT RESIDENT--
1244 W 1480 NORTH
OREM, UT 84057

YOSHINO, JAMES S
1244 W 1420 N # 142
OREM, UT 84057

PATTEN, RANDALL & ANISSA
1245 W 1420 N
OREM, UT 84057

HEATH, MITCHELL V & GWEN LAREE
1245 W 1480 N
OREM, UT 84057

CALCAGNO, ALTAGRACIA A
--OR CURRENT RESIDENT--
1245 W 1520 NORTH
OREM, UT 84057

SOUTH COAST PROPERTY HOLDING
COMPANY II LLC
--OR CURRENT RESIDENT--
1246 W 1480 NORTH
OREM, UT 84057

BAETTIG, RAUL HUMBERTO VALDES
1246 W 1420 N # 143
OREM, UT 84057

JOHNSON, THOMAS A
1247 W 1420 N
OREM, UT 84057

R2PI LLC
--OR CURRENT RESIDENT--
1247 W 1480 NORTH
OREM, UT 84057

CRAVEN, JACLYN E
1247 W 1520 N
OREM, UT 84057

HARDY, AARON VAN ZANDT &
DEBORAH LAWRENCE (ET AL)
--OR CURRENT RESIDENT--
1248 W 1480 NORTH
OREM, UT 84057

KING, GEORGE G & SHARON M
--OR CURRENT RESIDENT--
1248 W 1420 NORTH UNIT#144
OREM, UT 84057

GARCIA, MARIA M CUADROS
1249 W 1420 N
OREM, UT 84057

BANGERTER, JERRY L & EILEEN B
--OR CURRENT RESIDENT--
1249 W 1480 NORTH
OREM, UT 84057

R2PI LLC
--OR CURRENT RESIDENT--
1249 W 1520 NORTH
OREM, UT 84057

MUSONI, BYRON (ET AL)
--OR CURRENT RESIDENT--
1250 W 1480 NORTH
OREM, UT 84057

DIAMOND, CHRISTOPHER &
JENNIFER
1251 W 1420 N
OREM, UT 84057

WILSON, JOSHUA MICHAEL &
DANIEL (ET AL)
1251 W 1480 N
OREM, UT 84057

RUBIO, JORGE E (ET AL)
1251 W 1520 N
OREM, UT 84057

SUNRISE RENTALS LLC
--OR CURRENT RESIDENT--
1252 W 1480 NORTH
OREM, UT 84057

CHRISTIANSSEN, SILAS TAD &
KARRINE L
--OR CURRENT RESIDENT--
1253 W 1420 NORTH
OREM, UT 84057

UATA, ROBIN & VENALEN
1253 W 1480 N
OREM, UT 84057

SWIGERT, BRETT T & TAMARA J
--OR CURRENT RESIDENT--
1253 W 1520 NORTH
OREM, UT 84057

WILLIAMS, CHARLES & GRETCHEN
1254 W 1480 N
OREM, UT 84057

GILL, ANDREW
1255 W 1420 N
OREM, UT 84057

BISHOP, DANIEL L & LEON K
1255 W 1480 N
OREM, UT 84057

SMITH, JAMESON GARY
--OR CURRENT RESIDENT--
1255 W 1520 NORTH
OREM, UT 84057

SMITH, JAMESON GARY
1255 W 1520 N UNIT 48
OREM, UT 84097

GRAY, REBECCA
1256 W 1480 N
OREM, UT 84057

PINNEGAR, MARC
1257 W 1420 N
OREM, UT 84057

BROWER, RICHARD G & MELISSA
NELSON
--OR CURRENT RESIDENT--
1257 W 1480 NORTH
OREM, UT 84057

MAJORS, JESSE A
1257 W 1520 N
OREM, UT 84057

FLAKE, MORONI & CINDI
1258 W 1480 N
OREM, UT 84057

HAWKS REST INVESTMENT CO LC
--OR CURRENT RESIDENT--
1259 W 1420 NORTH
OREM, UT 84057

STEED, JOHN D (ET AL)
--OR CURRENT RESIDENT--
1259 W 1480 NORTH
OREM, UT 84057

SHIBLA, MARGARET F
1259 W 1520 N
OREM, UT 84057

STEED, JOHN D (ET AL)
1259 W 1480 N # 168
OREM, UT 84057

WILLIAMS, DONALD & PAULA
--OR CURRENT RESIDENT--
1260 W 1480 NORTH
OREM, UT 84057

WILLIAMS, DONALD & PAULA
1260 W 1480 N # BLDG 2
OREM, UT 84057

CARLSTON, ANTHONY & MARVIN
1261 W 1420 N
OREM, UT 84057

JOHNSON, KODY & HALEY
1261 W 1520 N
OREM, UT 84057

CHRISTENSEN, AERIN BURNS &
CASEY
1262 W 1480 N
OREM, UT 84057

HARMON, COLTON
1263 W 1420 N
OREM, UT 84057

JOHNSON, CAROL D
--OR CURRENT RESIDENT--
1263 W 1520 NORTH
OREM, UT 84057

LEWIS, KENNETH W
--OR CURRENT RESIDENT--
1264 W 1480 NORTH
OREM, UT 84057

GOUETT, BRITTANY & BRENT ALAN
1265 W 1420 N
OREM, UT 84057

HILL, JAMES (ET AL)
--OR CURRENT RESIDENT--
1265 W 1520 NORTH
OREM, UT 84057

GLAZIER, PENNI
1266 W 1480 N
OREM, UT 84057

GREGORY, JOSEPH (ET AL)
1267 W 1420 N
OREM, UT 84057

ROCK, NATHAN TERRY &
MACKENZIE BROOKE
1267 W 1520 N
OREM, UT 84057

LAU, ROBERT C
--OR CURRENT RESIDENT--
1268 W 1480 NORTH
OREM, UT 84057

DE LA ROSA, MARTIN EMMANUEL
1269 W 1420 N
OREM, UT 84057

RASMUSSEN, KATHY A
1270 W 1480 N
OREM, UT 84057

RAMBCO 1 LLC
--OR CURRENT RESIDENT--
1271 W 1420 NORTH
OREM, UT 84057

1480 AB LLC
--OR CURRENT RESIDENT--
1272 W 1480 NORTH
OREM, UT 84057

SMITH, ELSIE V
--OR CURRENT RESIDENT--
1273 W 1420 NORTH
OREM, UT 84057

CHRISTENSEN, CAITLIN (ET AL)
1274 S 1220 W
OREM, UT 84058

GUANUNA, BYRON A
1274 W 1480 N
OREM, UT 84057

PAMELA C ELDER REVOCABLE
TRUST 03-06-2019 THE (ET AL)
--OR CURRENT RESIDENT--
1275 W 1480 NORTH
OREM, UT 84057

SECURITYMETRICS BUILDING LLC
1275 W 1600 N
OREM, UT 84057

