Lehi Planning Commission Meeting
Agenda
July 27, 2023

7:00 PM - Lehi City Council Chambers, (153 N. 100 E., Lehi, UT 84043)

1. Call to Order

2. Consent Agenda

3. Regular Agenda

   3.1. Public hearing and recommendation of Gary Clark's request for review of the Clark Zone Change on 1.46 acres of property located at 1460 North 1200 West, changing the zoning from A-1 (agriculture) to RA-1 (residential/agriculture).
   Clark ZC 1.pdf
   Clark ZC 2.pdf

   3.2. Public hearing and consideration of Anna Black's request for conditional use approval for the East Main Street Retail Center Conversion Site Plan with a drive-thru located in an existing building at 1325 East Main Street, changing the existing auto repair business to a retail store.
   East Main Street Retail Center Conversion 1.pdf
   East Main Street Retail Center Conversion 2.pdf

   3.3. Consideration of Howland Partner's request for approval of the Lehi Pointe Apartments Site Plan including 125 units located between Stockton Drive and Ridge Road.
   Lehi Pointe 1.pdf
   Lehi Pointe 2.pdf

   3.4. Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 4, Amendments, changing when General Plan amendments are allowed to be processed.
   Chapter 4 Development Code Amendment 1.pdf
   Chapter 4 Development Code Amendment 2.pdf

   3.5. Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 11, Application Requirements, amending when site plans go to Planning Commission for approval.
   Chapter 11 Development Code Amendment 1.pdf

Chapter 11 Development Code Amendment 2.pdf

3.6. Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 12, clarifying requirements for Rehabilitation and Treatment Facilities and reasonable accommodation exceptions for Group Homes.
Chapter 12 Development Code Amendment 1.pdf
Chapter 12 Development Code Amendment 2.pdf

3.7. Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 26, Accessory Uses, Buildings and Structures, clarifying height and setback requirements for accessory buildings and requirements for Accessory Dwelling Units.
Chapter 26 Development Code Amendment 1.pdf
Chapter 26 Development Code Amendment 2.pdf

3.8. Recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 37, Design Standards, changing the bike parking requirements. (Tabled from the February 23rd meeting)
Chapter 37 Development Code Amendment Bike Parking 1.pdf
Chapter 37 Development Code Amendment Bike Parking 2.pdf

3.9. Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 37, Design Standards, adding a height limit of 3 stories in the Historic Downtown Design District.
Chapter 37 Development Code Amendment Height Limits 1.pdf
Chapter 37 Development Code Amendment Height Limits 2.pdf

3.10. Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 38, Transit Oriented Development, adding a requirement for for-sale housing as a part of the residential mix.
Chapter 38 Development Code Amendment 1.pdf
Chapter 38 Development Code Amendment 2.pdf

3.11. Public hearing and recommendation of Lehi City's request for review of a comprehensive amendment to the Lehi City Development Code Chapter 39, Definitions.
Chapter 39 Development Code Amendment 1.pdf
Chapter 39 Development Code Amendment 2.pdf

4. City Business

5. Adjournment

- Public is invited to attend all Planning Commission Meetings
- In compliance with the Americans with Disabilities Act, persons in need of special accommodations should contact

the City Recorder at 385-201-2269

- This agenda has been properly posted and a copy provided to the local news media.

Agenda Item No: 3.1

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and recommendation of Gary Clark's request for review of the Clark Zone Change on 1.46 acres of property located at 1460 North 1200 West, changing the zoning from A-1 (agriculture) to RA-1 (residential/agriculture).

Suggested Action:

Attachments:

Clark ZC 1.pdf

Clark ZC 2.pdf

CLARK ZONE CHANGE

PLANNING COMMISSION REPORT

Applicant	Gary Clark		
Meeting Date	July 27, 2023		
Requested Action/Purpose	Public hearing, review, and recommendation of a proposed zone change		
Decision Type	Legislative		
Location	1460 North 1700 West		
Acreage	1.46 acres		
Existing Zoning	A-1		
Existing General Plan Land Use Designation	VLDRA		
Proposed Zoning Designation	RA-1		
Existing Land Use	Single family residential		
Adjacent Zoning and Land Use	*North*	R-1-22	Single family residential
	South	R-1-22	Single family residential
	East	R-1-22	Single family residential
	West	RA-1	Single family residential
Date of DRC Review	June 14, 2023		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

Planning Commission	Public hearing, review, and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

From Section 04.060 Criteria for Approval, of the Lehi City Development Code, the Planning Commission should consider the following factors, among others, when reviewing a zone amendment:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan;
3. Consistency and compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties;
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety, and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

Section 05.020. Zoning Districts Purpose.

The purpose of the Very Low Density Residential Agricultural Districts (A-5, A-1, and R-1-22) is to provide for single-family residential areas within a rural setting. RA-1 may also be permitted on properties that are no larger than two acres in size.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

Very Low Density Residential District (VLDRA)

The purpose of the Very Low Density Residential/Agricultural (VLDRA) classification is to provide for single-family residential areas within a rural setting, with an overall neighborhood density not to exceed 1.75 units per acre. Much of the area designated as VLDRA is located where small-scale farming, hobby farming, or other agricultural uses are present. Where new development is allowed adjacent to existing agricultural areas, the new development must be sensitive to the existing uses. Larger lot sizes and lower density zones that allow for animal rights will be encouraged where adjacent to such agricultural areas. In particular, provision should be made for hobby farms, ranchettes, or equestrian-related developments where the development is to be located adjacent to similar existing uses.

The VLDRA designation is also intended to encourage creativity and flexibility of planning and design through the use of Planned Residential Design projects and Planned Unit Developments, where clustering and open space, with a variety of lot sizes and a range of housing choices can be accomplished while still maintaining a base density of 1.75 units per acre. Although new development in VLDRA areas is allowed, the existing agricultural uses will be encouraged to remain. Growth should be directed in an orderly manner, growing outward from existing developed areas where public facilities are available.

PROPERTY HISTORY

December 11, 1978 This property was annexed into Lehi City as part of the Lehi Meadows Addition.

REPORT ANALYSIS

The applicant is seeking review and recommendation of a proposed zone change from A-1 to RA-1 on 1.46 acres of property located at 1460 North 1700 West. The General Plan designation of VLDRA is consistent with the zone change request because the property is under two acres in size. The rezone application will allow the applicant to subdivide the property into two separate lots because the RA-1 has a smaller minimum lot size requirement than the R-1-22 zone.

The DRC had one informational redline comment about providing water dedication.

Please consider the DRC comment in the motion.

SCOPE OF APPROVAL

Zone changes that follow the General Plan must be approved unless there is significant evidence that doing so will have a negative impact on the health, safety or welfare of residents.

This is a public hearing item, meaning the public can speak on this item. However, the public should realize that the zone change cannot be denied simply because they do not like the proposed development. Comments should focus on negative impacts that would take place with the zone change.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed zone change. Any motion should include findings. Possible findings include:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan;
3. Consistency and compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties;
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The overall community benefit of the proposed amendment.

Clark Residential Zone Change
DRC Redline Comments

Gary Clark- requests review of the Clark Zone Change, changing the zoning from A-1 to RA-1 on 1.46 acres of property located at 1460 N 1200 W in a commercial zone.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth
Assigned Planner: Jacob Curtis
Representatives of the Applicant Present: None
Date of Plans Reviewed: 6/6/23
Time Start: 1:33 pm
Time End: 1:34 pm

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary – Building/Inspections: No comments
Matt– Public Works: No comments
Ross – Engineering: No comments
Kim – Planning:

1. As a condition of recording the zone change ordinance, water dedication will be required. The amount of water for the RA-1 Zone is 1.13 acre feet per acre of culinary water and 2.56 acre feet per acre of irrigation water.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 13, 2023

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

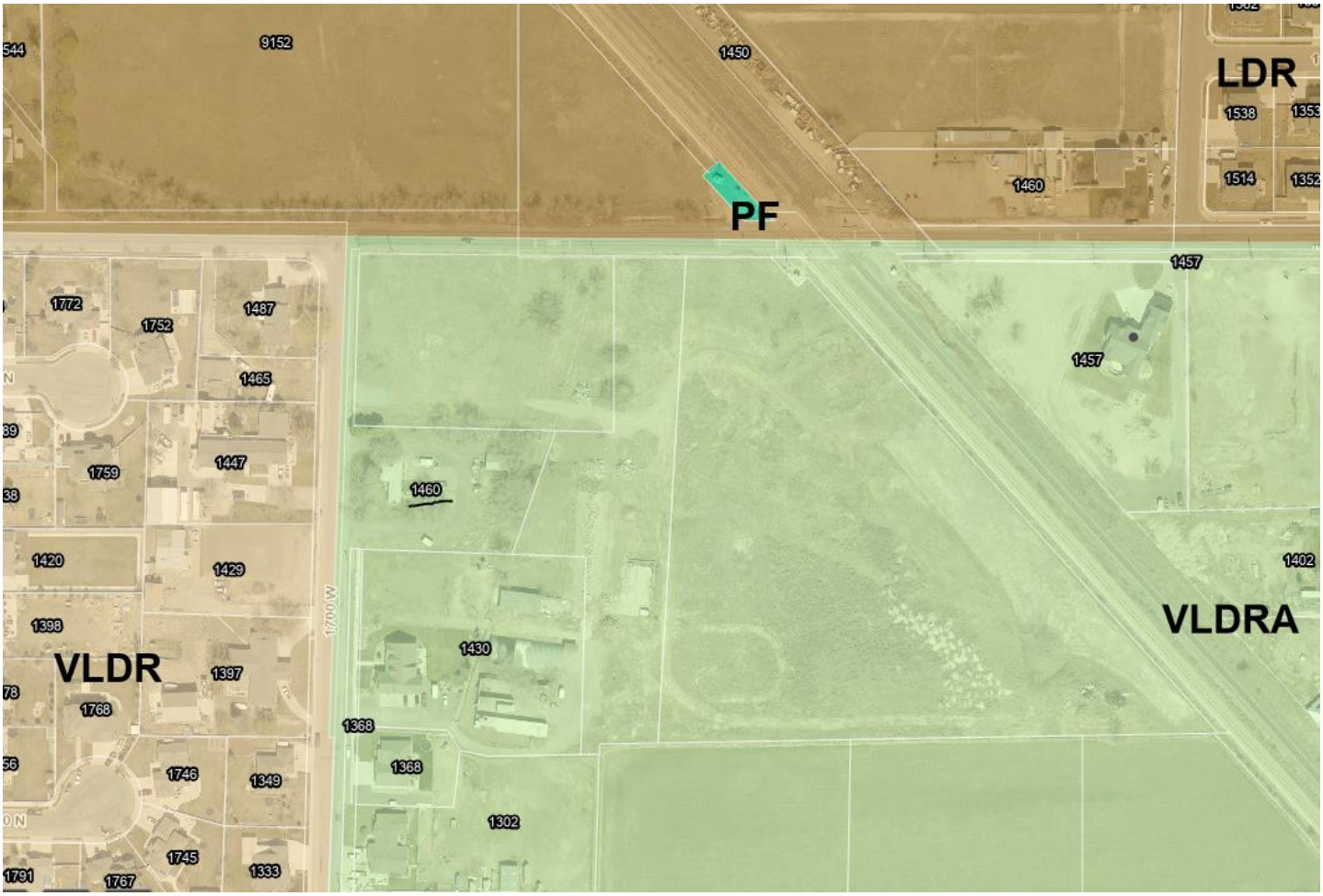
Zone change request from A-1 to RA-1 at 1457 W 1500 N (12:033:0061). RA-1 matches General Plan Designation of VLDRA because it is under 2 acres.

Legal Description: COM W 2228.16 FT FR NE COR. SEC. 7, T5S, R1E, SLB&M.; S 2 DEG 0' 0" W 1320 FT; E 19.23 FT; N 1 DEG 38' 46" E 654.02 FT; N 1 DEG 30' 16" E 247.2 FT; S 88 DEG 4' 21" E 225.72 FT; N 19 DEG 19' 23" E 182.81 FT; N 88 DEG 34' 34" W 281.65 FT; N 1 DEG 52' 6" E 246.54 FT; W 10.99 FT TO BEG. AREA 1.459 AC.

Current Zoning:



Current General Plan:



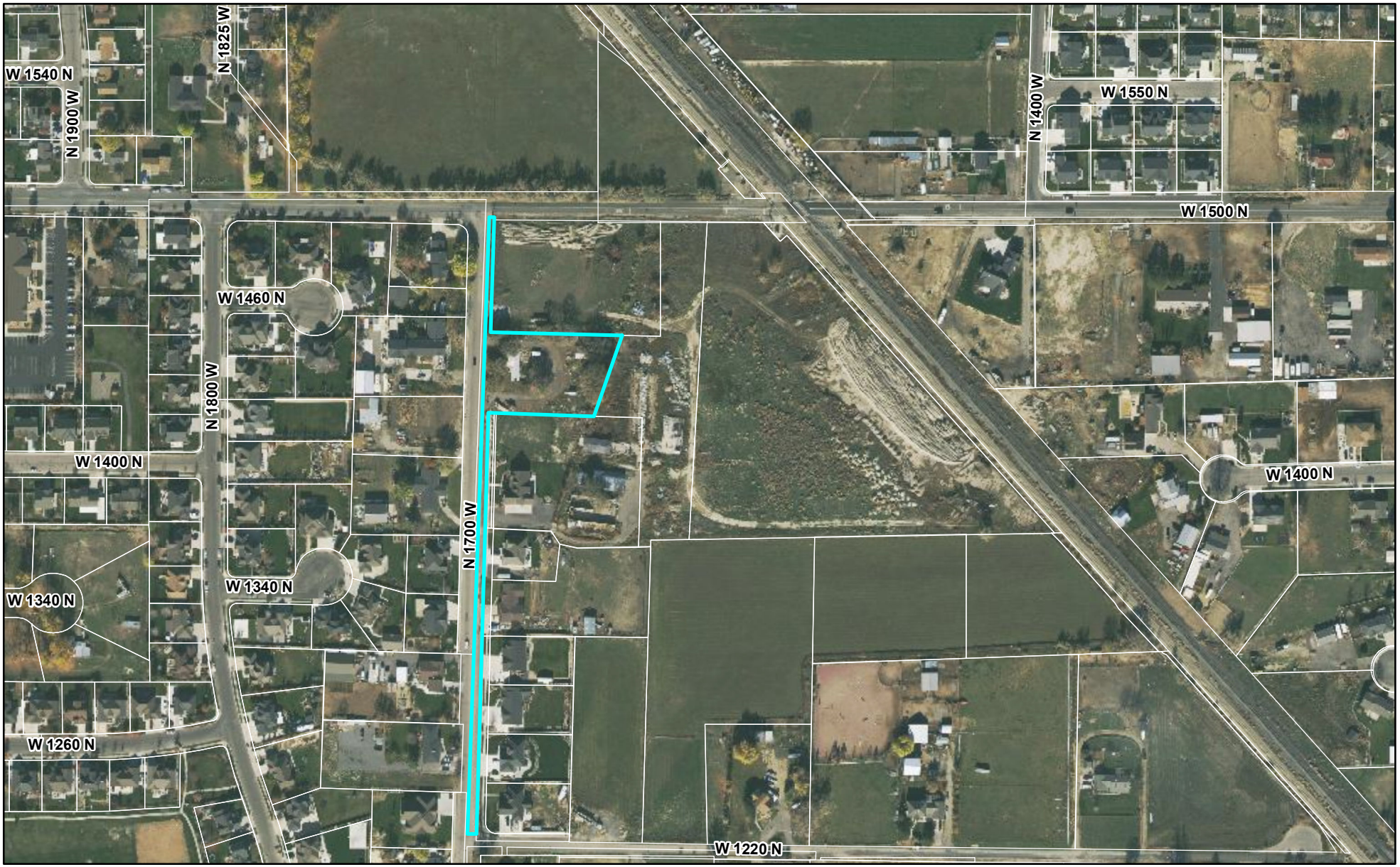

PUBLIC
HEARING


PUBLIC
HEARING



Clark Zone Change

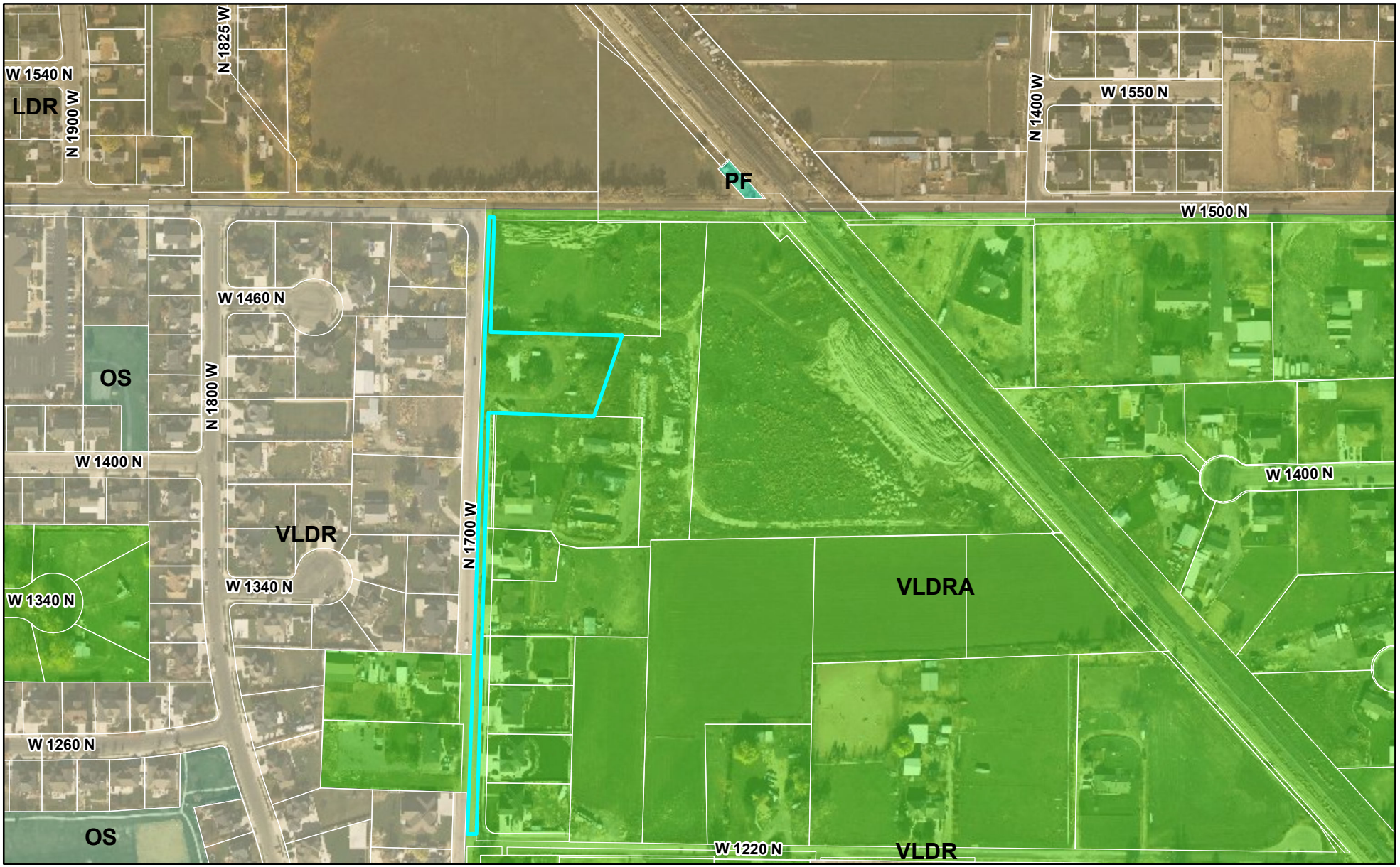
Aerial



LEHI CITY

Clark Zone Change

General Plan

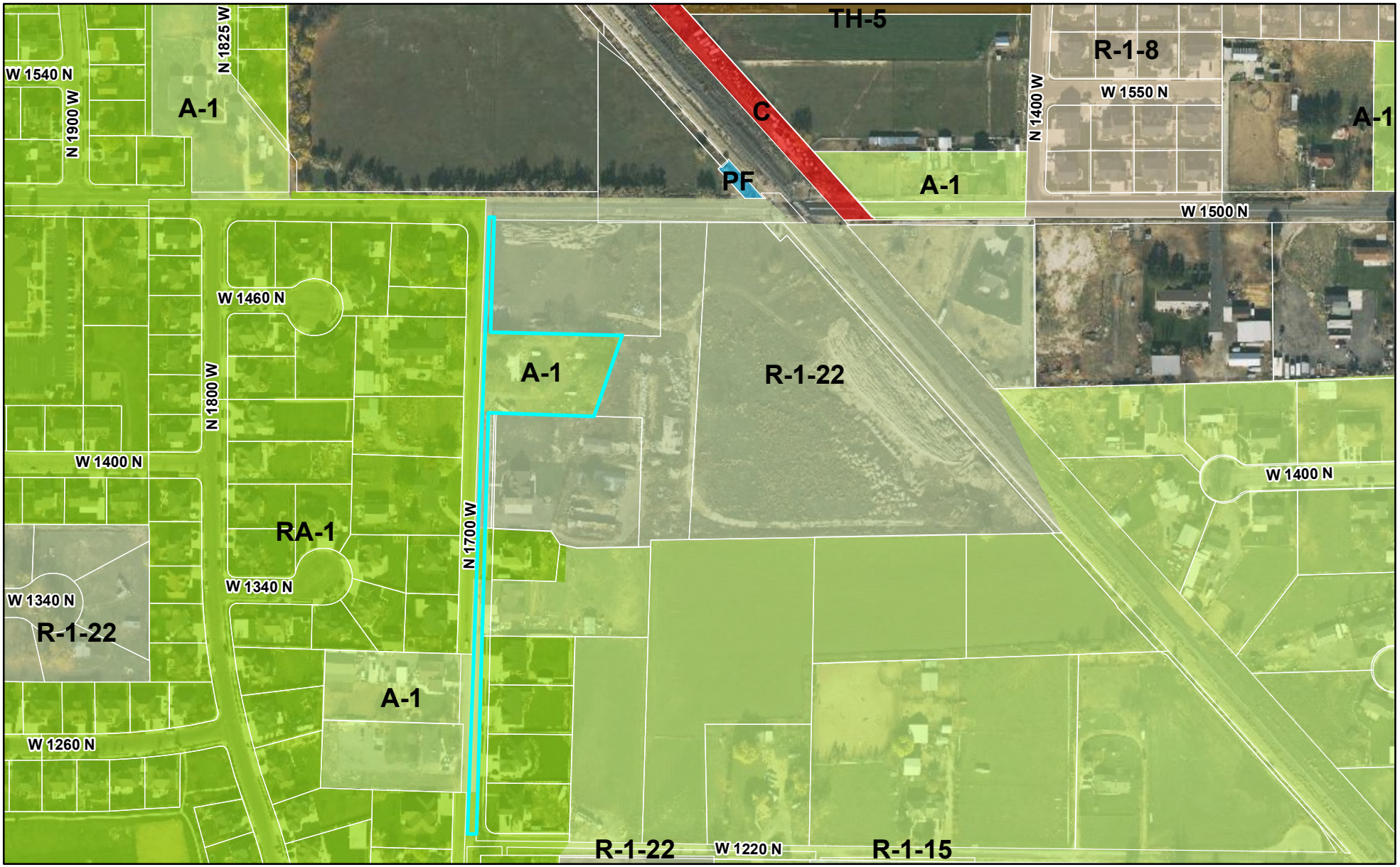


0 350 700 Feet

LEHI CITY

Clark Zone Change

Zoning



LEHI CITY

Agenda Item No: 3.2

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and consideration of Anna Black's request for conditional use approval for the East Main Street Retail Center Conversion Site Plan with a drive-thru located in an existing building at 1325 East Main Street, changing the existing auto repair business to a retail store.

Suggested Action:

Attachments:

East Main Street Retail Center Conversion 1.pdf

East Main Street Retail Center Conversion 2.pdf

EAST MAIN STREET RETAIL CENTER CONVERSION SITE PLAN AND DRIVE-THRU CONDTIONAL USE

PLANNING COMMISSION REPORT

Applicant	Anna Black		
Meeting Date	July 27, 2023		
Requested Action/Purpose	Approval of a proposed site plan		
Decision Type	Administrative		
Location	1325 East Main Street		
Project Area	Approximately 0.64 acres		
Existing Zoning	Commercial		
General Plan Land Use Designation	Commercial		
Existing Land Use	Auto Repair		
Adjacent Zoning and Land Use	*North*	Commercial	State Street
	South	Commercial	Main Street
	East	Commercial	Swig
	West	Commercial	Taco Bell/ Starbucks
Date of DRC Review	July 12, 2023		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

Planning Commission	Final approval
City Council	No action required

DEVELOPMENT CODE AND DESIGN STANDARD REGULATIONS

Section 11.250. Site Plan Approval Process.
The review and approval process for a Site Plan shall be as follows:
Permitted Uses (2) Site Plans associated with a permitted use and with a total valuation, including building and all associated improvements, greater than $500,000 dollars shall require approval by the Planning Commission, following a review by the DRC. The Planning Commission may require that the approval of a Site Plan be forwarded to the City Council if they determine a project is likely to have a significant impact on traffic, environmental quality, lighting, compatibility of uses, or the health, safety, or general welfare of the surrounding properties, property values, or residents. The Planning Commission and or City Council may hold a public hearing on any project likely to have a significant impact on the surrounding property, values or residents.

Section 37.010. Urban Village District Design Standards.

1. The facade facing the street frontage shall include large clear glass windows on the street level and smaller windows may be allowed on the upper floors. Opaque, heavily tinted, or reflective glass shall not be used on the first floor of a building facing the street (see Figure 44). When glass is tinted, it shall allow for a minimum 60 percent light to pass through the windows into the building.

    i. Architectural features:

        1. Buildings shall have hierarchal massing at building entrances. Building entrances shall include at least one of the following features:

            a. roof tower feature;

            b. pitched roof feature;

c. parapet extensions; and

d. articulations in the façade.

2. The hierarchal architectural features at building entrances shall also include at least two of the following features:

   a. differing exterior material types;

   b. awnings or canopies;

   c. decorative lighting; and

   d. increased amount of glass such as side or transom windows.

3. Each building facade shall on all sides of the building include at least three of the following features:

   a. columns or pilasters;

   b. decorative cornice;

   c. awnings or canopies;

   d. covered walkways;

   e. decorative lighting;

   f. string course of differing color or material;

   g. wainscot of a minimum 30 inches in height except for under windows;

   h. balcony;

   i. areas of curtainwall glass; and

   j. other comparable architectural features as approved by the Zoning Administrator or Planning Commission.

Design Standards Section 2.04 General Street Design Standards.

Traffic studies may be required by the DRC, Planning Commission or City Council to better understand the development needs and impacts.

PROPERTY HISTORY

June 17, 2003	Property came into Lehi City as part of the Jack L. Reid Annexation.
June 19, 2005	The Reid Family Property Commercial Development Site Plan and Conditional Use was approved by the Planning Commission.

REPORT ANALYSIS

The applicant requests approval of the East Main Street Retail Center Conversion Site Plan located at 1325 East Main Street in the Commercial Zone. The site plan includes converting an existing auto repair shop building into two retail spaces. They also propose adding a drive-thru. Drive-thrus are a conditional use in the Commercial zone.

The proposed elevations do not meet the architectural requirements of the Urban Village Design District, but since it is a conversion of an existing building, it is encouraged that they meet our current standards, but an exception can be made. Planning had one comment at DRC that the applicant should add decorative lighting or an awning or a similar feature on the sides. Each side needs to have at least 2 additional architectural features. Planning felt decorative lighting, or an awning would be a cost-effective way to add variation to the existing facades.

The Reviewing Departments (DRC) had serious concerns about the impact another drive-thru could have on the traffic in this area. The existing land uses already cause queuing onto State St, blocking the outside southeast-bound travel lane. The conversion from an auto repair shop to two retails spaces will result in a significant increase in traffic. The impacts of this traffic increase, as well as mitigations, can only be identified through data collection, traffic modeling, and analysis. Based on these concerns, Engineering requested a traffic impact study. There is also an alarming crash history associated with traffic turning in or out of the State St access, 15 crashes in 7 years. Engineering is working with UDOT on safety improvements. The applicant felt that requiring a study was not justified. They requested to move forward to the Planning Commission without a traffic study and hope to receive approval from the Commission without needing to provide a traffic study. Staff still recommends a traffic study be done to understand the mitigations that need to be taken in order to allow for another drive-thru in an already congested area.

The site will also need to meet the landscape requirement including adding trees. They also will need to provide cross access to the existing retail development to the west, where an access has already been stubbed to the property line.

The DRC reviewed the proposed retail conversion and had 8 redline comments. Please consider including all DRC Comments in your motion.

SCOPE OF APPROVAL

Site plans with a conditional use are administrative, meaning if they meet the Code they must be approved. The Planning Commission should consider if a traffic study should be required or not for the conditional use drive-thru. Conditional uses do allow the Planning Commission to put reasonable conditions on the use to mitigate the impact. A traffic study could help identify these potential conditions.

Conditional uses are public hearing items. The public should understand that the retail use is allowed and also the drive- thru. Reasonable conditions can be placed on the drive-thru to mitigate against the negative impact it reasonably will have on the surrounding area.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to approve or deny the proposed retail conversion site plan. Any motion should include findings. Possible findings include:

1. The proposed retail conversion does/ does not need a traffic study to determine its impact on the surrounding area and mitigate against potential problems.
2. The proposed retail conversion can/cannot make small reasonable changes to the façade to bring it more into compliance with the Urban Village Design Requirements.
3. The proposed use will/will not be located and conducted in a manner in compliance with the goals and policies of the Lehi City General Plan and the purposes of this Code.
4. That the property on which the use, building, or other structure is proposed to be established is of adequate size and dimensions to permit construction of the facilities and the conduct of the use in such a manner that it will not be detrimental to adjoining properties and the area.
5. Additional findings based upon information presented during the public meeting.

East Main Street Retail Center Conversion Site Plan with a Drive-Thru
DRC Redline Comments

Anna Black- requests conditional use review of the East Main Street Retail Center Conversion site plan with a Drive-Thru located in an existing building at 1325 East Main Street, changing the existing auto repair business to a retail store.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Cody Black and Jack Reed
Date of Plans Reviewed: 7/5/23
Time Start: 3:02pm
Time End: 3:37pm

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks:
1. This current site does not comply with the City standard for tree requirement. Five (5) trees at minimum will be required in this space.
2. Add trees to meet the requirements see comments on the Bluebeam PDF
    a. Add three (3) trees to this area.
    b. Add small tree.
    c. Add one (1) tree to this area.

Suggestion: consider redesigning, integrating, and installing new landscaping in the landscaped areas. This site could really benefit from having a comprehensive landscaping plan that elevated the curb appeal of the entire site. For many people, this is the first Lehi property seen as they enter our city. It seems like it would be in everyone's best interest if this site had the curb appeal and interest of a comprehensive landscaping plan.
Gary – Building/Inspections: No comments
Matt – Public Works:
Provide a Long-Term Storm Water Management Plan- LTSWMP (State Requirement). This can be done by them or they can hire it out. Have them email me for a template and questions. No SWPPP required
Ross – Engineering:
3. Provide a traffic study.
4. Include in parking tabulation the number of required parking stalls based on the proposed use and square footage of the building. (1 stall per 300 square footage of building)
5. Provide engineered plans including grading and elevations.

Kim – Planning:
6. 37.040 G 4 of the Connectivity Standards states: Nonresidential and multi-family residential site plans shall provide pedestrian and vehicular cross-access to adjacent developments to allow auto and pedestrian trips to occur between developments. Connection to the existing project to the west is required.
7. Add bike parking with an inverted U at a rate of 10% of the required vehicular parking.
8. The side building elevations don't meet the City's current architectural standards. Need to add decorative lighting, awnings, etc. to the sides. Each side should have at least 2 additional architectural features.

PRIOR TO SCHEDULING A PRECONSTRUCTION MEETING:
1. Provide an engineer's cost estimate for the cost of all improvements to Lehi City Engineering. (Stefanie Daggs- Sdaggs@lehi-ut.gov or 385-201-2523)
2. Escrow Bond or Letter of Credit and Public/Private Improvement Agreement for all public and private improvements must be in place (from a financial institution with a branch in Utah).
3. Surveyor's and engineer's stamps on construction drawings.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

4. Provide a Long Term Storm Water Management Plan and Agreement to Planning Division and Public Works (Matt Meier mmeier@lehi-ut.gov) for review and approval (signed by Mayor). Final signed agreement must be recorded by developer and a copy submitted to the City.
5. Obtain PLSS (Public Land Survey System) clearance letter from the Utah County Surveyor Office. If there are PLSS monuments located on or adjacent to property a monument excavation permit may be required.
   Per Utah Code 17-23-14 and 17-23-15. Contact info. Email surveyor@utahcounty.gov Address 2855 South State Street, Provo, UT 84606 (801) 851-8671 or (801) 851-8669.
6. Address comments from Planning Commission approval.
7. Plans need to be signed by Community Development Director and Public Works Director before precon can be scheduled.
8. Planner needs to sign off on building plans prior to the precon meeting.

DRC GENERAL COMMENTS:

1. On the power, developer will install conduit; Lehi City Power will install all other required power infrastructure shown on the plans and charge the developer for the costs. These costs are separate from power impact fees that are paid with the building permit.
2. Developer is responsible to purchase, move or remove any existing RMP facilities.
3. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
4. Once approved by the Planning Commission or City Council (whichever is applicable) plans may be submitted for check-off. Check-off plans consist of one 24x36 set of plans submitted to the Planning Department. When changes need to be made to a check-off set, revise the affected sheets only. Each new submittal will require a revision date on each new sheet.
5. Prior to the pre-construction meeting, Lehi City Staff will make copies of plans for the meeting from the check-off set and the developer will pay fees for the copies.
6. All signage will require a separate review and approval process
7. All required private improvements (except private landscaping) shall be completed prior to the certificate of occupancy being granted.
8. The approval of a development shall be effective for a period of two (2) years from the date the development is approved by the Planning Commission or City Council, whichever is applicable.
9. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either a twenty (20) foot minimum width temporary or permanent road, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be kept clear of all fencing, barricades, dumpsters, vehicles, construction materials and debris and maintained until permanent fire apparatus access roads are available.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 27th