ELLIOTT, STEVEN MONROE &
JESSICA
1276 W 1480 N
OREM, UT 84057

MOULTON, JAMES R & JOANNE M
--OR CURRENT RESIDENT--
1277 W 1480 NORTH
OREM, UT 84057

KALLBACKA, JUSTIN J & JENNIFER
W
--OR CURRENT RESIDENT--
1278 W 1480 NORTH
OREM, UT 84057

STUBBS, CODY VERL
1279 W 1480 N
OREM, UT 84057

SCHOW, KIARA LORELEI (ET AL)
1280 W 1480 N
OREM, UT 84057

GROVES, COREY
--OR CURRENT RESIDENT--
1281 W 1480 NORTH
OREM, UT 84057

MEJIA, NICOLAS
1282 W 1480 N
OREM, UT 84057

PATTERSON, CATHERINE (ET AL)
1283 W 1480 N
OREM, UT 84057

JORGENSEN, S CLAY & HEIDI (ET AL)
--OR CURRENT RESIDENT--
1284 W 1480 NORTH
OREM, UT 84057

DE GASTON, ALEXIS N
--OR CURRENT RESIDENT--
1285 W 1480 NORTH
OREM, UT 84057

PAMELA C ELDER REVOCABLE
TRUST 03-06-2019 THE (ET AL)
--OR CURRENT RESIDENT--
1287 W 1480 NORTH
OREM, UT 84057

OSTVIG, GRANT D & MARIAN
1289 W 1480 N
OREM, UT 84057

MUSONI, BYRON (ET AL)
1290 ALPINE WY
PROVO, UT 84606

HC PACIFIC PROPERTIES LLC
--OR CURRENT RESIDENT--
1291 W 1480 NORTH
OREM, UT 84057

WONG, YUK WAI
--OR CURRENT RESIDENT--
1293 W 1480 NORTH
OREM, UT 84057

GURUNG, KARNIKA R (ET AL)
--OR CURRENT RESIDENT--
1295 W 1480 NORTH
OREM, UT 84057

FRANCIS, JAY & HEIDI
--OR CURRENT RESIDENT--
1297 W 1480 NORTH
OREM, UT 84057

ECKSTEIN, HOWARD L & GEMMA T
1301 W 1480 N
OREM, UT 84057

ITRI, DANIEL
1303 NEW VIRGINIA RD
DOWNTOWN, PA 19335

WILLIAMS, DONALD & PAULA ANN
1303 W 1480 N
OREM, UT 84057

HOWELLS, DANIEL PATRICK &
LINDA PETERSON (ET AL)
--OR CURRENT RESIDENT--
1305 W 1480 NORTH
OREM, UT 84057

WILSON, CRAIG & MARY LYNNE
--OR CURRENT RESIDENT--
1307 W 1480 NORTH
OREM, UT 84057

ALDRICH, JON MARTIN JR & EMILY
HANKS (ET AL)
--OR CURRENT RESIDENT--
1309 W 1480 NORTH
OREM, UT 84057

MJD SHADOWRIDGE II LLC
--OR CURRENT RESIDENT--
1311 W 1480 NORTH
OREM, UT 84057

MERRILL, KRYSEL & DOUGLAS
RALPH (ET AL)
1311 W 1520 N
OREM, UT 84057

THIRTEEN 12 PROPERTIES LLC
1312 W 1480 N
OREM, UT 84057

ROCKRIDER HOLDINGS LLC
--OR CURRENT RESIDENT--
1313 W 1480 NORTH
OREM, UT 84057

SEARS, JULIE A (ET AL)
1313 W 1520 N
OREM, UT 84057

LAKEY, JEREMY DEAN
1314 W 1480 N
OREM, UT 84057

MCKAY, RYAN S
1315 W 1480 N
OREM, UT 84057

JOHNSON, CAROL D
--OR CURRENT RESIDENT--
1315 W 1520 NORTH
OREM, UT 84057

SHELLEY, CHETLEE A (ET AL)
--OR CURRENT RESIDENT--
1316 W 1480 NORTH
OREM, UT 84057

DIAZ, ELIZABETH PEREZ (ET AL)
1317 W 1480 N
OREM, UT 84057

HC PACIFIC PROPERTIES LLC
--OR CURRENT RESIDENT--
1317 W 1520 NORTH
OREM, UT 84057

TRUEVASA LLC
--OR CURRENT RESIDENT--
1318 W 1480 NORTH
OREM, UT 84057

FERTZ, NATHAN C
--OR CURRENT RESIDENT--
1319 W 1480 NORTH
OREM, UT 84057

VAZQUEZ, MIGUEL
--OR CURRENT RESIDENT--
1319 W 1520 NORTH
OREM, UT 84057

FERTZ, NATHAN C
1319 W 1480 N # 142
OREM, UT 84057

MECHAM RENTAL INVESTMENTS
LLC
--OR CURRENT RESIDENT--
1320 W 1480 NORTH
OREM, UT 84057

HARDY, AARON VAN ZANDT &
DEBORAH LAWRENCE
1321 W 1480 N
OREM, UT 84057

JORGENSEN, S CLAY & HEIDI (ET AL)
--OR CURRENT RESIDENT--
1321 W 1520 NORTH
OREM, UT 84057

CLYDE REAL ESTATES LLC
--OR CURRENT RESIDENT--
1322 W 1480 NORTH
OREM, UT 84057

PALMER, MELISSA EVE
1323 W 1480 N
OREM, UT 84057

PAMELA C ELDER REVOCABLE
TRUST 03-06-2019 THE (ET AL)
--OR CURRENT RESIDENT--
1323 W 1520 NORTH
OREM, UT 84057

TAHY, KRISTA & BENJAMIN
--OR CURRENT RESIDENT--
1324 W 1480 NORTH
OREM, UT 84057

MJD SHADOWRIDGE LLC
--OR CURRENT RESIDENT--
1325 W 1520 NORTH
OREM, UT 84057

HAWLEY, RYAN
1326 STONE MEADOW DR
WEST JORDAN, UT 84088

LAKEY, JEREMY DEAN
--OR CURRENT RESIDENT--
1326 W 1480 NORTH
OREM, UT 84057

FREDRICKSON, LYNN L & JULIE H
--OR CURRENT RESIDENT--
1327 W 1520 NORTH
OREM, UT 84057

ELAINE HUNTSMAN -- OREM LLC
--OR CURRENT RESIDENT--
1328 W 1480 NORTH
OREM, UT 84057

VOO, SABLE
--OR CURRENT RESIDENT--
1329 W 1520 NORTH
OREM, UT 84057

D & P HOLDINGS LLC
--OR CURRENT RESIDENT--
1330 W 1480 NORTH
OREM, UT 84057

BALDWIN, KEVIN THOMAS
1331 W 1520 N
OREM, UT 84057

ALLRED, KENNETH W & BEVERLY S
--OR CURRENT RESIDENT--
1332 W 1480 NORTH
OREM, UT 84057

MEMMOTT, SILVIA S
1333 W 1520 N
OREM, UT 84057

JORGENSEN, S CLAY & HEIDI (ET AL)
--OR CURRENT RESIDENT--
1334 W 1480 NORTH
OREM, UT 84057

FEATHERSTONE INVESTMENTS LLC
(ET AL)
1342 N 1270 E
AMERICAN FORK, UT 84003

LAB PROPERTIES LC
--OR CURRENT RESIDENT--
1345 W 1600 NORTH
OREM, UT 84057

FRANCIS, JAY & HEIDI
1384 N 1000 W
MAPLETON, UT 84664

MAVERIK INC
--OR CURRENT RESIDENT--
1395 W 1600 NORTH
OREM, UT 84057

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

TUTTLE, GINA MARIE
1422 N 1300 W
OREM, UT 84057

LIDDIARD, GREG D
1424 N 1300 W
OREM, UT 84057

ZWAHLEN, JAY
--OR CURRENT RESIDENT--
1426 N 1300 WEST
OREM, UT 84057

RALPHS, BRYAN J
1428 N 1300 W
OREM, UT 84057

FALCON HOLDINGS LLC
--OR CURRENT RESIDENT--
1429 N 1200 WEST
OREM, UT 84057

GONZALES, JAVIER & PAOLO
STEFANO
1430 N 1300 W
OREM, UT 84057

CLOVER SPRINGS HOLDINGS LLC
%CHENEY, HEIDI H
1431 N 1200 W
OREM, UT 84057

RUSSELL, ALICIA & RICHARD (ET
AL)
--OR CURRENT RESIDENT--
1432 N 1300 WEST
OREM, UT 84057

GBI HOLDINGS LLC
--OR CURRENT RESIDENT--
1433 N 1200 WEST
OREM, UT 84057

ITRI, DANIEL
--OR CURRENT RESIDENT--
1434 N 1300 WEST
OREM, UT 84057

SEA BREEZE PROPERTIES LLC
1435 N 1200 W
OREM, UT 84057

THOMAS, CHAD H & TIFANY
--OR CURRENT RESIDENT--
1436 N 1300 WEST
OREM, UT 84057

THOMAS, CHAD H & TIFANY
1436 N 1300 W # 86
OREM, UT 84057

OKAWA, TIMOTHY
1438 N 1300 W
OREM, UT 84057

SWIGERT, BRETT T & TAMARA J
1440 TARI DR
COLORADO SPRINGS, CO 80921

ESPLIN, DALLEN & JENNA
--OR CURRENT RESIDENT--
1440 N 1300 WEST
OREM, UT 84057

ESPLIN, DALLEN & JENNA
1440 N 1300 W # 70
OREM, UT 84057

CROOKSTON, JOHN & DIANE P
--OR CURRENT RESIDENT--
1441 N 1200 WEST
OREM, UT 84057

GURNEY, TYLER CHRISTIAN
--OR CURRENT RESIDENT--
1442 N 1300 WEST
OREM, UT 84057

TONIDON ENTERPRISES LLC
--OR CURRENT RESIDENT--
1443 N 1200 WEST
OREM, UT 84057

AKANA, BRANDEE
1444 N 1300 W
OREM, UT 84057

EBA HOLDINGS LLC
1445 N 1200 W
OREM, UT 84057

ELLIS ENTERPRISES LLC
--OR CURRENT RESIDENT--
1445 N 1250 WEST
OREM, UT 84057

ROGERSON, AARON DANIEL & ANA
KARINA
1446 N 1300 W
OREM, UT 84057

TONIDON ENTERPRISES LLC
--OR CURRENT RESIDENT--
1447 N 1200 WEST
OREM, UT 84057

CASTLE, CRAIG
--OR CURRENT RESIDENT--
1447 N 1250 WEST
OREM, UT 84057

TB PETERSON HOLDINGS LLC
--OR CURRENT RESIDENT--
1448 N 1250 WEST
OREM, UT 84057

WILBERG, JENNY L & BART D
1448 N 1300 W
OREM, UT 84057

GREENE, COLBY R & ROBERT A
--OR CURRENT RESIDENT--
1449 N 1250 WEST
OREM, UT 84057

GREENE, COLBY R & ROBERT A
1449 N 1250 W UNIT 87
OREM, UT 84057

BULLOCK, DAKOTA A
1450 N 1250 W
OREM, UT 84057

1415 N 1300 LLC A SERIES OF JD
SQUARED LLC
--OR CURRENT RESIDENT--
1450 N 1300 WEST
OREM, UT 84057

SAXTON, JEFFREY H
--OR CURRENT RESIDENT--
1451 N 1250 WEST
OREM, UT 84057

BLACKBURN, DEBRA
--OR CURRENT RESIDENT--
1452 N 1250 WEST
OREM, UT 84057

SQUARE MOUNTAIN PROPERTIES
LLC
--OR CURRENT RESIDENT--
1452 N 1300 WEST
OREM, UT 84057

MONEY, MARINA A
--OR CURRENT RESIDENT--
1453 N 1200 WEST
OREM, UT 84057

WRIGHT, LYNN & CONNIE
--OR CURRENT RESIDENT--
1453 N 1250 WEST
OREM, UT 84057

T & A FOX PROPERTIES #2 LLC
1454 N 1250 W
OREM, UT 84057

BAILEY, DANIEL
1454 N 1300 W
OREM, UT 84057

BARRETT, JUSTIN (ET AL)
--OR CURRENT RESIDENT--
1455 N 1200 WEST
OREM, UT 84057

DOREME, SMITH
1455 N 1250 W
OREM, UT 84057

SMITH, DEBORAH BARNARD (ET AL)
--OR CURRENT RESIDENT--
1456 N 1250 WEST
OREM, UT 84057

BIESINGER, KENNETH WAYNE &
AMANDA LEE (ET AL)
--OR CURRENT RESIDENT--
1456 N 1300 WEST
OREM, UT 84057

FUSION HOLDINGS LLC
1457 N 1200 W
OREM, UT 84057

TIDWELL AND SON LIMITED LLC
--OR CURRENT RESIDENT--
1457 N 1250 WEST
OREM, UT 84057

DUHALDE, JOAQUIN A CABELLO (ET
AL)
--OR CURRENT RESIDENT--
1458 N 1250 WEST
OREM, UT 84057

DALTON, JUSTIN & NATALIE
--OR CURRENT RESIDENT--
1458 N 1300 WEST
OREM, UT 84057

NIELSEN AND COMPANY INC
1459 N 1200 W
OREM, UT 84057

HAAG, GAYLEN S & LEONA P
--OR CURRENT RESIDENT--
1459 N 1250 WEST
OREM, UT 84057

THOMAS, BRIAN
--OR CURRENT RESIDENT--
1460 N 1250 WEST