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

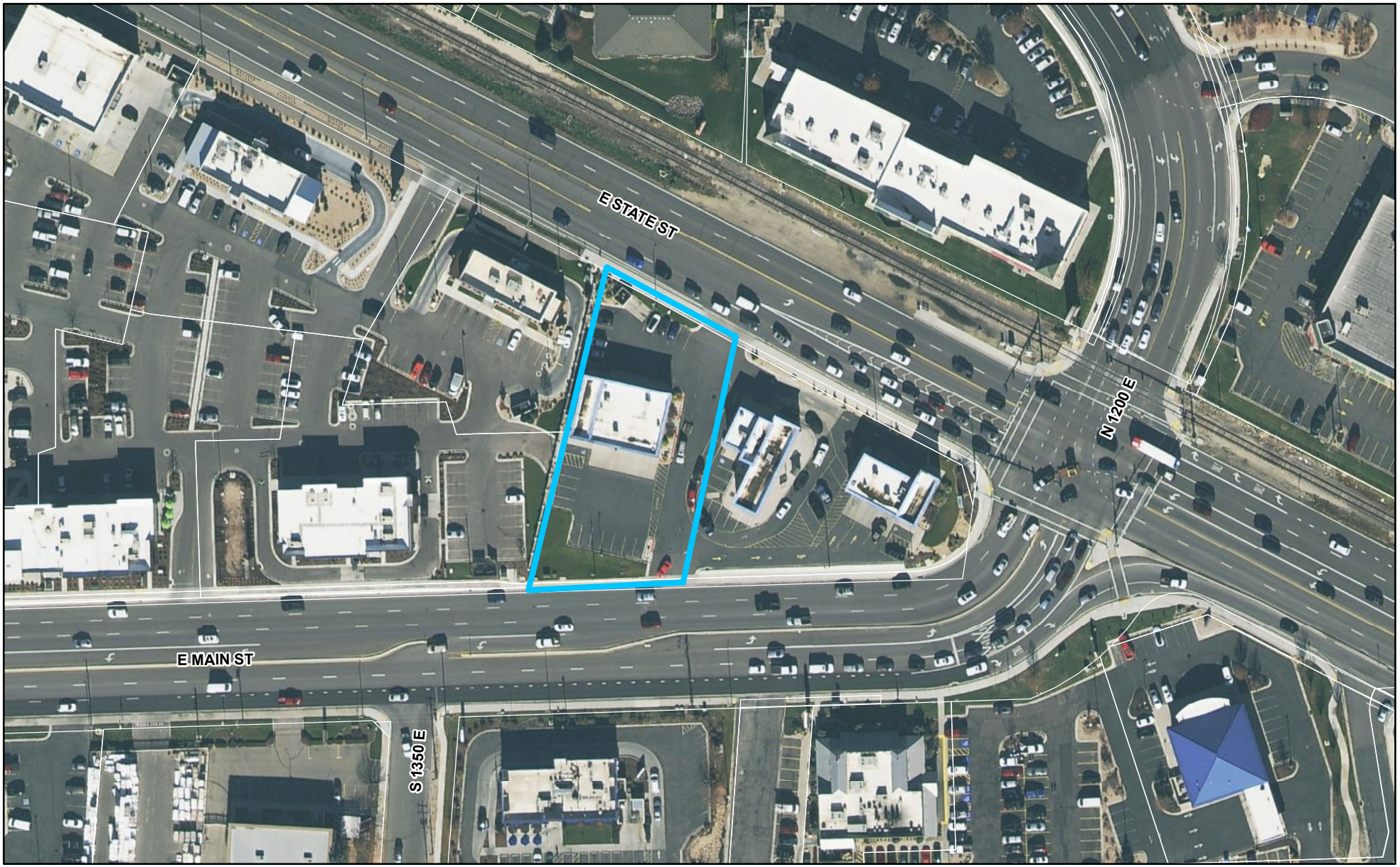

BRAKES
ALIGNMENTS
Auto 1 Tires
PUBLIC HEARING


Auto 1 Tires
ALIGNMENTS
TACO BELL
PUBLIC HEARING


BRAKES
PUBLIC
HEARING
CONDITIONAL USE

East Main Street Retail Center Conversion

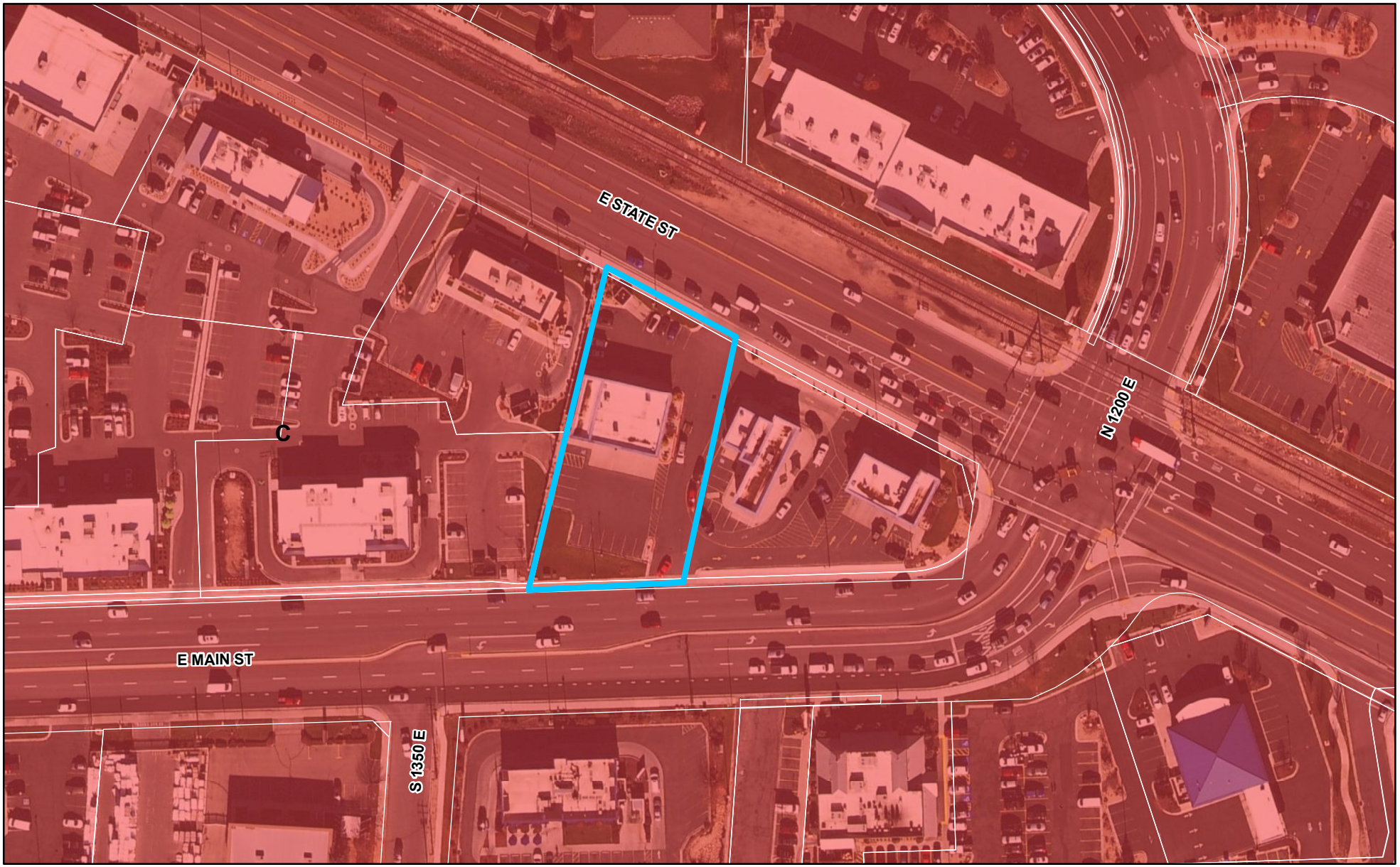
Aerial



LEHI CITY

East Main Street Retail Center Conversion

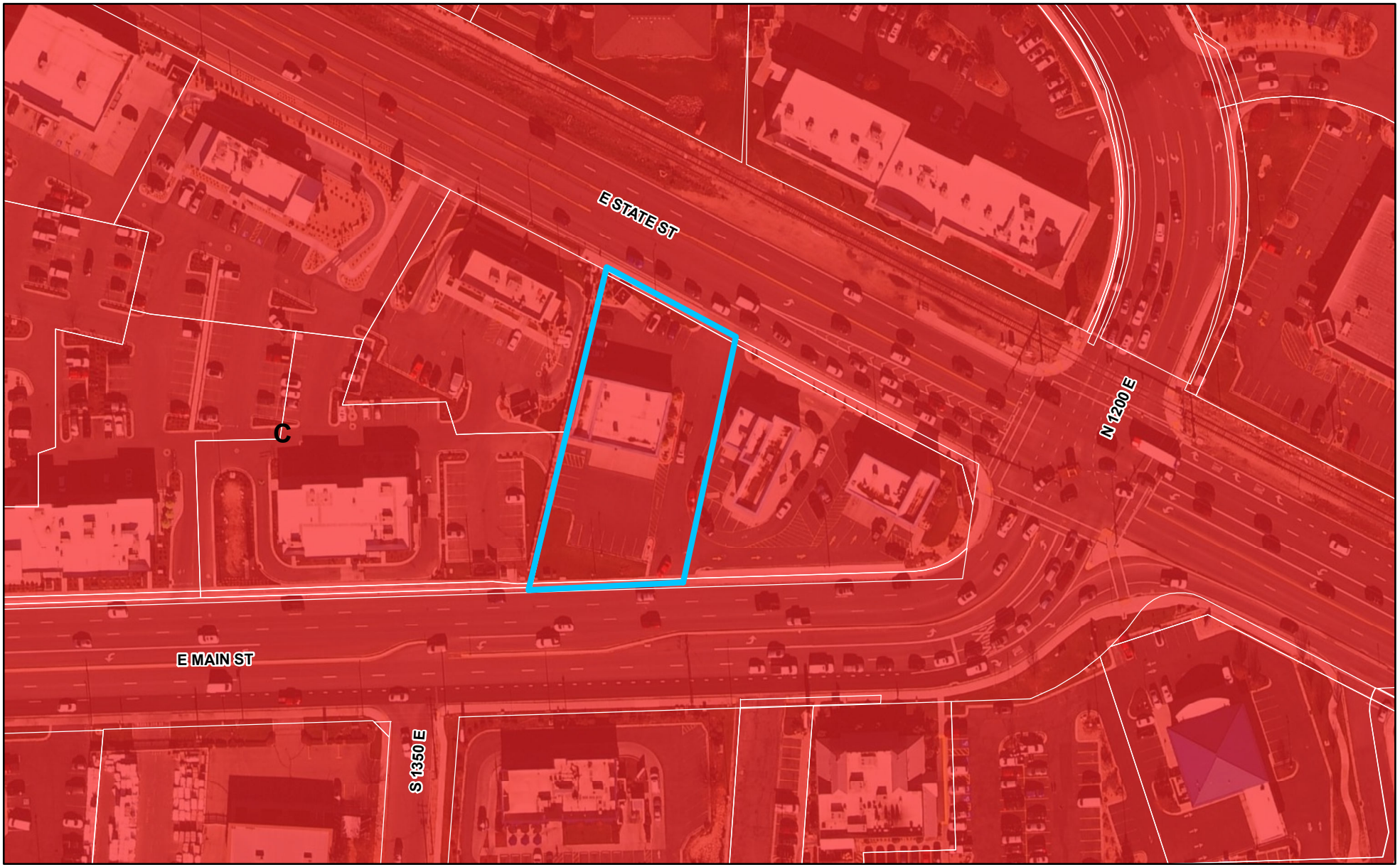
General Plan



LEHI CITY

East Main Street Retail Center Conversion

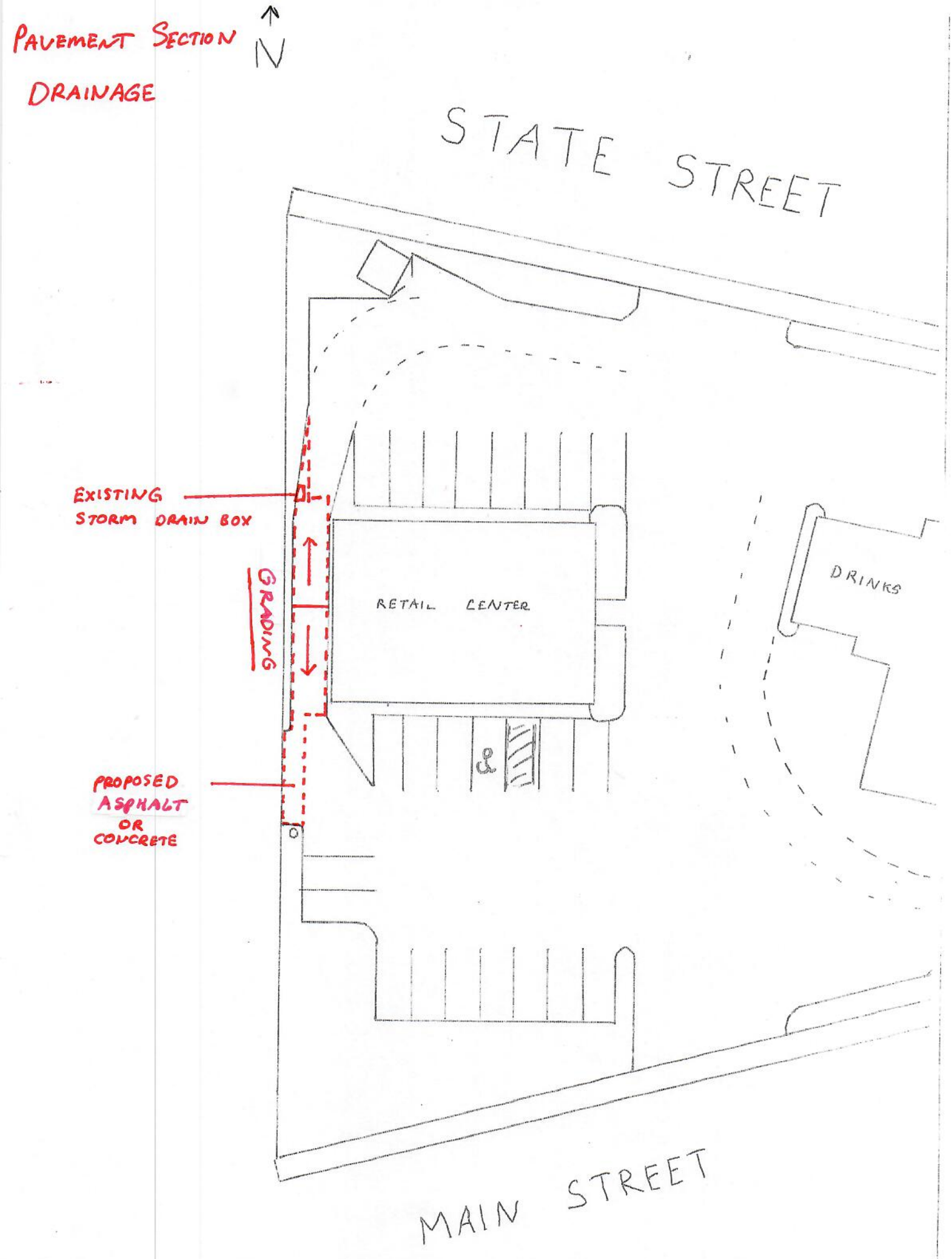
Zoning



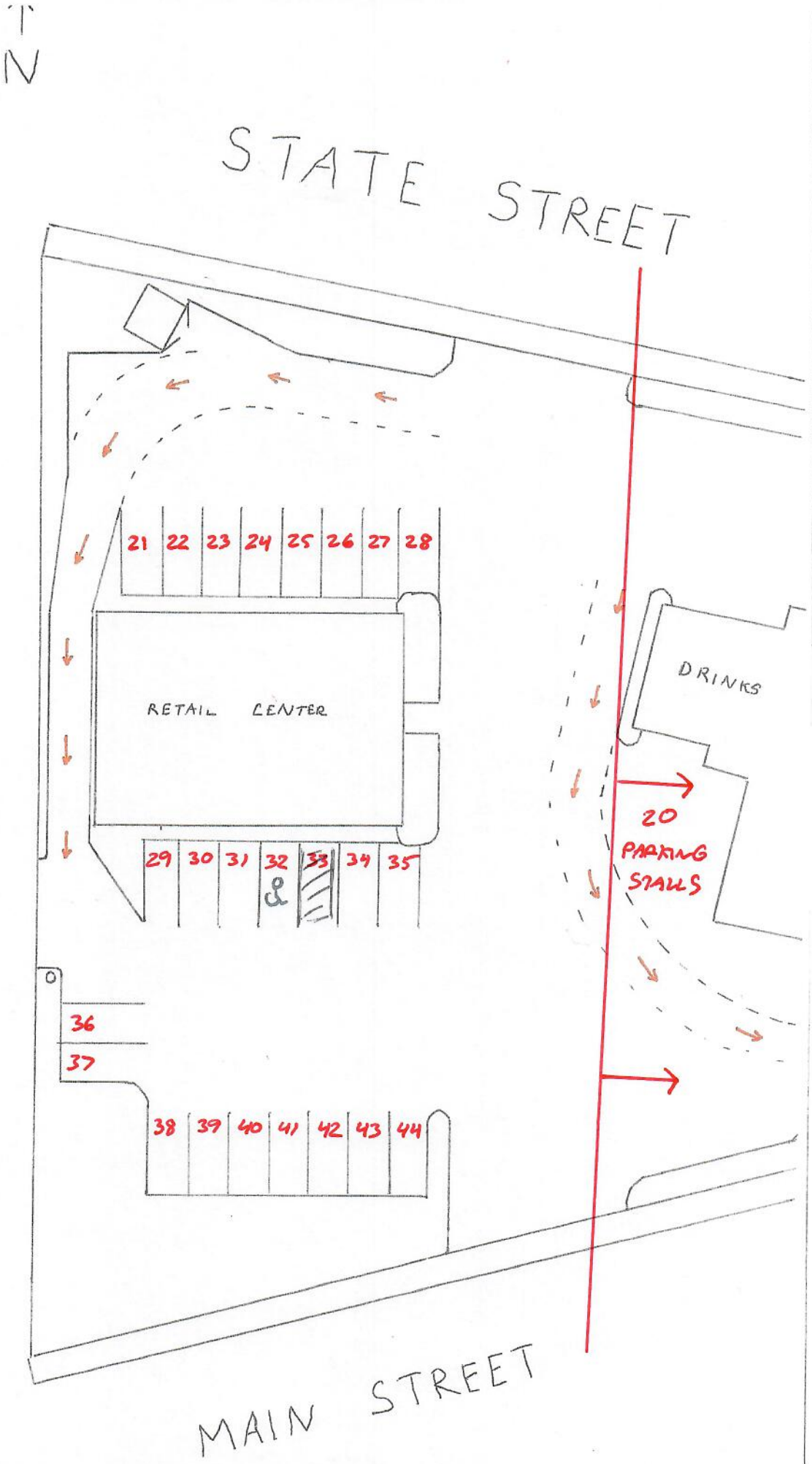
LEHI CITY

PAVEMENT SECTION

DRAINAGE

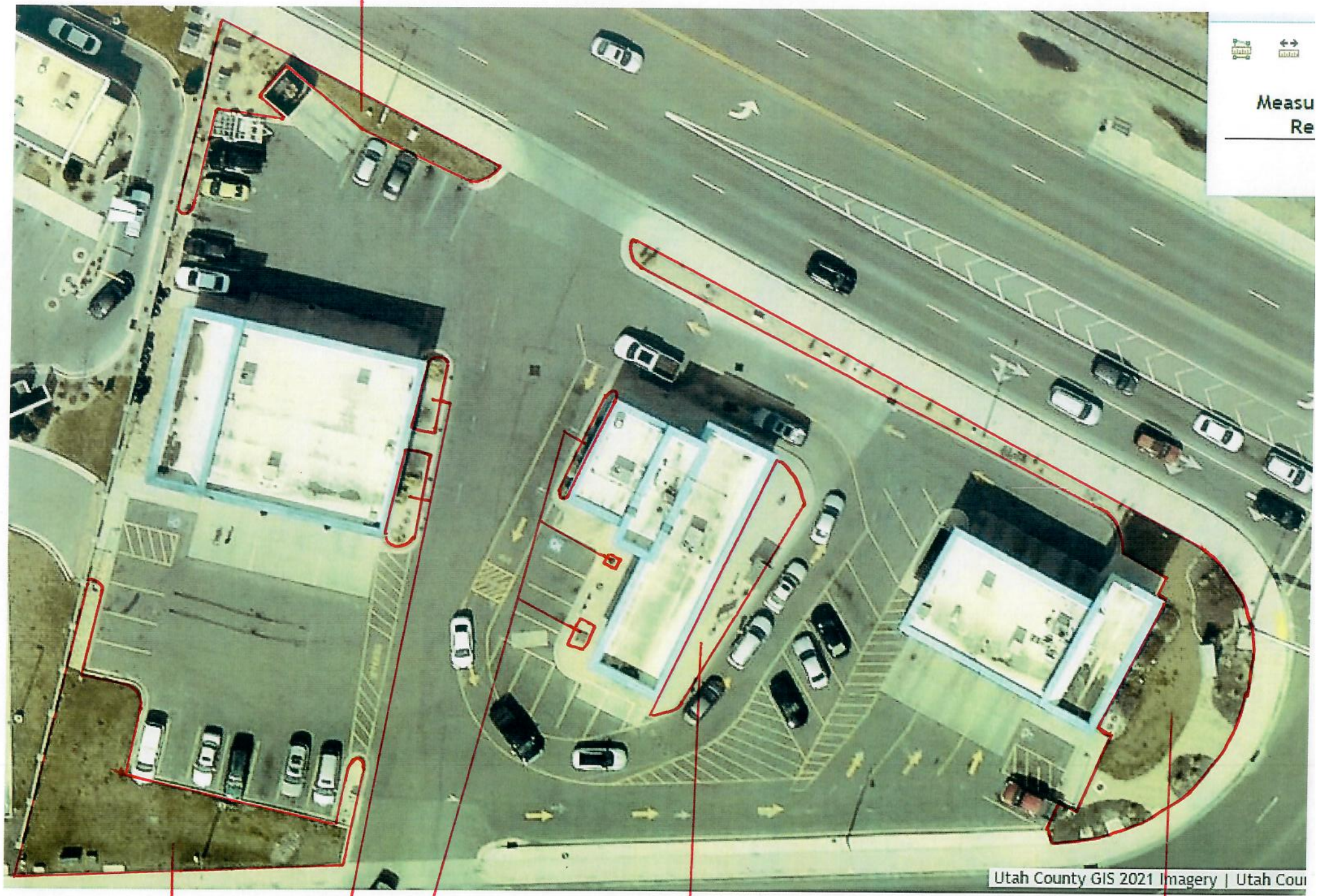


PARKING STALL TABULATION

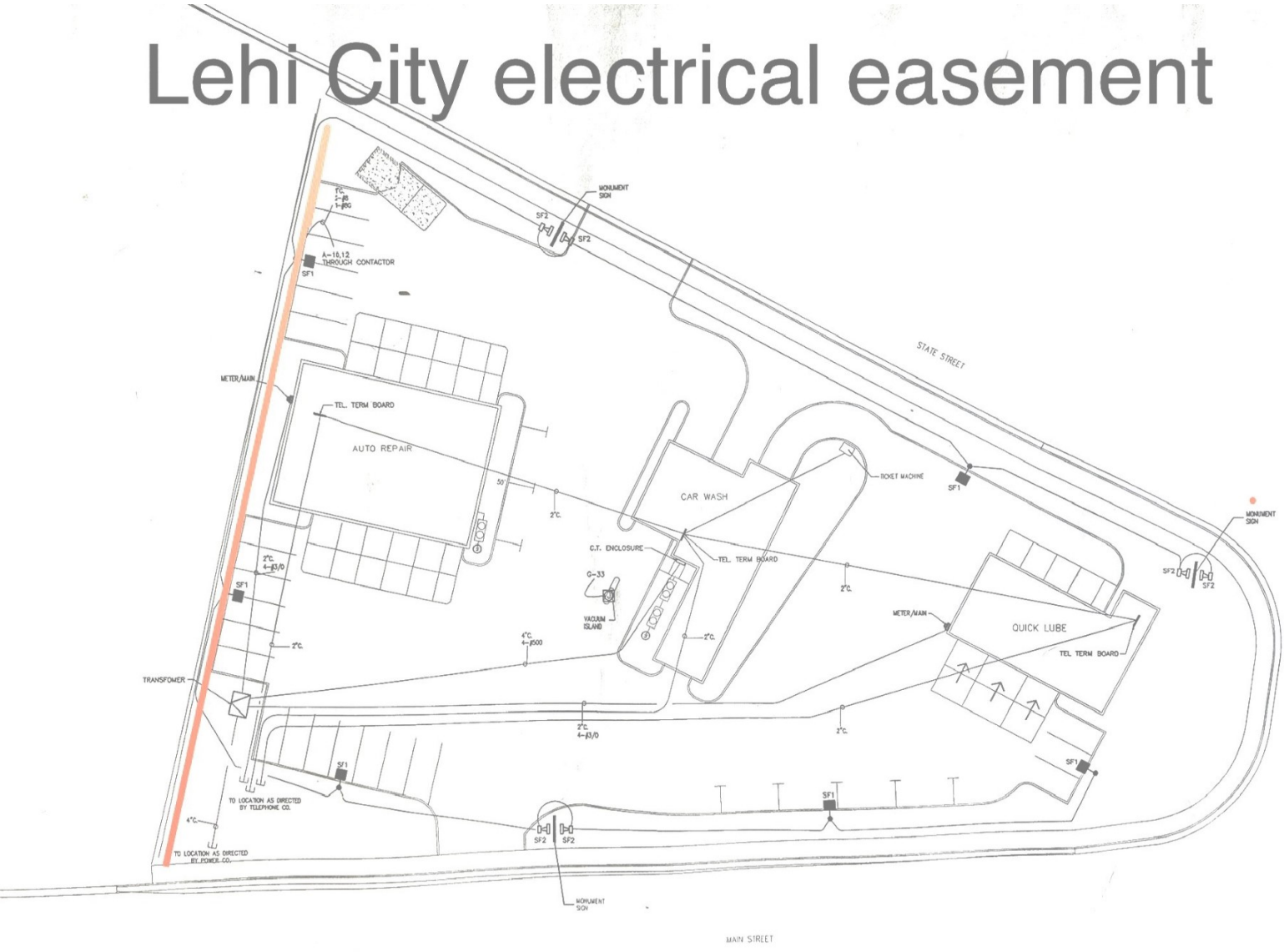


PARKS

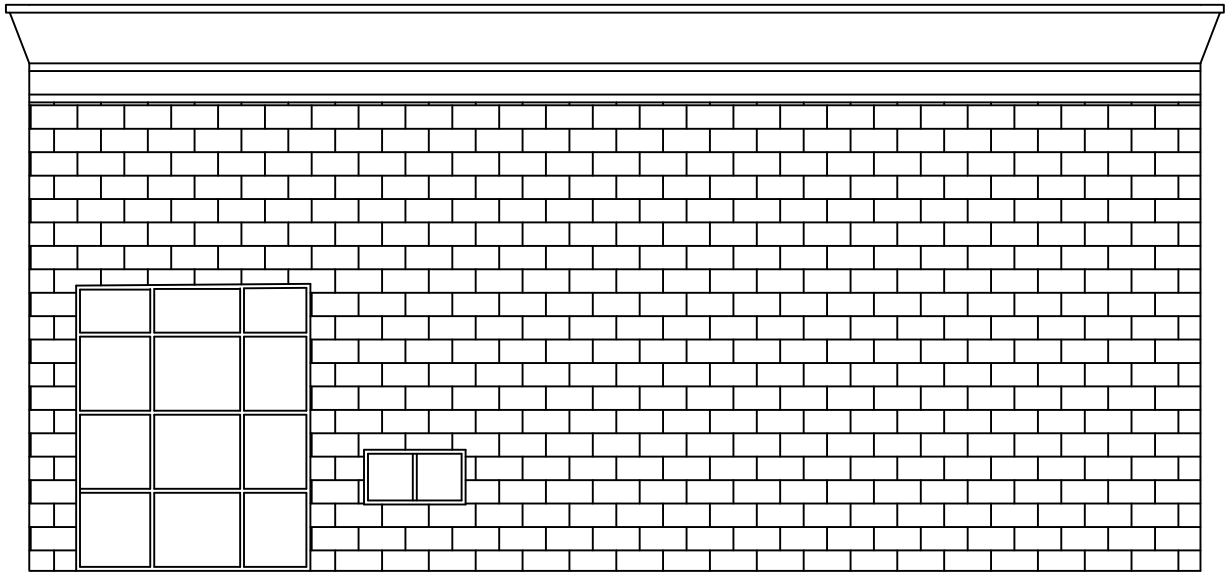
PARCEL – 55,321 SQUARE FEET
LANDSCAPING - 9,366 SQUARE FEET = 16%



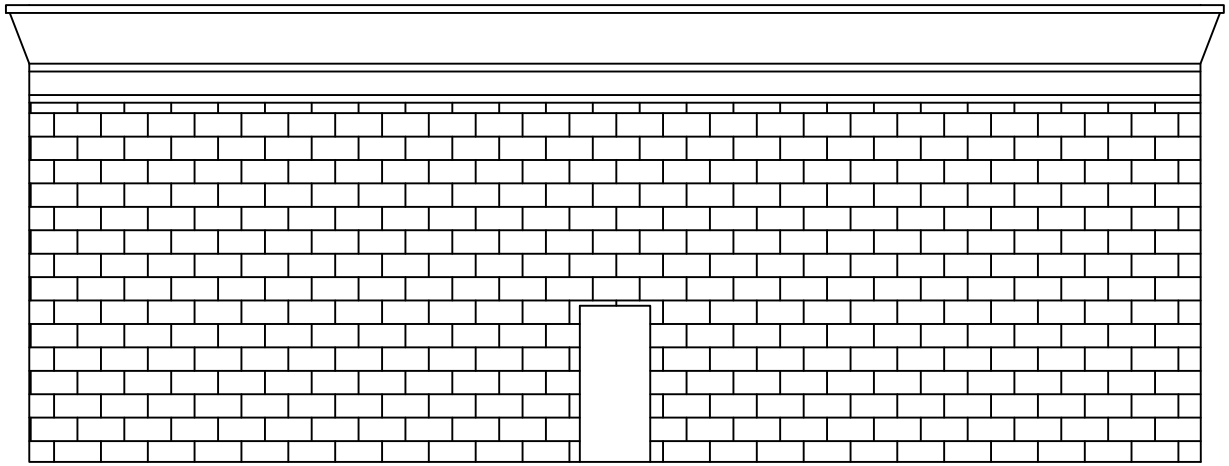
Lehi City electrical easement




TACO BELL
F-150
TREMOR



WEST



EAST

Agenda Item No: 3.3

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Howland Partner's request for approval of the Lehi Pointe Apartments Site Plan including 125 units located between Stockton Drive and Ridge Road.

Suggested Action:

Attachments:

Lehi Pointe 1.pdf

Lehi Pointe 2.pdf

LEHI POINTE APARTMENTS SITE PLAN
PLANNING COMMISSION REPORT

Applicant	Howland Partners		
Meeting Date	July 27, 2023		
Requested Action/Purpose	Approval of a proposed site plan		
Decision Type	Administrative		
Location	Approximately Stockton Drive and Ridge Road		
Project Area	Approximately 4 acres		
Existing Zoning	Commercial		
General Plan Land Use Designation	Commercial		
Existing Land Use	Undeveloped		
Adjacent Zoning and Land Use	*North*	Commercial	Rail Trail and Railroad Corridor
	South	Commercial	Future Lehi Pointe Phases
	East	Commercial	Future Lehi Pointe Phases
	West	Commercial	Existing Lehi Pointe Retail
Date of DRC Review	July 19, 2023		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

Planning Commission	Final approval
City Council	No action required

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 11.250. Site Plan Approval Process.
The review and approval process for a Site Plan shall be as follows:
Permitted Uses (2) Site Plans associated with a permitted use and with a total valuation, including building and all associated improvements, greater than $500,000 dollars shall require approval by the Planning Commission, following a review by the DRC. The Planning Commission may require that the approval of a Site Plan be forwarded to the City Council if they determine a project is likely to have a significant impact on traffic, environmental quality, lighting, compatibility of uses, or the health, safety, or general welfare of the surrounding properties, property values, or residents. The Planning Commission and or City Council may hold a public hearing on any project likely to have a significant impact on the surrounding property, values or residents.

TABLE 37.070
MULTI-FAMILY DEVELOPMENT AMENITIES REQUIREMENTS

# UNITS	PICNIC AREA	SPORTS COURT	PLAYGROUND/ DOG PARK	CLUB HOUSE	POOL/TENNIS COURT/SPLASH PAD
10-30	2	1	1	-	-
31-50	4	1	2	-	-
51-100	6	1	2	1 – Min 750 Sq. Ft.	-
101-200	8	1	3	1 – Min 750 Sq. Ft.	1
201-300	10	2	4	1 – Min 750 Sq. Ft.	1
301-400	12	2	5	1 – Min 1,500 Sq. Ft.	2
401-500	14	2	6	1 – Min 1,500 Sq. Ft.	2
501+	16	2	7	1 – Min 2,000 Sq. Ft.	2

*Amenities may be combined into upgraded amenities at the discretion of the Planning Commission.

Section 37.010. Urban Tech Mixed Use Design Standards.

a. Purpose and vision:

The Urban Tech Mixed Use district is intended to serve as the economic and employment center of Lehi which would include employment, housing, entertainment, and hospitality uses. As the economic center of the city, the residential and employment densities should be the highest in the city in order to support walkability and transit use. Special attention must be given to the design of buildings and public spaces to ensure quality, safety, and the long-term sustainability of Lehi. The built environment is envisioned to be of an urbanized nature with wider sidewalks, buildings fronting the streets, a mixture of uses, and a well-connected street network.

b. Site design standards:

i. Building orientation:

1. Buildings shall be oriented to the adjacent public or private street with no off-street parking or drive aisles located between the building and the street sidewalk (see Figure 113).

ii. Pedestrian plazas:

1. Multi-tenant developments or buildings over 50,000 square feet in size shall construct a pedestrian plaza equal to one percent of the building square footage or a minimum of 1,000 square feet, whichever is larger (see Figure 115).

2. Pedestrian plazas for multiple buildings may be combined into a single larger plaza at the discretion of the Planning Commission.

3. Plazas shall be located near an entrance to the building and shall be placed in a visible location from the public street.

Section 37.020. Multi-Family Residential Design Standards

1. Building Materials. The majority of each facade, meaning 51 percent or more of the wall area excluding windows and doors, shall be constructed of brick, stone, architectural textured concrete, fiber cement siding, wood, or other durable building material as approved by the Planning Commission. Stucco, EIFS, or untreated concrete block (CMU) shall be allowed only as an accent or secondary material. Stucco and EIFS shall not be used on hierarchal architectural features, pop-outs in a facade, or for wainscots, but shall be allowed on recessed wall areas, walls between entrances, and between hierarchal architectural features. The Planning Commission may approve metal as an exterior building material and as a primary material on a case-by-case basis if an applicant can show that the type of metal is of a high grade and provides architectural quality to a building. Vinyl siding and standing seam metal are prohibited for use as exterior building materials. Building materials shall coordinate; however, materials shall be varied to give diversity and variety to the project. Buildings shall be constructed from differing percentages and combinations of materials.

Condominium and Apartment Building Orientation. Condominium and apartment buildings shall be oriented towards the street in order to create a “street wall” along the street edge with a minor front yard setback to allow for landscaped areas, courtyards, or plazas. Off-street parking shall not be located between the buildings and street sidewalk and shall be placed at the interior portion of the property (see Figure 139). Buildings shall be setback to allow for required public utility easements unless an alternative option is approved by the Reviewing Departments. No permanent structure shall be allowed within the required public utility easement.

PROPERTY HISTORY

June 30, 2023 Property came into Lehi City as part of the Calvin G. Fox Annexation

REPORT ANALYSIS

The applicant requests approval of the Lehi Pointe Apartments Site Plan including 125 apartment units located at

approximately Stockton Drive and Ridge Road. This parcel is zoned commercial. The 125 residential units are allowed by a Development Agreement. The Development agreement was part of three agreements between Howland Partners, the Mountain Pointe Medical Center, and Salt Development. The agreement benefitted the City by providing land for a road to the north of the hospital, providing a crucial connection for southern traffic flow. In addition to right of way dedication, the other parties helped pay for fees and construction costs. As compensation, Howland got these 125 apartment units.
At the time of the Development Agreement, Howland had provided a concept plan. This Site Plan has the apartments in a similar location and matches the important details outlined in the Development Agreement. This report will review the layout, traffic study, trail connection, architectural elevations, and amenities, as well as the DRC comments.

Layout
The apartments are shown on the north side of the property close to SR-92 and the Murdock Canal Trail. It also is next to the UTA transit corridor and Rail Trail. This proximity creates a great potential link to active transportation. However, some pretty significant grade exists between this site and the trails and SR-92.

This site is located within the Urban Tech Mixed-Use Design district. This district encourages walkability and pedestrian oriented design. The applicant worked with City Staff to optimize pedestrian access to and from the apartments. The building is located back away from Ridge Road which allows it to be closer to the trails. And also includes pedestrian access to future retail and Ridge Road.

The plan includes an apartment building with both normal apartment units as well as townhome type units. It includes a variety of one, two, three bedroom and the townhome units.

The site also includes parking underneath the apartment buildings, and surface parking. There is also a pedestrian plaza area to the south of the apartments that will tie into the future commercial buildings.

The applicant has already submitted a concept plan for their full site showing how this location will connect into future development and how pedestrian travel will be prioritized throughout the site.

Traffic Study
The applicant submitted a traffic study for the entirety of the concept plan area. In other words, it included these 125 apartment units as well as the proposed restaurants and retail. The Traffic Study states that the project will generate 11,763 weekday trips. It also outlines improvements that will be required to mitigate against the increase of traffic. These include adding turn lanes. With these mitigations the level of service is acceptable on the surrounding roads.

Trail Connection
One of the requirements of the Development Agreement was for the project to tie into the Rail Trail. The grades, and UTA property make it very difficult to tie in the apartments directly to the rail trail. Instead, the applicant shows a connection to the Murdock Canal trail which ties into the Rail Trail. This connection to the Murdock Canal Trail also includes significant grade. The trail is also shown connecting from the apartments down to Ridge Road. This will eventually connect to the Frontage Road Trail.

Architectural Elevations
The applicant provided the architectural elevations for the building. The materials include stone veneer, metal panel, stucco, wood metal panel, architectural concrete and glass. The elevations include a flat roof, lots of windows, balconies, changes tin the materials and popouts. They meet the multi-family design requirements of the Development Code.

Amenities
The applicant provided a list of the amenities provided which include: a lounge area, basketball court with a goal post, shuffleboard court, outdoor kitchen, dining tables, outdoor fireplace area, outdoor gaming tables, outdoor theater, pool, hot tub, work from home patio, yoga room, gym, and a clubroom. The Planning Commission can determine if these amenities meet the requirement of the Code. For 125 units, the requirement is: 8 picnic areas, 1 sports court, 3 playgrounds, 1 clubhouse, and 1 pool. The applicant did not provide a cost comparison.

DRC Comments

The DRC reviewed the proposed apartments a few times and at the last review had 11 redline comments. Please include all DRC comments in your motion.

SCOPE OF APPROVAL

Site Plans are an administrative item. Also, the apartments are a permitted use through the Development Agreement. This means that they must be approved. The Planning Commission may require that the applicant meet the requirements of the Code or of the Development Agreement but may not require anything additional.

This is not a public hearing item.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to approve or approve with modifications the proposed site plan. Any motion should include findings. Possible findings include:

1. The proposed site plan meets/does not meet the requirements of the Development Agreement.
2. The proposed site plan meets/does not meet the requirements for multi-family housing in Chapter 37 of the Development Code.
3. The proposed use will/will not be located and conducted in a manner in compliance with the goals and policies of the Lehi City General Plan and the purposes of this Code.
4. That the property on which the use, building, or other structure is proposed to be established is of adequate size and dimensions to permit construction of the facilities and the conduct of the use in such a manner that it will not be detrimental to adjoining properties and the area.
5. Additional findings based upon information presented during the public meeting.

Lehi Pointe Apartments Site Plan
DRC Redline Comments

Howland- requests review of the Lehi Pointe Apartments site plan including 125 units located between Stockton Drive and Ridge Road

DRC Members Present: Glade Kirkham, Garion Rowett, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth
Assigned Planner: Brittney
Representatives of the Applicant Present: Dana Howland, Joe Brown, Julian Stemmer, Wade Edwards
Date of Plans Reviewed: 7/19/23
Time Start: 2:26pm
Time End: 2:34pm

DRC REDLINE COMMENTS:
Glade – Power:
1. Indicate service size and location. Provide metering location and metering details. Standards. (https://www.lehi-ut.gov/departments/power/specifications/).

Garion – Fire:
Ryan – Water/Sewer (not present):
2. Show location of Orifice plate size and detail in plan set.
3. Are these 6" sewer stubs for future building? show layout of proposed building for stubs.
4. You show another clean out on plans. Is there another 6" stub?
5. 8x4 fl tee with 4" flange valve on tee for 4" blow off.
6. 6" gate valve Flanged to tee.
7. Remove valve symbol off plans.
8. Show rim and Fl of existing SSMH
9. Provide pipe size, slope, length of sewer main in profile page.
10. Provide profile sheets for all storm drain.

James – Parks: No comments
Gary – Building/Inspections: No comments
Matt – Public Works: No comments
Ross – Engineering: See prior to precon comment 1
Luke – Traffic: No comments
Kim – Planning:
11. Include all the information with every submittal.

RECOMMENDATIONS
Kim-Planning:
1. Sidewalks along perpendicular parking should have a little extra width to accommodate vehicle overhang.
2. A mountable curb and continuous trail profile here would be best if this is intended just as a fire turnaround.
3. Recommend the access to the parking garage be designed more as a driveway at sidewalk level than as a street as shown
4. Recommend a smooth transition for the ADA access on the trail. The back curb on the trail also poses a hazard for tires and pedals, I would just remove it. Maybe keep it asphalt though and the ADA tile would not be in the trail, but up to the back of curb.
5. Recommend changing the access for the parking lot to improve line of sight (see Bluebeam session)

PRIOR TO SCHEDULING A PRECONSTRUCTION MEETING:
1. Provide easements for all city utilities and for detention areas
2. Provide TSSD approval for grease trap and sample Manhole
3. Provide an engineer's cost estimate for the cost of all improvements to Lehi City Engineering. (Stefanie Daggs- or 385-201-2523)

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

4. Escrow Bond or Letter of Credit and Public/Private Improvement Agreement for all public and private improvements must be in place (from a financial institution with a branch in Utah).
5. Reimbursement Agreement for any reimbursable improvement items must be in place.
6. Required water dedication must be completed.
7. Provide a title report to be reviewed by Staff.
8. Surveyor's and engineer's stamps on construction drawings.
9. Provide signed easement verification sheet.
10. Submit Storm Water Pollution Prevention Plan (SWPPP) through ComplianceGo.com for review by Lehi Public Works (Contact Matt Meier at mmeier@lehi-ut.gov or (385)-234-0270).
11. Schedule a SWPPP inspection through Daniel Hadlock at (801) 836-3523 or Greg Soper at (385) 415-4073). This should be the last item completed prior to scheduling a preconstruction meeting.
12. Provide a Long Term Storm Water Management Plan and Agreement to Planning Division and Public Works (Matt Meier mmeier@lehi-ut.gov) for review and approval (signed by Mayor). Final signed agreement must be recorded by developer and a copy submitted to the City.
13. Provide approval letter from the State (UDEQ) for Class V UIC Injection Well.
14. Obtain PLSS (Public Land Survey System) clearance letter from the Utah County Surveyor Office. If there are PLSS monuments located on or adjacent to property a monument excavation permit may be required.
    Per Utah Code 17-23-14 and 17-23-15. Contact info. Email surveyor@utahcounty.gov Address 2855 South State Street, Provo, UT 84606 (801) 851-8671 or (801) 851-8669.
15. Address comments from Planning Commission approval.
16. Plans need to be signed by Community Development Director and Public Works Director before precon can be scheduled.
17. Planner needs to sign off on building plans prior to the precon meeting.

DRC GENERAL COMMENTS:

1. On the power, developer will install conduit; Lehi City Power will install all other required power infrastructure shown on the plans and charge the developer for the costs. These costs are separate from power impact fees that are paid with the building permit.
2. Developer is responsible to purchase, move or remove any existing RMP facilities.
3. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
4. Once approved by the Planning Commission or City Council (whichever is applicable) plans may be submitted for check-off. Check-off plans consist of one 24x36 set of plans submitted to the Planning Department. When changes need to be made to a check-off set, revise the affected sheets only. Each new submittal will require a revision date on each new sheet.
5. Prior to the pre-construction meeting, Lehi City Staff will make copies of plans for the meeting from the check-off set and the developer will pay fees for the copies.
6. All signage will require a separate review and approval process
7. All required private improvements (except private landscaping) shall be completed prior to the certificate of occupancy being granted.
8. The approval of a development shall be effective for a period of two (2) years from the date the development is approved by the Planning Commission or City Council, whichever is applicable.
9. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either a twenty (20) foot minimum width temporary or permanent road, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be kept clear of all fencing, barricades, dumpsters, vehicles, construction materials and debris and maintained until permanent fire apparatus access roads are available.