OREM, UT 84057

MCGARR, EDWARD T & WENDY S
(ET AL)
--OR CURRENT RESIDENT--
1460 N 1300 WEST
OREM, UT 84057

PORTER MARKETING LLC
--OR CURRENT RESIDENT--
1461 N 1250 WEST
OREM, UT 84057

ROSELL, HANNAH MARIE
1462 N 1250 W
OREM, UT 84057

SMITH, SCOTT
1462 N 1300 W
OREM, UT 84057

TEMPLE, JOHN MORGAN III (ET AL)
1463 N 1250 W
OREM, UT 84057

FAIRBANKS, SKYLER M
1464 N 1200 W
OREM, UT 84057

WILSON, ANGELA M
1464 N 1250 W
OREM, UT 84057

PERRETT, TAYLOR SHAE & PATRICK
J
--OR CURRENT RESIDENT--
1464 N 1300 WEST
OREM, UT 84057

PERRETT, TAYLOR SHAE & PATRICK
J
1464 N 1300 W # 82
OREM, UT 84057

JIMMY REX REAL ESTATE
--OR CURRENT RESIDENT--
1465 N 1200 WEST
OREM, UT 84057

BELT, KYLIE A & CHRISTINA L
1465 N 1250 W
OREM, UT 84057

PEREYRA, SERGIO (ET AL)
--OR CURRENT RESIDENT--
1466 N 1250 WEST
OREM, UT 84057

GALE, VALERIE R & JOHN DAVID
--OR CURRENT RESIDENT--
1466 N 1300 WEST
OREM, UT 84057

PEREYRA, SERGIO (ET AL)
1466 N 1250 W # 118
OREM, UT 84057

FEATHERSTONE INVESTMENTS LLC
--OR CURRENT RESIDENT--
1467 N 1200 WEST
OREM, UT 84057

GURNEY, TYLER
--OR CURRENT RESIDENT--
1467 N 1250 WEST
OREM, UT 84057

CUILLARD, CHASE & ALEXIS
1468 N 1250 W
OREM, UT 84057

SANTANA MARQUES, SIMMONE
COELHO & ANTONIO BERNARDO
1468 N 1300 W
OREM, UT 84057

TOTAL HEALING HOLDING LLC
--OR CURRENT RESIDENT--
1469 N 1200 WEST
OREM, UT 84057

CHRISTENSEN, CAITLIN (ET AL)
--OR CURRENT RESIDENT--
1470 N 1250 WEST
OREM, UT 84057

FEATHERSTONE INVESTMENTS LLC
(ET AL)
--OR CURRENT RESIDENT--
1471 N 1200 WEST
OREM, UT 84057

MOORE, KATHLEEN
1481 N 1285 W
OREM, UT 84057

ENTRUST GROUP INC THE
--OR CURRENT RESIDENT--
1483 N 1285 WEST
OREM, UT 84057

COOK, FLOYD ARTHUR JR &
SHARON ELIZABETH BELL SMITH
1484 N 1200 W
OREM, UT 84057

COLLEGE PINES LLC
--OR CURRENT RESIDENT--
1485 N 1285 WEST
OREM, UT 84057

BAYSA, MICHAEL & MIN ZHANG
1487 N 1285 W
OREM, UT 84057

GILLMAN, GABRIEL
1489 N 1285 W
OREM, UT 84057

HIGGS, KEVIN
1491 N 1200 W
OREM, UT 84057

DESPAIN FAMILY LIVING TRUST 08-
15-2007 AS AMENDED THE (ET AL)
--OR CURRENT RESIDENT--
1491 N 1285 WEST
OREM, UT 84057

NIELSEN, PATRICK & PARIS
1493 N 1200 W
OREM, UT 84057

RODRIGUEZ, BRITNEY GISELLE
1493 N 1285 W
OREM, UT 84057

LEMUS, OSCAR (ET AL)
1494 N 1200 W
OREM, UT 84057

HEELIS, THOMAS JARED & MIOAK
--OR CURRENT RESIDENT--
1495 N 1200 WEST
OREM, UT 84057

TAYLOR, ETHAN & TESSA
1495 N 1285 W
OREM, UT 84057

RICHARDS, RAQUEL R
1495 N 1335 W
OREM, UT 84057

MARION, SHERI
--OR CURRENT RESIDENT--
1496 N 1285 WEST
OREM, UT 84057

CARLISLE, ANNIK M B
1496 N 1335 W
OREM, UT 84057

GARDNER, MARLYNN J
--OR CURRENT RESIDENT--
1497 N 1200 WEST
OREM, UT 84057

ANDERSON, TRACY M
--OR CURRENT RESIDENT--
1497 N 1285 WEST
OREM, UT 84057

WITHERSPOON, AMANDA T
1497 N 1335 W
OREM, UT 84057

OREM 1498 NORTH LC
--OR CURRENT RESIDENT--
1498 N 1285 WEST
OREM, UT 84057

HOWARD, SAUL & JADE
--OR CURRENT RESIDENT--
1498 N 1335 WEST
OREM, UT 84057

WESTOBY, BRANDON
1499 N 1200 W
OREM, UT 84057

BURR, AMY
1499 N 1285 W
OREM, UT 84057

DANTE, GIOVANNI M (ET AL)
1499 N 1335 W
OREM, UT 84057

BARROWES, BRENT & CHELSEA
1500 N 1285 W
OREM, UT 84057

JOHANSON, CARL & CLAUDIA
--OR CURRENT RESIDENT--
1500 N 1335 WEST
OREM, UT 84057

BOREN FAMILY LIVING TRUST 04-26-
1992 (ET AL)
--OR CURRENT RESIDENT--
1501 N 1200 WEST
OREM, UT 84057

FARRER, TREY JUDD & LEXI LEE (ET
AL)
--OR CURRENT RESIDENT--
1501 N 1285 WEST
OREM, UT 84057

FRAMPTON, DEVIN & PAUL
1501 N 1335 W
OREM, UT 84057

RINGGER, EMILY H & CARL K
1502 N 1285 W
OREM, UT 84057

JLH HOLDINGS LLC
--OR CURRENT RESIDENT--
1502 N 1335 WEST
OREM, UT 84057

SQUIRES, FERREN & CONSTANCE
--OR CURRENT RESIDENT--
1503 N 1100 WEST
OREM, UT 84057

BRINCHESTER PLACE LC
--OR CURRENT RESIDENT--
1503 N 1200 WEST
OREM, UT 84057

TIMOKO, CHRISTOPHER
1503 N 1285 W
OREM, UT 84057

WRIGHT, SYDNEY ASHLYN
1503 N 1335 W
OREM, UT 84057

UTAH HOMES MANAGEMENT GROUP
LLC - 1504 N 1200 W PROTECTED
SERIES LLC
--OR CURRENT RESIDENT--
1504 N 1200 WEST
OREM, UT 84057