THIS ITEM IS SCHEDULED FOR PLANNING COMMISSION ON JULY 27th

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

Lehi Pointe Apartments

Aerial

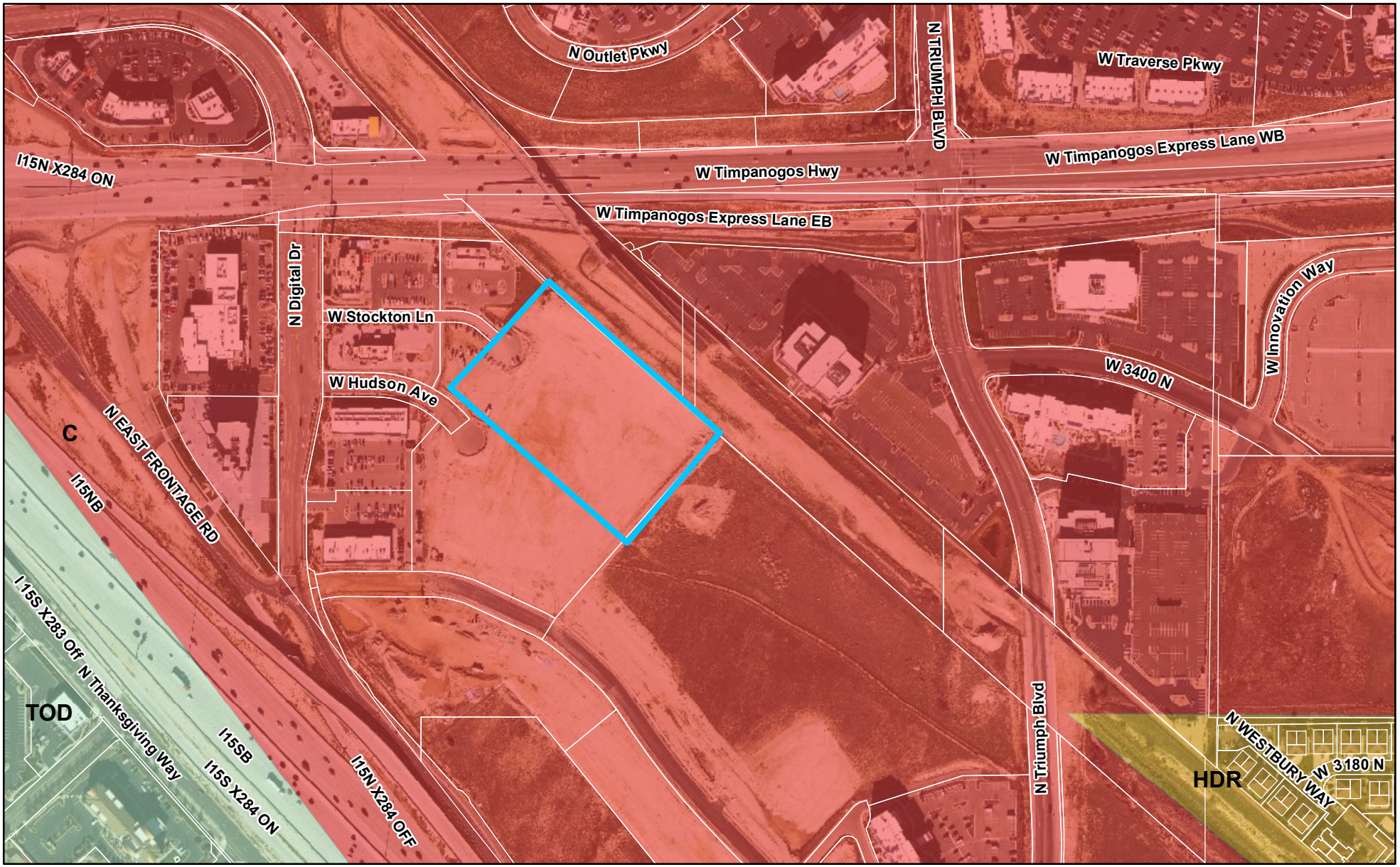


0 410 820 Feet

LEHI CITY

Lehi Pointe Apartments

General Plan

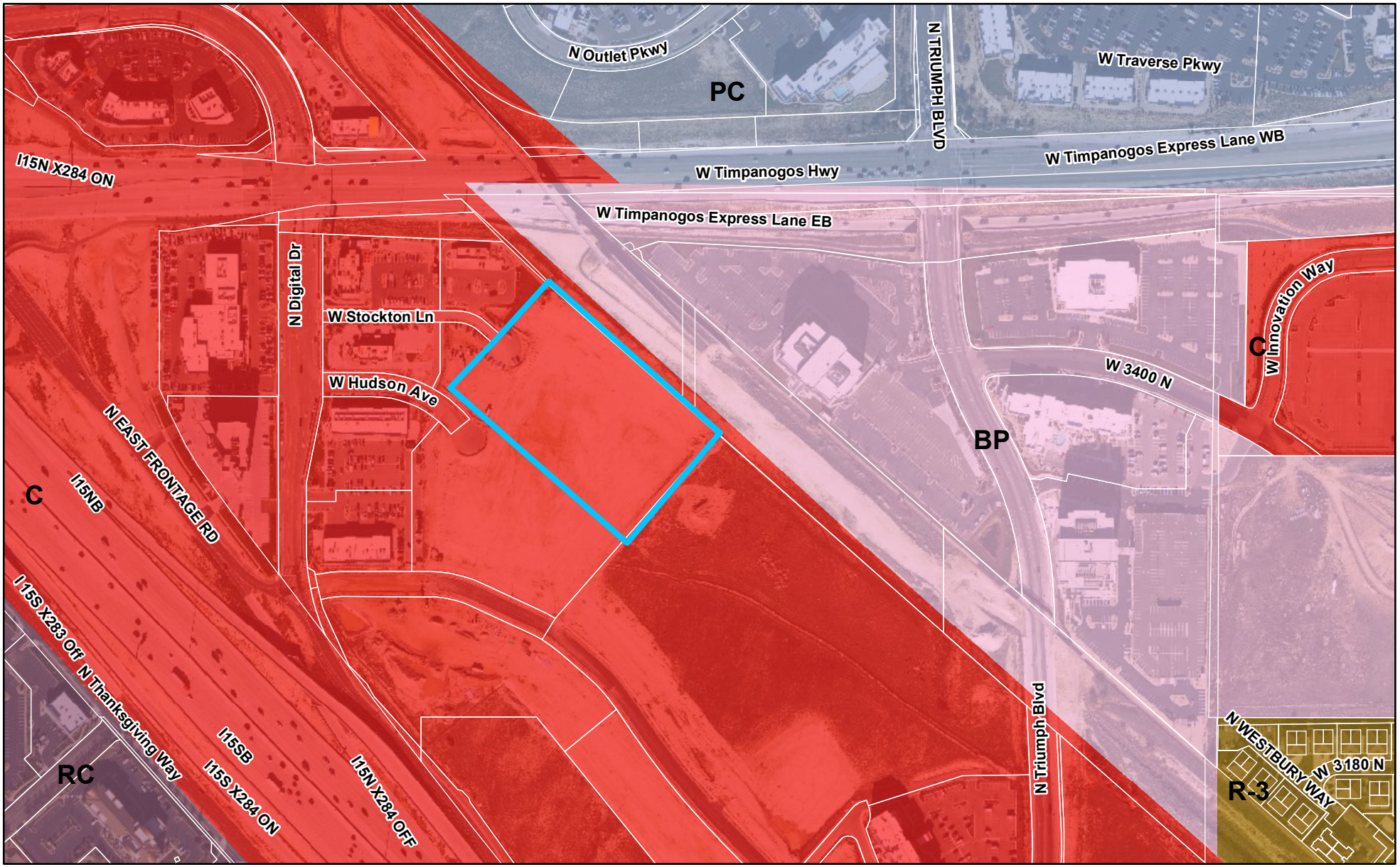


0 410 820 Feet

LEHI CITY

Lehi Pointe Apartments

Zoning

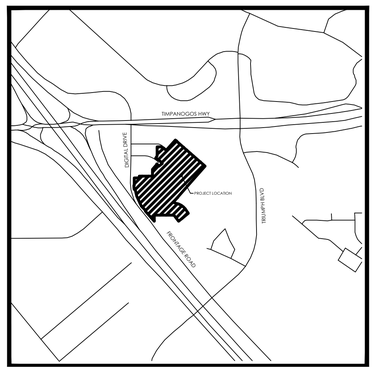


0 410 820 Feet

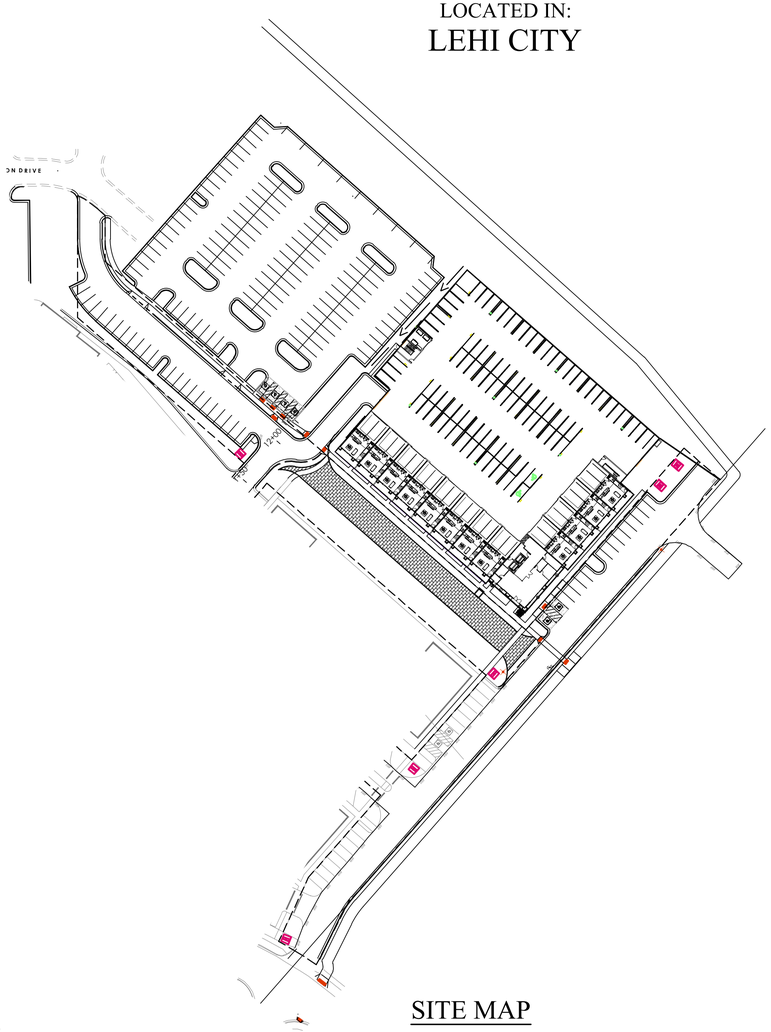
LEHI CITY

LEHI POINTE APARTMENTS

PREPARED FOR:
LEHI POINTE LLC.
LOCATED IN:
LEHI CITY



VICINITY MAP
NTS



SITE MAP

Sheet List Table	
Sheet Number	Sheet Title
C1.0	COVER SHEET
C3.0	OVERALL SITE PLAN
C3.1	SITE PLAN
C3.2	SITE PLAN
C3.3	SITE PLAN
C4.1	GRADING & DRAINAGE PLAN
C4.2	GRADING & DRAINAGE PLAN
C4.3	GRADING & DRAINAGE PLAN
C5.0	OVERALL UTILITY PLAN
C5.1	UTILITY PLAN
C5.2	UTILITY PLAN
C5.3	UTILITY PLAN
C6.0	EROSION CONTROL PLAN
C7.0	POWER PLAN
C8.0	TRUCK TURNING TEMPLATE
PP1.0	PLAN AND PROFILE
PP2.0	PLAN AND PROFILE
PP3.0	PLAN AND PROFILE
PP4.0	PLAN AND PROFILE
D1.0	DETAIL
D1.1	DETAIL
D1.2	DETAIL

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

2. ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.

3. ALL CONSTRUCTION SHALL ADHERE TO LEHI CITY STANDARD PLANS AND SPECIFICATIONS.

4. ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.

5. THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

ENGINEER'S NOTES TO CONTRACTOR

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

2. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY, THE OWNER, AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

3. UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

4. ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047
(801) 352-0075
PROJECT MANAGER: WADE EDWARDS
SURVEY MANAGER: JUSTIN LUNDBERG

OWNER/DEVELOPER
LEHI POINTE, LLC.
9450 S REDWOOD RD , SOUTH JORDAN UTAH,84095
801-253-8950
CONTACT: DANA HOWLAND



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

GRAPHIC SCALE
70 0 35 70 140 280
(IN FEET)
1 inch = 70 ft.

FOCUS©
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

LICENSED PROFESSIONAL ENGINEER
No. 6028951-2202
THOMAS M. ROMNEY
07/13/23
STATE OF UTAH

LEHI POINTE APARTMENTS
LEHI CITY
COVER SHEET

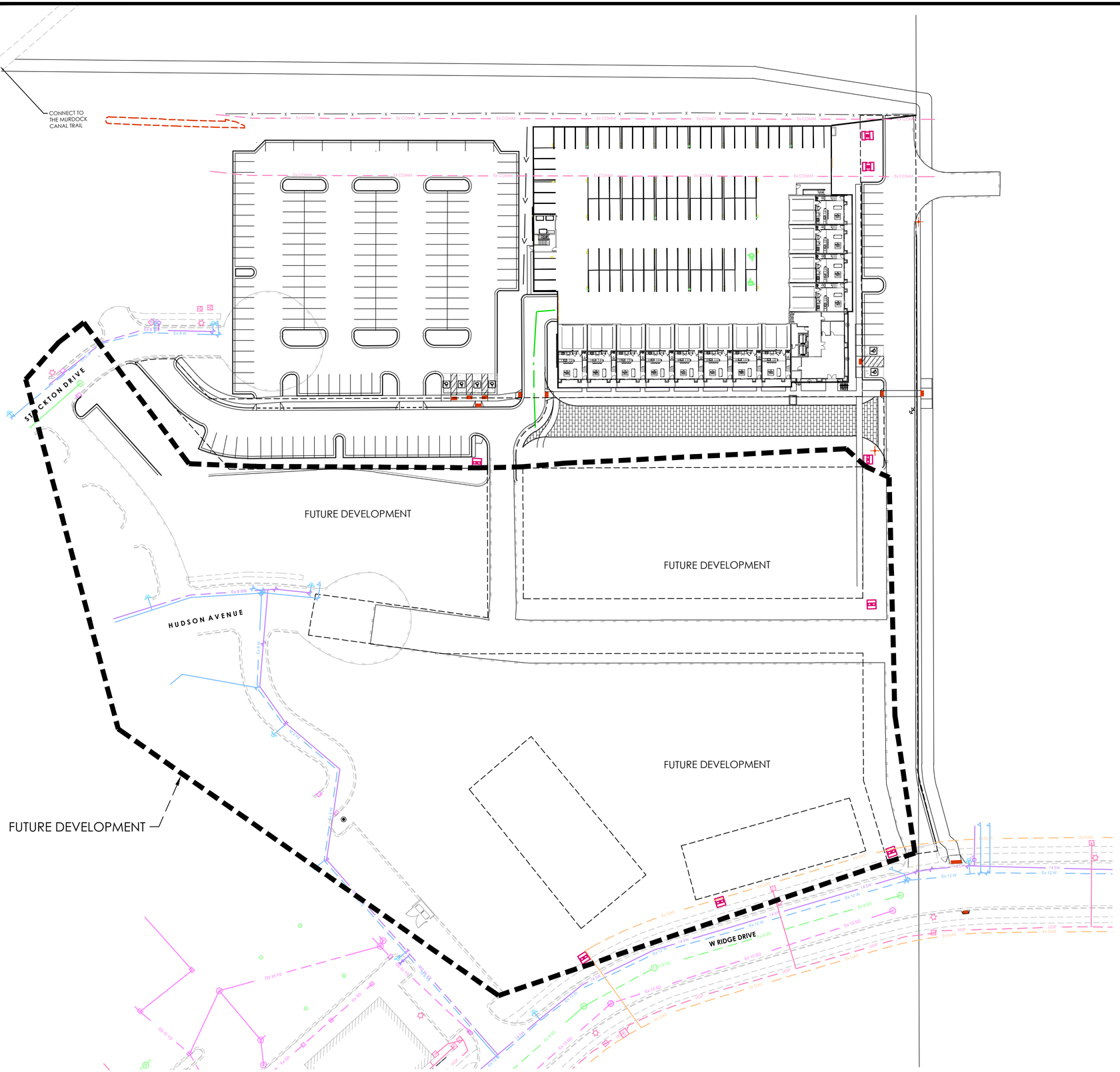
REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

COVER SHEET

Scale:	1"=70'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C1.0		

Z:_2023\23-0045 Lehi Pointe Apartments\design 23-0045\dwg\sheets\C1.0 COVER SHEET.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION

UNITS TABULATIONS	
No OF BUILDINGS	1
No OF UNITS	125
No OF TYPES UNITS	3
1 BR	54
1BR TYPE A	1
2 BR	37
2 BR TYPE A	1
3 BR	19
3 BR TYPE A	1
TOWNHOME	12
TOTAL	125

ZONING : COMMERCIAL

NOTE: APARTMENT UNITS ARE ALLOWED THROUGH DEVELOPMENT AGREEMENT

SITE TABULATIONS	
TOTAL ACREAGE	8 ACRES
SITE ACREAGE	4 ACRES
LANDSCAPE	36,546 SQFT (21%)
HARDSCAPE	137,656 (79%)
PARKING	
(NW) PARKING STALLS:	153 STALLS
(E) PARKING STALLS:	14 STALLS
ADA STALLS:	6 STALLS
ADA/VAN STALLS:	1 STALL
EV STALLS:	8 STALLS
PARKING STRUCTURE	
REQUIRED	237 STALLS
PROVIDED	237 STALLS

22 BIKES PARKING TO BE INSTALLED INSIDE THE BULDING PARKING
5 OUTDOOR BIKE PARKING

UTILITY SIZE	
1	4" WATER METER
1	6" FIRE LINE
1	1 ½ IRRIGATION METER
3	6" SEWER CONNECTION

FLOOR TO AREA RATIO	
GROSS (SF)	139,877
AREA (SF)	174,240
FAR	0.8

POWER SERVICE SIZE
2000A TRANSFORMER FOR HOUSE

2500A TRANSFORMER FOR THE UNITS

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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

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ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

LICENSED PROFESSIONAL ENGINEER
No. 9029950-2202
THOMAS M. ROMNEY
7/13/23
STATE OF UTAH

LEHI POINTE APARTMENTS
LEHI CITY
OVERALL SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

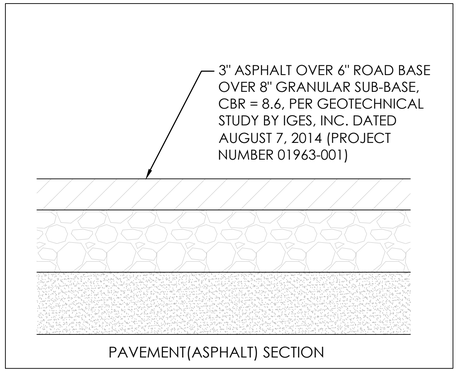
OVERALL SITE PLAN

Scale: 1"=40' | Drawn: AM
Date: 07/14/2023 | Job #: 23-0045
Sheet: C3.0

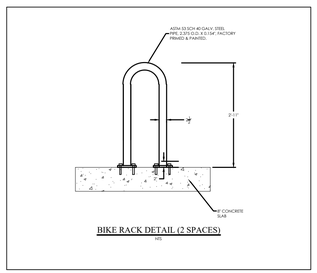
Z:\...2023\23-0045 Lehi Pointe Apartments\design 23-0045\dwg\sheets\C3.0 OVERALL SITE PLAN.dwg

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION



PAVEMENT(ASPHALT) SECTION



BIKE RACK DETAIL (2 SPACES)

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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

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LICENSED PROFESSIONAL ENGINEER
No. 6029951-2202
THOMAS M. ROMNEY
07/13/23
STATE OF UTAH

LEHI POINTE APARTMENTS
LEHI CITY
SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

SITE PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C3.1		

Z:_2023\23-0045 Lehi Pointe Apartments\design 23-0045\Dwg\sheet\C3.1 SITE PLAN.dwg

CONNECT TO MURDOCK CANAL TRAIL

PROPOSED 10' ASPHALT TRAIL

EXISITING RETAINING WALL

MATCH SHEET C3.1

EXISITING TRANSFORMER

EXISITING FIRE HYDRANT

EXISITING TRANSFORMER

TIE INTO EXISTING CURB AND GUTTER

TIE INTO EXISTING CURB AND GUTTER

EXISITING STREET LIGHT

20.0' EASEMENT

EXISITING STREET LIGHT

TIE INTO EXISTING CURB AND GUTTER

EXISITING FIRE HYDRANT

STOCKTON DRIVE

R97.0'

R86.5'

5' CONCRETE SIDE WALK

5.0'

R53.0'

24.0'

R63.0'

R5.5'

PERPETUAL EASEMENT FOR CULINARYWATER,PRESSURE IRRIGATION,SANITARY SEWER, STORMDRAIN AND UNDERGROUND POWER

R105.5

9.0'

24.0'

9.0'

24.0'

R5.5'

R3.5'

4" WHITE STRIPING (TYP)

24.0' DRIVING AILSE

18.0'

18.0' TYP.

4" WHITE STRIPING (TYP)

4" WHITE STRIPING (TYP)

24.0'

9.0'

R8.5'

R8.0'

FLARED ENTRY PER LEHI CITY STD RD-11

5' CONCRETE SIDE WALK

21.5'

68.7' EASEMENT

FLARED ENTRY PER LEHI CITY STD RD-11

5' CONCRETE SIDE WALK

ADA RAMP #104 PER LEHI CITY STD RD-08

FIRE HYDRANT #101 PER LEHI CITY STDS WATER -2

R10.5'

ADA RAMP #103 PER LEHI CITY STD RD-08

EDGE OF ASPHALT (TYP.)

LEGEND

- BOUNDARY
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- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
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- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION

3" ASPHALT OVER 6" ROAD BASE OVER 8" GRANULAR SUB-BASE, CBR = 8.6, PER GEOTECHNICAL STUDY BY IGES, INC. DATED AUGUST 7, 2014 (PROJECT NUMBER 01963-001)

PAVEMENT(ASPHALT) SECTION

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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07/13/23
STATE OF UTAH

LEHI POINTE APARTMENTS

LEHI CITY

SITE PLAN

REVISION BLOCK

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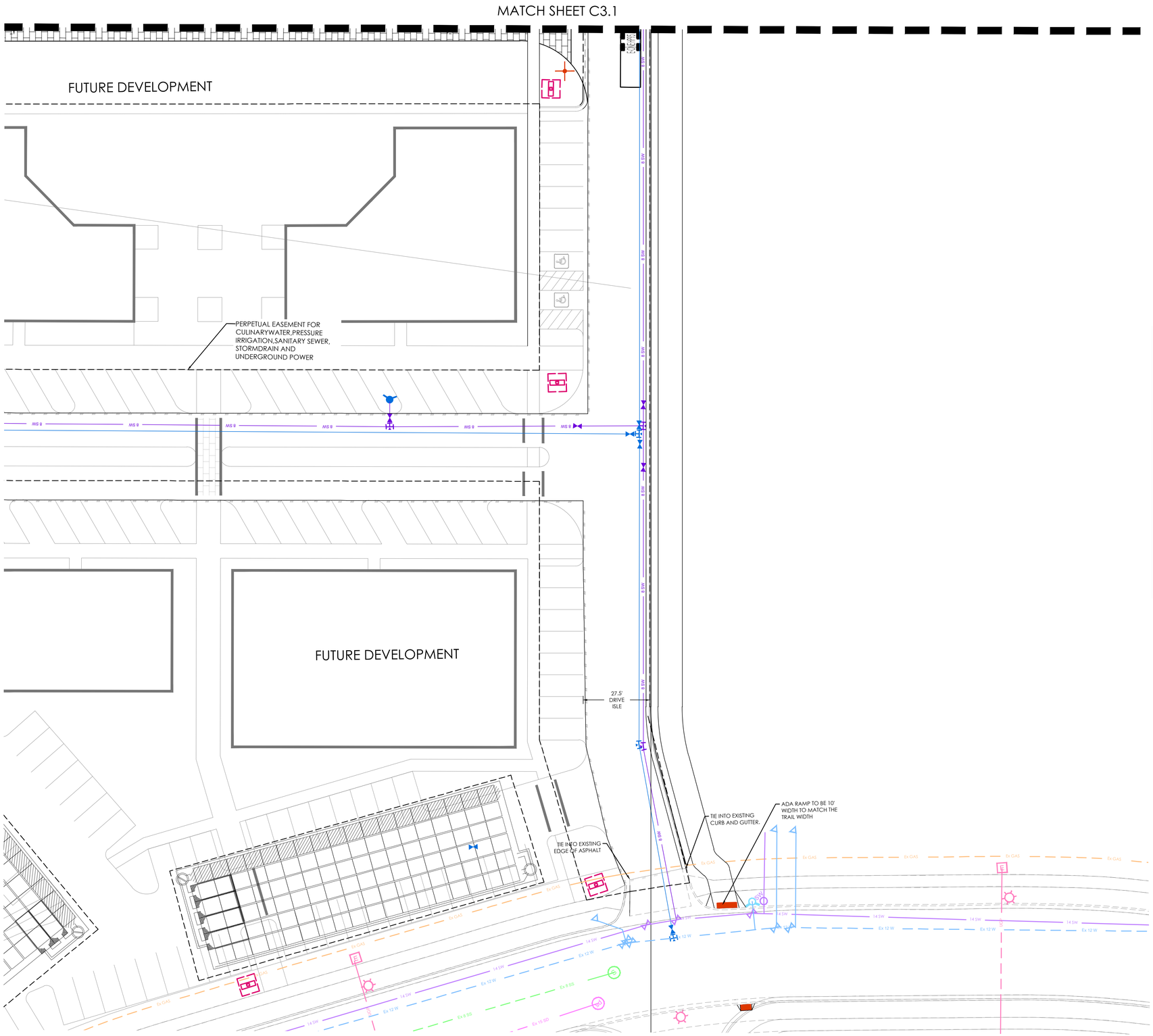
SITE PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C3.2		

Z:_2023\23-0045 Lehi Pointe Apartment\\design 23-0045\dwg\sheet\\C3.2 SITE PLAN.dwg



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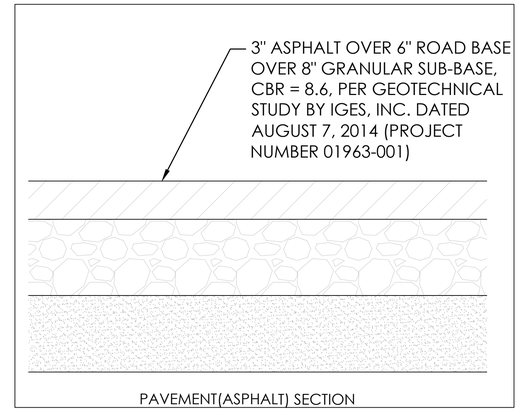

PAVEMENT(ASPHALT) SECTION

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THOMAS M. ROMNEY
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LEHI POINTE APARTMENTS

LEHI CITY

SITE PLAN

REVISION BLOCK

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5	----	----
6	----	----

SITE PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C3.3		

Z:_2023\23-0045 Lehi Pointe Apartment\1.0design 23-0045.dwg\Sheet1\C3.3 SITE PLAN.dwg

MATCH SHEET C4.2

MATCH SHEET C4.3

FF=4670.50

INLET 2X2#102
RIM=4681.23
INV. IN=4671.00 (SW)
INV. OUT=4671.00 (SE)

INLET 2X2#103
RIM=4677.50
INV. IN=4672.00 (NW)
INV. OUT=4672.00 (SE)

INLET 2X2#104
RIM=4675.50
INV. IN=4672.50 (NW)

INLET 2X2#101
RIM=4672.86
INV. IN=4670.00 (SW)
INV. OUT=4670.00 (NE)

TBC INLET #106
TBC=4669.12
INV. OUT=4662.00 (NE)
INV. IN=4662.00 (NW)
INV. IN=4659.00 (SW)
PER LEHI CITY STD-07

TBC INLET #112
TBC=4668.10
INV. OUT=4658.50 (SW)
INV. OUT=4658.80 (NE)
PER LEHI CITY STD-07

TBC INLET #108
TBC=4669.23
INV. OUT=4664.00 (SW)
PER LEHI CITY STD-07

TBC INLET #109
TBC=4662.37
INV. IN=4656.00 (NE)
INV. OUT=4656.00 (SW)
PER LEHI CITY STD-07

15" ADS
L=89.83'
S=8.91%

15" ADS
L=13.11'
S=1.53%

15" ADS
L=210.26'

15" ADS
L=262.04'
S=3.05%

LEGEND

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- SPOT ELEVATION

NOTES:

1. ALL LEHI CITY SEWER, WATER, AND STORM DRAIN UTILITY TRENCHES REQUIRE GRANULAR IMPORT MATERIAL AND SHALL MEET AN AASHTO A-1-A DESIGNATION ACCORDING TO SECTION 7.12 OF THE 2016 LEHI CITY DESIGN STANDARDS.
2. ALL EXIST STORM DRAIN MAN HOLES HAVE BEEN SURVEYED.
3. ALL STROM DRAIN WITHIN THE CITY ROW WILL BE OWNED & MAINTAINED BY LEHI CITY. ALL OTHER STORM DRAIN IS PRIVATE & TO BE OWNED & MAINTAINED BY THE PROPERTY OWNERS OR HOA.
4. ALL OFF-SITE UTILITIES WILL REQUIRE A MINIMUM 12' ACCESS ROAD PER LEHI CITY STANDARD RD-14

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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THOMAS M. ROMNEY
07/13/23
STATE OF UTAH