MARSHALL, WAYNE R & ABBEY
--OR CURRENT RESIDENT--
1504 N 1285 WEST
OREM, UT 84057

GOURLEY, CYNTHIA
--OR CURRENT RESIDENT--
1504 N 1335 WEST
OREM, UT 84057

HILTON, BRADLEY & KENDRA
1505 N 1200 W
OREM, UT 84057

MACKAY, TAYLOR PAUL & AMANDA
ANGELOS
--OR CURRENT RESIDENT--
1505 N 1335 WEST
OREM, UT 84057

LILJENQUIST, TAYLOR R
1506 N 1285 W
OREM, UT 84057

ORELLANA, BLANCA L CHACON
1506 N 1335 W
OREM, UT 84057

SUNSET VIEW PROPERTIES LLC
--OR CURRENT RESIDENT--
1507 N 1200 WEST
OREM, UT 84057

JOHNSON, DEBORAH & BRYAN KIM
(ET AL)
--OR CURRENT RESIDENT--
1507 N 1335 WEST
OREM, UT 84057

SUNSET VIEW PROPERTIES LLC
1507 N 1200 W UNIT 9
OREM, UT 84057

TB PETERSON HOLDINGS LLC
--OR CURRENT RESIDENT--
1508 N 1285 WEST
OREM, UT 84057

YOUNG, ELOISE
1508 N 1335 W
OREM, UT 84057

WILSON, CRAIG & MARY LYNNE
1508 N ALTA MESA DR UNIT 104
MESA, AZ 85205

SWIGERT, BRETT T & TAMARA J
--OR CURRENT RESIDENT--
1509 N 1200 WEST
OREM, UT 84057

CONTRERAS, MARIA G ROJAS
1509 N 1335 W
OREM, UT 84057

WRIGHT, CRAIG STEVEN
1510 N 1285 W
OREM, UT 84057

TERRANOVA, KALEB (ET AL)
1510 N 1335 W
OREM, UT 84057

MURDOCK FAMILY ENTERPRIZES
LTD
--OR CURRENT RESIDENT--
1511 N 1200 WEST
OREM, UT 84057

MCLAWS, MARK D & JENNIFER M
--OR CURRENT RESIDENT--
1511 N 1335 WEST
OREM, UT 84057

DETENMAIER, EMILY
1512 N 1285 W
OREM, UT 84057

DAVIS, KIERA J
1512 N 1335 W
OREM, UT 84057

ROBINSON, ROBERT TROY &
LINDSAY ORTON
--OR CURRENT RESIDENT--
1513 N 1200 WEST
OREM, UT 84057

ROBERTS, CHRIS S
--OR CURRENT RESIDENT--
1513 N 1335 WEST
OREM, UT 84057

ROBERTS, CHRIS S
1513 N 1335 W UNIT 130
OREM, UT 84057

WILLIAMS, DONALD HENRY &
PAULA ANN
1514 N 1285 W
OREM, UT 84057

DAYLEY, ROBERT & HAYLIE
1514 N 1335 W
OREM, UT 84057

GRITTON, ERIKA L
1515 N 1335 W
OREM, UT 84057

KELLER, SETH
1516 N 1285 W
OREM, UT 84057

LEE, DAVID G & SYLVIA M (ET AL)
--OR CURRENT RESIDENT--
1516 N 1335 WEST
OREM, UT 84057

BARLOW, RYAN
1517 N 1335 W
OREM, UT 84057

MATSU, BRENT TANE
1518 N 1285 W
OREM, UT 84057

LEE, DAVID G & SYLVIA M (ET AL)
--OR CURRENT RESIDENT--
1518 N 1335 WEST
OREM, UT 84057

BH OSTLER REAL ESTATE LLC
--OR CURRENT RESIDENT--
1527 N 1180 WEST
OREM, UT 84057

EQUITY TRUST COMPANY (ET AL)
--OR CURRENT RESIDENT--
1533 N 1180 WEST
OREM, UT 84057

MCNEIL, GARY & VIVIAN (ET AL)
1533 N 1200 W
OREM, UT 84057

KNAGGS, HELEN E
1537 N 1180 W
OREM, UT 84057

SQUARE MOUNTAIN PROPERTIES
LLC
1542 S 1960 E
SPANISH FORK, UT 84660

MESSMER, KENNETH L & LINDA S (ET
AL)
--OR CURRENT RESIDENT--
1553 N 1180 WEST
OREM, UT 84057

NEWMAN, KONNI
1555 N 1180 W
OREM, UT 84057

REYES, FREDERICO & JOSE
1555 N 1200 W
OREM, UT 84057

SAXTON, JEFFREY H
1557 N 950 W
OREM, UT 84057

IBARROLA, CARLOS MARIO & ANA
MARIA
--OR CURRENT RESIDENT--
1557 N 1180 WEST
OREM, UT 84057

JONES, JAMES BRIAN
1559 N 1180 W
OREM, UT 84057

CHAMBERLAIN, ZACHARY THOMAS
& JENNY (ET AL)
1571 N 1180 W
OREM, UT 84057

MERTLICH, WILLIAM & NGAM KO
--OR CURRENT RESIDENT--
1573 N 1180 WEST
OREM, UT 84057

CLARK, JONATHAN (ET AL)
1575 N 1180 W
OREM, UT 84057

THOMPSON, BRUCE W & LINDA (ET
AL)
--OR CURRENT RESIDENT--
1577 N 1180 WEST
OREM, UT 84057

BOREN FAMILY LIVING TRUST 04-26-
1992 (ET AL)
1635 E 3450 N
NORTH LOGAN, UT 84341

GARDNER, MARLYNN J
1724 N 980 W
OREM, UT 84057

MIKE CARPENTER
1734 NORTH 350 WEST
OREM, UT 84057

SS LINDON LLC (ET AL)
%CROCKET, KEN
1785 E 1450 S STE 120
CLEARFIELD, UT 84015

MJD SHADOWRIDGE LLC
1811 N 80 E
OREM, UT 84057

BANGERTER, JERRY L & EILEEN B
1866 E STEPHENS DR
TEMPE, AZ 85283

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

UTAH HOMES MANAGEMENT GROUP
LLC - 1504 N 1200 W PROTECTED
SERIES LLC
1945 N 150 E
OREM, UT 84057

BARKER, ZACHARY CHANCE
1984 N 320 W
OREM, UT 84057

ANDERSON, TRACY M
2174 E VILLAGE VISTA DR
DRAPER, UT 84020

STONEBROOK LC
2230 N UNIVERSITY PKY # 7B
PROVO, UT 84604

COLVIN, DALE O & JANET W (ET AL)
2285 PEBBLESTONE LA
LEHI, UT 84043

SMITH, ELSIE V
2303 W MACKAY LN
TAYLORSVILLE, UT 84129

GBI HOLDINGS LLC
2408 N 1050 W
PLEASANT GROVE, UT 84062

ZEA, MANUEL (ET AL)
2436 STROHMEYER CT
SAN JOSE, CA 95116

ROBINSON, ROBERT TROY &
LINDSAY ORTON
2483 W STONEHAVEN LOOP
LEHI, UT 84043

JORGENSEN, S CLAY & HEIDI (ET AL)
2725 WESTVIEW BLVD
SPARKS, NV 89434

JORGENSEN, S CLAY & HEIDI (ET AL)
2725 W VIEW BLVD
SPARKS, NV 89434

TIDWELL AND SON LIMITED LLC
2795 S 3970 W
HURRICANE, UT 84737

STUMPE, REGINALD JR
2941 TODD TRL
ROUND ROCK, TX 78665

BIESINGER, KENNETH WAYNE &
AMANDA LEE (ET AL)
2987 S 800 W
MAPLETON, UT 84664

SHELLEY, CHETLEE A (ET AL)
3005 N 550 W
PLEASANT GROVE, UT 84062

WAGSTAFF INVESTMENTS LLC
3115 W 2100 S
SALT LAKE CITY, UT 84119

BRINCHESTER PLACE LC
3214 N UNIVERSITY AVE STE 615
PROVO, UT 84604

SOUTH COAST PROPERTY HOLDING
COMPANY II LLC
3402 E STONEHILL LN
SALT LAKE CITY, UT 84121

OREM 1498 NORTH LC
3575 N 100 E STE 175
PROVO, UT 84604

LAU, ROBERT C
3632 PINE OAK CIR APT 101
FORT MYERS, FL 33916

DESPAIN FAMILY LIVING TRUST 08-
15-2007 AS AMENDED THE (ET AL)
%DESPAIN, RICHARD C
3678 N PRICE WAY
MERIDIAN, ID 83646

BARRETT, JUSTIN (ET AL)
3898 W MORGAN BLVD
CEDAR HILLS, UT 84062

RAMBCO 1 LLC
%BUCKNER, MARILYN
4196 W MESQUITE WAY
CEDAR HILLS, UT 84062

DALTON, JUSTIN & NATALIE
4240 W YORKSHIRE CIR
SOUTH JORDAN, UT 84095

COOKS LAND & INVESTMENT LLC
4264 N CANYON RD
PROVO, UT 84604

HOWELLS, DANIEL PATRICK &
LINDA PETERSON (ET AL)
4301 IMPERIAL WY
PROVO, UT 84604

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

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

FALCON HOLDINGS LLC
4559 CADDIE LN
HIGHLAND, UT 84003

MERTLICH, WILLIAM & NGAM KO
4797 N SHADY LN
LEHI, UT 84043

ESNET PROPERTIES LC
5255 EDGEWOOD DR STE 200
PROVO, UT 84604

REICHERT, PAUL B
5356 W WOODLAND DR
HIGHLAND, UT 84003

1415 N 1300 LLC A SERIES OF JD
SQUARED LLC
5716 SHADOW BEND DR
LAS VEGAS, NV 89135

JOHANSON, CARL & CLAUDIA
5821 S WESTBENCH DR
SALT LAKE CITY, UT 84118

SMITH, DEBORAH BARNARD (ET AL)
6048 BRIDGES LN
MURRAY, UT 84121

HARDY, AARON VAN ZANDT &
DEBORAH LAWRENCE (ET AL)
6345 167TH AV SE
BELLEVUE, WA 98006

HC PACIFIC PROPERTIES LLC
%PARRA, CARIE
6464 W SUNRISE DR
HIGHLAND, UT 84003

THOMAS, BRIAN
6700 S 46TH E
IDAHO FALLS, ID 83406

GURNEY, TYLER
7884 S COOLIDGE ST
MIDVALE, UT 84047

COLLEGE PINES LLC
9778 CHANNING DR
SOUTH JORDAN, UT 84095

HAWKS REST INVESTMENT CO LC
9925 REUNION GLEN WY
SOUTH JORDAN, UT 84095

HALLS, RICHARD R
10033 N SAGE RD W
CEDAR HILLS, UT 84062

LARSEN, ANDREW & EMILY
10131 N 5800 W
HIGHLAND, UT 84003

ROCKRIDER HOLDINGS LLC
11919 N WESTFIELD COVE DR
HIGHLAND, UT 84003

MOULTON, JAMES R & JOANNE M
12244 TIMBERLINE DR
HIGHLAND, UT 84003

MONEY, MARINA A
12299 RIVER VISTA DR
RIVERTON, UT 84065

GURUNG, KARNIKA R (ET AL)
18707 TUPPER CREEK CT
TOMBALL, TX 77377

DE GASTON, ALEXIS N
18720 GOLD DUST PASS
PFLUGERVILLE, TX 78660

CITY OF OREM
DRAFT PLANNING COMMISSION MEETING MINUTES
March 6, 2024

The following items are discussed in these minutes:

- **PLAT AMENDMENT** – Vacating Lot 2 of Elysian Fields, Plat B and Lot 1 of Elysian Fields, Plat C and approving Elysian Fields, Plat F located generally at 962 North 1000 East in the R12 zone - Approved
- **PLAT AMENDMENT** – Vacating Lot 1 of Hills Hidden, Plat A and approving Hills Hidden, Plat B located generally at 170 West 1600 South in the R8 zone - Approved
- **PLAT AMENDMENT** – Vacating Geneva Heights Terrace, Plat C Amended and approving Geneva Heights Terrace, Plat C Second Amended located generally at 586 North 1060 West in the R7.5 zone - Approved
- **PUBLIC HEARING-REZONE** – Enacting Article 22-11-66 (PD-53 zone) and Appendix OO of the Orem City code and amending Article 22-5-3 (A) and the zoning map of the City of Orem by rezoning the property located generally at 1960 North State Street from the C2 zone to the PD-53 zone (approximately 6.8 acres) – Positive Recommendation to City Council

STUDY SESSION

Place: City Council Conference Room

At 3:40 p.m. Chair Komen called the Study Session to order.

Those present: Mike Carpenter, Gerald Crismon, James Hawkes, Helena Kleinlein, Madeline Komen, Murray Low and Haysam Sakar, Planning Commission members; Jason W. Bench, Assistant Development Services Director; Cheryl Vargas and Makayla Wagstaff, Associate Planners; Matt Taylor, Senior Planner; Taggart Bowen, Acting City Engineer and Gary McGinn, Legal Counsel

Those excused: Ryan Clark, Assistant City Manager/Development Services Director; Grant Allen, Senior Planner; John Dorny, Transportation Engineer; David Spencer, City Council Liaison

- Planning Commission training by Gary McGinn
- A continuation of the discussion on outdoor lighting, positive and negative impacts and potential regulations by Matt Taylor

The Commission and staff briefly reviewed agenda items and minutes from the February 21, 2024 meeting and adjourned at 4:25 p.m. to the City Council Chambers for the regular meeting.

REGULAR MEETING

Place: Orem City Council Chambers

At 4:38 p.m. Chair Komen called the Planning Commission meeting to order and asked Mr. Hawkes, Planning Commission member, to offer the invocation.

Those present: Mike Carpenter, Gerald Crismon, James Hawkes, Helena Kleinlein, Madeline Komen, Murray Low and Haysam Sakar, Planning Commission members; Jason W. Bench, Assistant Development Services Director; Cheryl Vargas and Makayla Wagstaff, Associate Planners; Matt Taylor, Senior Planner; Taggart Bowen, Acting City Engineer and Gary McGinn, Legal Counsel

Those excused: Ryan Clark, Assistant City Manager/Development Services Director; Grant Allen, Senior Planner; John Dorny, Transportation Engineer; David Spencer, City Council Liaison

Chair Komen asked Ms. Wagstaff to introduce **Agenda Item 3.1:** [\(click here for recording\)](#)

DRAFT Planning Commission minutes for March 6, 2024

Agenda Item 3.1 is a request by Lee H. Radebaugh for the Planning Commission to vacate Lot 2 of Elysian Fields, Plat B and Lot 1 of Elysian Fields, Plat C and approve Elysian Fields, Plat F located generally at 962 North 1000 East in the R8 zone.