LEHI POINTE APARTMENTS

LEHI CITY

GRADING & DRAINAGE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

GRADING & DRAINAGE PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C4.1		

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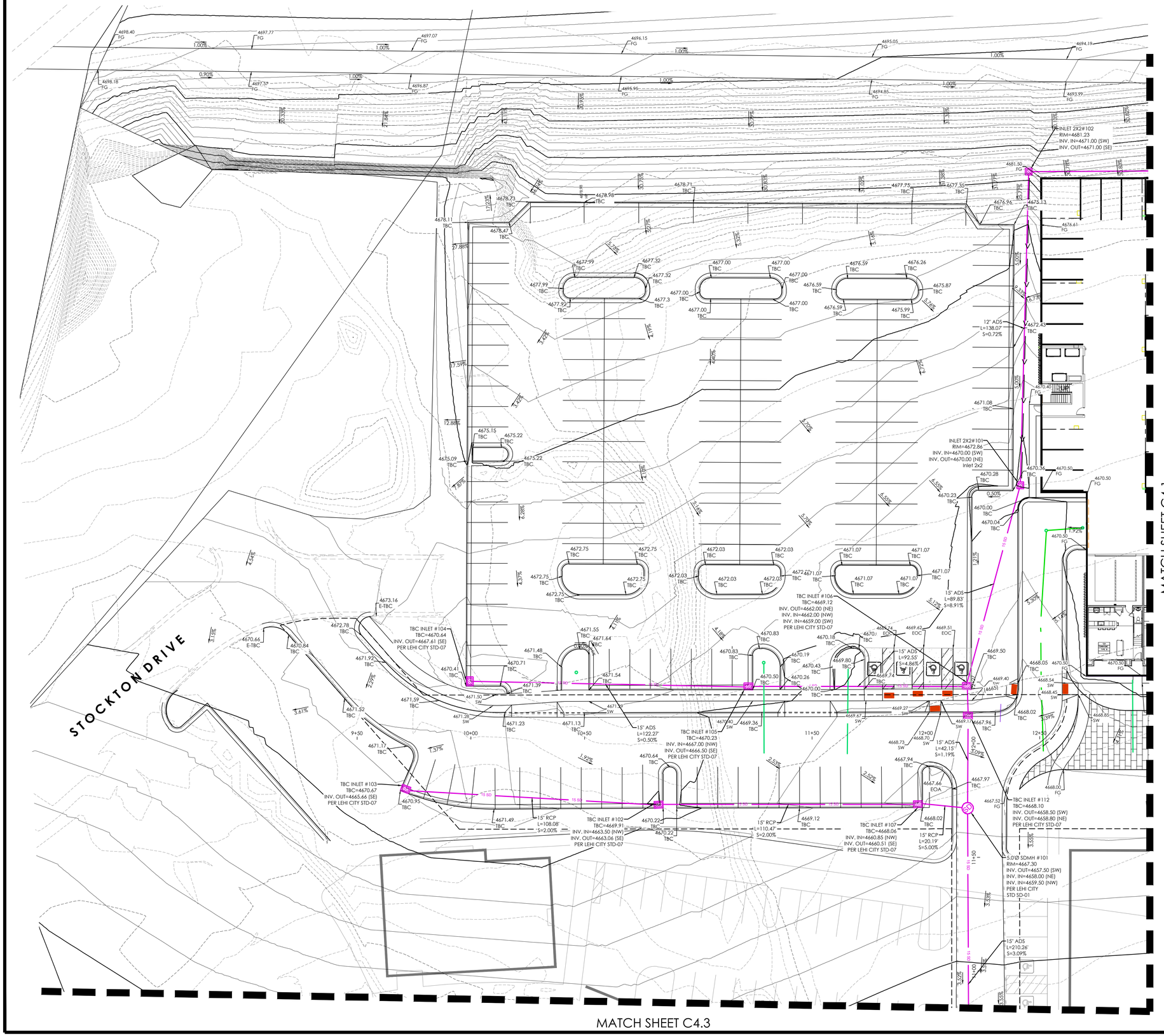

LEGEND

- BOUNDARY
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- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
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2. ALL EXIST STORM DRAIN MAN HOLES HAVE BEEN SURVEYED.
3. ALL STROM DRAIN WITHIN THE CITY ROW WILL BE OWNED & MAINTAINED BY LEHI CITY. ALL OTHER STORM DRAIN IS PRIVATE & TO BE OWNED & MAINTAINED BY THE PROPERTY OWNERS OR HOA.
4. ALL OFF-SITE UTILITIES WILL REQUIRE A MINIMUM 12' ACCESS ROAD PER LEHI CITY STANDARD RD-14

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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

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THOMAS M. ROMNEY
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LEHI POINTE APARTMENTS

LEHI CITY

GRADING & DRAINAGE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
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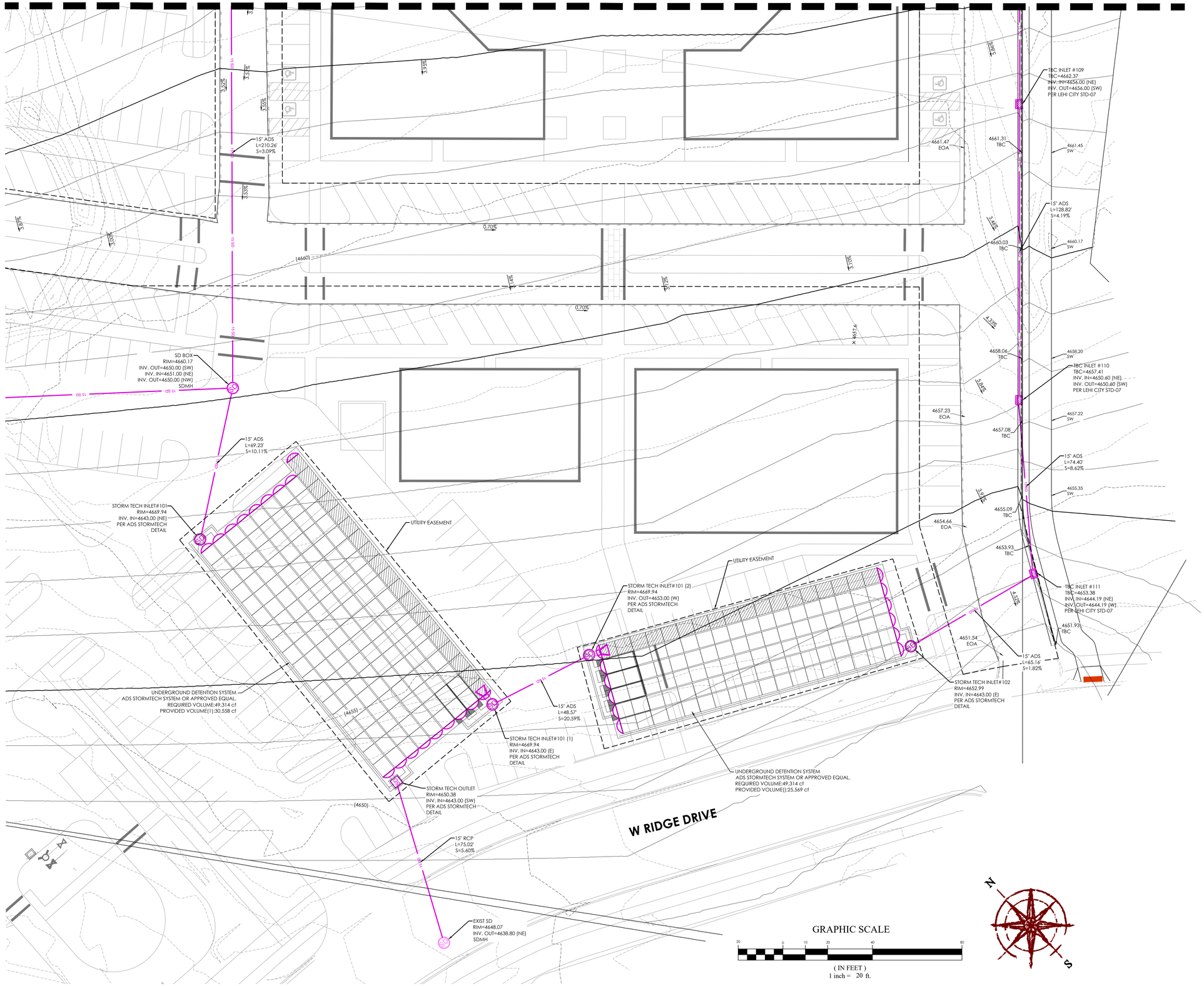
GRADING & DRAINAGE PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C4.2		

Z:_2023\23-0045 Lehi Pointe Apartments\design 23-0045\dwg\sheets\C4.2 GRADING PLAN.dwg

MATCH SHEET C4.2

MATCH SHEET C4.1



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — X — X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
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- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION

NOTES:

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GRAPHIC SCALE

20 0 10 20 40 80

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7/13/23
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LEHI POINTE APARTMENTS

LEHI CITY

GRADING & DRAINAGE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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GRADING & DRAINAGE PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C4.3		

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

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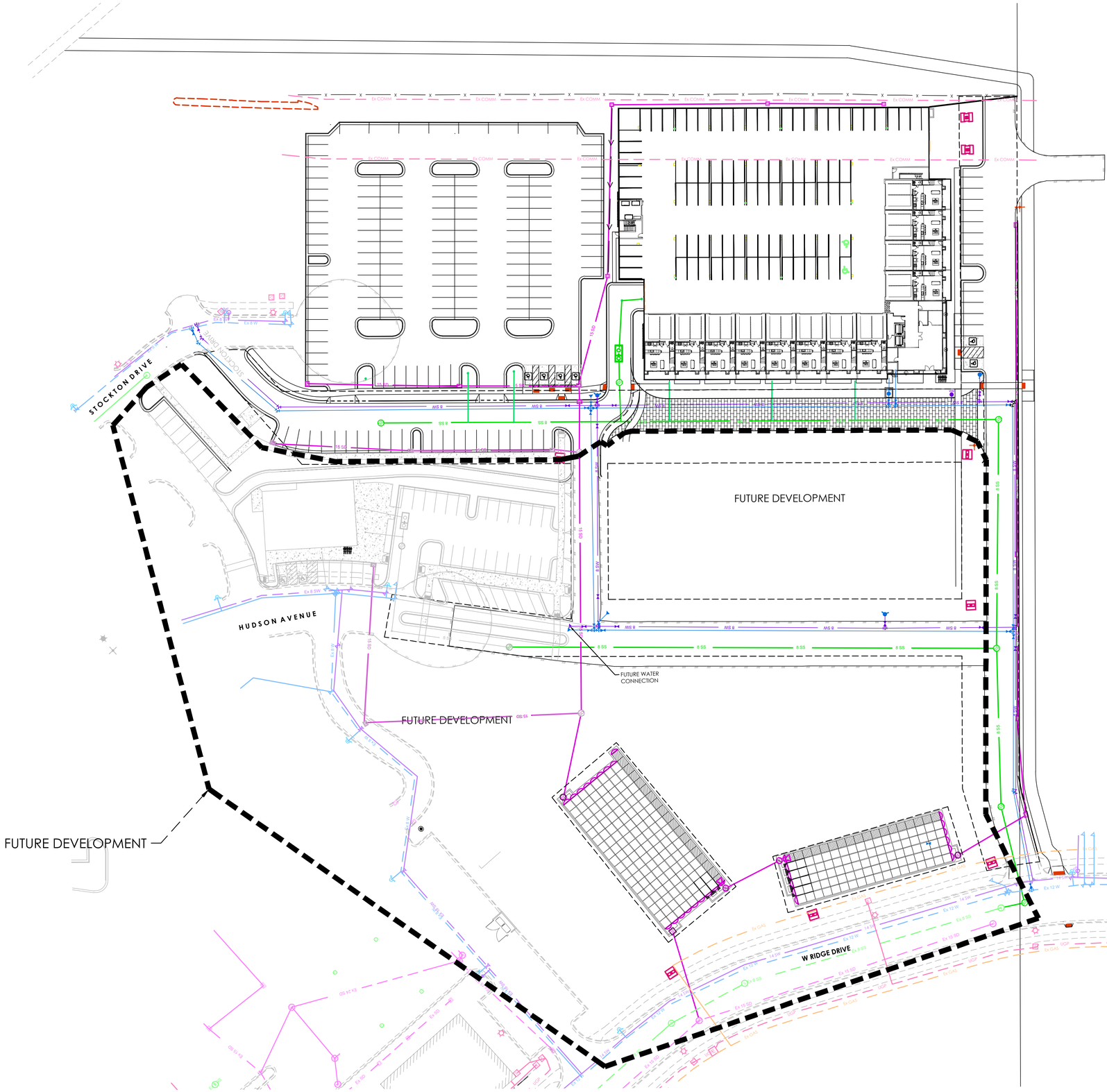

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OVERALL UTILITY PLAN

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OVERALL UTILITY PLAN

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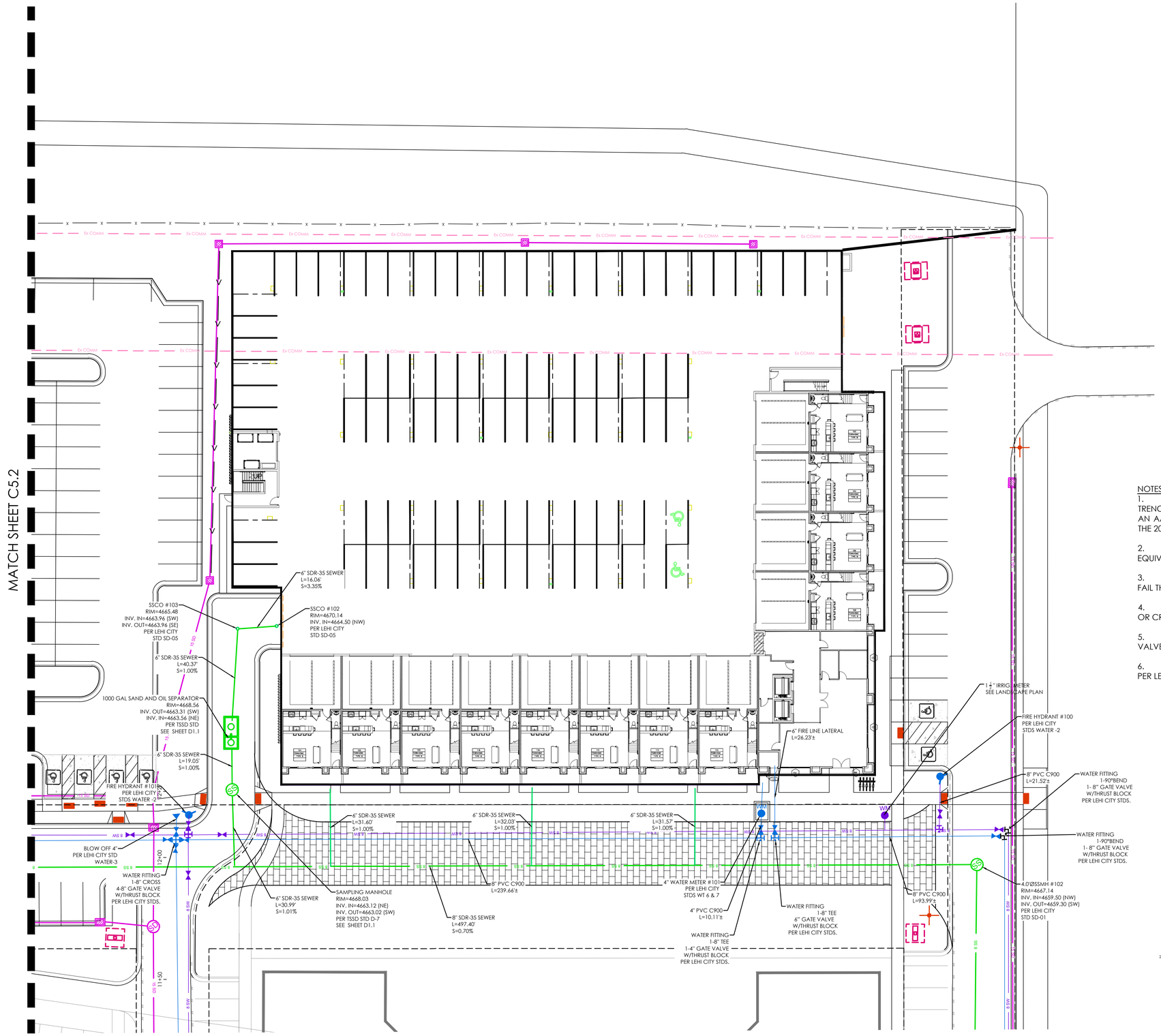
Date:	07/14/2023	Job #:	23-0045
Sheet:	C5.0		

Z:_2023\23-0045 Lehi Pointe Apartments\design 23-0045\dwg\sheets\C5.0 OVERALL UTILITY PLAN.dwg



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2. ALL MECHANICAL JOINTS WILL REQUIRE A MEGALUG OR EQUIVALENT JOINT RESTRAINT.
3. EXISTING VALVES MAY BE USED FOR TESTING, IF THESE VALVES FAIL THEY WILL BE REPLACED AT THE DEVELOPERS EXPENSE.
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5. ALL MECHANICAL FITTINGS MUST BE INSTALLED AFTER THE VALVE.
6. ALL OFF-SITE UTILITIES WILL REQUIRE A 12' WIDE ACCESS ROAD PER LEHI CITY STANDARD RD-14