Staff Presentation: The applicant is requesting to amend the lot line between the properties located at 980 North and 962 North 1000 East. The two property owners are related and this adjustment will reflect the intent of the property lines.

This change will only affect these two properties. There is a thirty (30) foot CUWCD (Central Utah Water Conservancy District) easement and a five (5) foot street light easement that run along this property line that will remain. By adjusting the property line to the south, it will be more consistent with their fence lines and sprinkler systems.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission vacate Lot 2 of Elysian Fields, Plat B and Lot 1 of Elysian Fields, Plat C and approve Elysian Fields, Plat F located generally at 962 North 1000 East in the R8 zone.

Chair Komen asked if the Planning Commission had any questions for Ms. Wagstaff.

Chair Komen invited the applicant to come forward. Mitch Brown, MW Brown Engineering, introduced himself.

Chair Komen asked if the Planning Commission had any more questions for the applicant or staff. When none did, she called for a motion on this item.

Planning Commission Action: Mr. Low moved to vacate Lot 2 of Elysian Fields, Plat B and Lot 1 of Elysian Fields, Plat C and approve Elysian Fields, Plat F located generally at 962 North 1000 East in the R8 zone. Mr. Hawkes seconded the motion. Those voting aye: Mike Carpenter, Gerald Crismon, James Hawkes, Helena Kleinlein, Madeline Komen, Murray Low and Haysam Sakar. The motion passed unanimously.

Chair Komen asked Ms. Wagstaff to introduce **Agenda Item 3.2:** [\(click here for recording\)](#)

Agenda Item 3.2 is a request by Forrest Phillips for the Planning Commission to vacate Lot 1 of Hills Hidden, Plat A and approve Hills Hidden, Plat B located generally at 170 West 1600 South in the R8 zone.



Staff Presentation: The applicant is proposing to divide one lot into two. The lots will then both be able to be built upon. There is already a house on the lot which will be lot 3 of the new subdivision (the lot to the south). The new property line complies with the required setbacks for this house. Lot 4 (the lot to the north) is vacant, and the applicant has expressed a desire in their application for a home to be built on this lot. Both new lots comply with the minimum required square footage in the R8 zone (8,000 square feet). Lot 3 is 10,188 square feet and lot 4 is 9,478 square feet.

There were questions regarding the slope of these lots and the ability to build on them. The applicant worked with the city engineers and it was determined that a home could safely be built on lot 4 given that certain steps are taken in the building process – such as a retaining wall.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission vacate Lot 1 of Hills Hidden, Plat A and approve Hills Hidden, Plat B located generally at 170 West 1600 South in the R8 zone.

Chair Komen asked if the Planning Commission had any questions for Ms. Wagstaff.

Chair Komen invited the applicant to come forward. The applicant was not present.

DRAFT Planning Commission minutes for March 6, 2024

Chair Komen asked if the Planning Commission had any more questions for the applicant or staff. When none did, she called for a motion on this item.

Planning Commission Action: Mr. Carpenter moved to vacate Lot 1 of Hills Hidden, Plat A and approve Hills Hidden, Plat B located generally at 170 West 1600 South in the R8 zone. Mr. Sakar seconded the motion. Those voting aye: Mike Carpenter, Gerald Crismon, James Hawkes, Helena Kleinlein, Madeline Komen, Murray Low and Haysam Sakar. The motion passed unanimously.

Chair Komen asked Ms. Wagstaff to introduce **Agenda Item 3.3:** [\(click here for recording\)](#)

Agenda Item 3.3 is a request by Jake McCuistion for the Planning Commission to vacate Geneva Heights Terrace, Plat C Amended and approve Geneva Heights Terrace, Plat C Second Amended located generally at 586 North 1060 West in the R7.5 zone.



Staff Presentation: The applicant is requesting to amend the public utility easement (PUE) on the north side of Lot 1 in order to build a retaining wall. They have received vacation letters from all five utility companies and were able to get permission to vacate a portion of the easement and granted permission to encroach on the other portion of the easement.

Due to the change in elevation between Lot 1 and the property to the north, a retaining wall is required; however, Orem City ordinance does not allow a retaining wall to be built on top of a public utility easement. Rocky Mountain Power has power lines in the northeast portion of the property and was only able to grant permission to encroach in that area. CenturyLink/Lumen had cables on the north west portion of the property and only granted permission to encroach in that area. There was also an irrigation canal that was abandoned in this area.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission vacate Geneva Heights Terrace, Plat C Amended and approve Geneva Heights Terrace, Plat C Second Amended located generally at 586 North 1060 West in the R7.5 zone.

Chair Komen asked if the Planning Commission had any questions for Ms. Wagstaff.

Chair Komen invited the applicant to come forward. Jake McCuistion introduced himself.

There was a discussion regarding the retaining wall which is 5.5 feet high and an engineered wall.

Chair Komen asked if the Planning Commission had any more questions for the applicant or staff. When none did, she called for a motion on this item.

Planning Commission Action: Ms. Kleinlein moved to vacate Geneva Heights Terrace, Plat C Amended and approve Geneva Heights Terrace, Plat C Second Amended located generally at 586 North 1060 West in the R7.5 zone. Mr. Hawkes seconded the motion. Those voting aye: Mike Carpenter, Gerald Crismon, James Hawkes, Helena Kleinlein, Madeline Komen, Murray Low and Haysam Sakar. The motion passed unanimously.

Chair Komen asked Ms. Wagstaff to introduce **Agenda Item 3.4:** [\(click here for recording\)](#)

Agenda Item 3.4 is a request by David Vincent for the Planning Commission to forward a recommendation to the City Council to enact Article 22-11-66 (PD-53) and Appendix OO of the Orem City code and amend Article 22-5-3 (A) and the zoning map of the City of Orem by rezoning the property located generally at 1960 North State Street from the C2 zone to the PD-53 zone (approximately 6.8 acres).

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Staff Presentation: The applicant is proposing to create the PD-53 zone and rezone the property at approximately 1960 North State Street to the PD-53 zone from the C2 zone.

The new PD-53 zone will be similar to the current C2 zone with some changes to setbacks, landscaping and parking standards. Rezoning this property to the PD-53 zone will also limit what can be built on the site as any development will be tied to the proposed concept plan. The concept plan shows the proposed layout of the site as well as building elevations. If in the future someone wanted to develop the site differently than what is shown in the proposed concept, they would need to come through the rezone process again to amend the proposed concept plan.

Setbacks: The C2 zone requires the setback from the back of a sidewalk along State Street to be 15 feet (22-8-8), the PD-53 zone requires the setback from the back of a sidewalk along state street to be 10 feet. The PD-53 text requires that buildings and parking lots comply with the 10' setback, however, allows a drive-through aisle for one building to encroach into the setback as long as it is still at least 1 foot from the required sidewalk.

All other setbacks remain the same as the C2 zone, which are as follows:

- From an adjoining nonresidential property – 0'
- From an adjoining residential property – 10' or equal to the height of that portion of the building (with a maximum building height of 35' unless the building is setback at least 100' from the property line. If setback at least 100' from a residential property line, the building may be 48' tall).

Landscaping: Currently along State Street planter strips are required to be 15' wide and trees are to be spaced at least every 40' in the planter strips. In the PD-53 zone the planter strips along State Street would be 10' wide and trees would be required to be spaced at least every 50'. All other standards relating to the planter strips and landscaping are the same as required for other zones along State Street (22-8-8(B)(2)).

Parking: In the C2 zone buildings with less than 10,000 square feet of gross floor area are required to have one parking stall for every 250 square feet of gross floor area. Buildings with 10,000 square feet or more of gross floor area are required to have one stall for every 250 square feet of gross leasable area. In the PD-53 zone buildings with less than 10,000 square feet of gross floor area are required to have one parking stall for every 255 square feet of gross floor area. Buildings with 10,000 square feet or more of gross floor area are required to have one stall fore very 255 square feet of gross leasable area.

Building Height: In the PD-53 zone buildings may have a maximum height of 48 feet if they are setback at least 100 feet from an adjoining residential zone. If they are setback less than 100 feet from a residential zone the maximum height allowed is 35 feet, though the setback is required to be equal to the height of that portion of the building. (For instance, if a building is 15 feet tall at the edge of the roof and 25 feet at the peak of the roof, then the edge of the roof must be at least 15 feet from the property line, and the peak of the roof must be at least 25 feet from the property line.)

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 enact Article 22-11-66 (PD-53) and Appendix OO of the Orem City code and amend Article 22-5-3 (A) and the zoning map of the City of Orem by rezoning the property located generally at 1960 North State Street from the C2 zone to the PD-53 zone (approximately 6.8 acres).

Chair Komen asked if the Planning Commission had any questions for Ms. Wagstaff. Mr. Carpenter asked how much parking would be lost in the change to PD53. Ms. Wagstaff said the total proposed for the PD53 zone is 347. In the C2 zone 353 would be required. There is a difference of six (6) stalls. Mr. Low asked about landscaping. Mr. Bench said the existing site is improved along the frontage of State Street which is ten (10) feet. They want to keep what is existing to maintain as much parking as possible. There was a discussion on the parking lot and possible changes.

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1 The question was asked at to why change to a PD zone. Mr. Bench said the setback requirement is one reason. The
2 City is in favor of this because it is tied to a concept plan. In the C2 zone they can do what they want within the
3 requirements of the zone. The PD zone ties the project to specific elevations, concept, materials, etc. the PD zone ties
4 the project to this concept. Allows city greater specificity of what will be built there.

5
6 Chair Komen invited the applicant to come forward. Dave Ensign, Engineer, and Justin Heppler, AJC Architects,
7 introduced themselves. Mr. Ensign said they consider the PD zone a minor change from the C2 zone. They will be
8 eliminating one (1) of three (3) curb cuts which is a benefit to the neighborhood. They tried to use materials compatible
9 to the existing Kneaders building. The existing building is twelve (12) feet from the property line. The new buildings
10 will be one hundred (100) feet from the property line.

11
12 Mr. Hawkes asked why they delayed in coming to the City with this project. Mr. Ensign said seven (7) years ago they
13 thought they would locate the corporate headquarters there. That need has been filled in another location. Ms. Komen
14 asked what type of businesses they plan on going in these new buildings. Mr. Ensign said medical, dental, general
15 office types of businesses.

16
17 Mr. Low asked if a traffic study was done. John Dorny, Traffic Engineer, said yes, they did a traffic study. He said
18 anything on State Street will fail and this project was a level F. It does not fail at the signalized intersection at 2000
19 North. There was nothing glaring in the study that couldn't be dealt with. The traffic study was done based on medical,
20 dental and office uses. These are typically not an 8:00 a.m. and 5:00 p.m. facility. That type of office has traffic all
21 day long with no typical a.m. or p.m. rush.

22
23 Mr. Sakar said the applicant could come in with this same site plan for the C2 zone. Mr. Heppler said yes, but they
24 are asking for flexibility along State Street. Mr. Bench said there are other PD zones throughout the City with minor
25 exceptions. On State Street if the City required an additional five (5) feet to push back for landscaping, that would
26 affect the parking on this project. The City gets a benefit in knowing what will be there. In the C2 zone they could
27 potentially lose twenty-two (22) parking stalls along State Street. Mr. Low asked if the City has run into parking issues
28 with these types of commercial office type buildings. Mr. Bench said he was not aware of any like this, that are office
29 and retail uses, with parking issues. With this project, parking should not be an issue with cars coming and going.

30
31 The footprint of the two (2) new buildings is smaller than the old Allen's building that will be demolished. The south
32 end of the lot is currently vacant. Ms. Komen asked how is the lighting with the parking behind the buildings. Mr.
33 Heppler said the project would meet the required City code standards for lighting of the parking lot.

34
35 Chair Komen opened the public hearing and invited those from the audience who had come to speak to this item to
36 come forward to the microphone.

37
38 Phillip Greenland
39 Keith Walker
40 Laurel Barney

41
42 Chair Komen closed the public hearing and asked if the Planning Commission had any more questions for the applicant
43 or staff.

44
45 There was a discussion of questions raised by public comments. Chair Komen called for a motion on this item.

46
47 **Planning Commission Action:** Mr. Low moved to forward a positive recommendation to the City Council to enact
48 Article 22-11-66 (PD-53) and Appendix OO of the Orem City code and amend Article 22-5-3 (A) and the zoning
49 map of the City of Orem by rezoning the property located generally at 1960 North State Street from the C2 zone to
50 the PD-53 zone (approximately 6.8 acres). Mr. Hawkes seconded the motion. Those voting aye: James Hawkes,
51 Helena Kleinlein, Madeline Komen, Murray Low and Haysam Sakar. Those voting Nay: Mike Carpenter. Those
52 abstaining: Gerald Crismon.

53
54 **Minutes:** The Planning Commission reviewed the minutes from the previous meeting. Chair Komen then called for
55 a motion to approve the minutes of February 21, 2024. Mr. Hawkes moved to approve the meeting minutes for

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February 21, 2024. Ms. Kleinlein seconded the motion. Those voting aye: Mike Carpenter, Gerald Crismon, James Hawkes, Helena Kleinlein, Madeline Komen, Murray Low and Haysam Sakar. The motion passed unanimously.

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

Adjourn: 6:19 p.m.

Ryan L. Clark
Planning Commission Secretary

Approved: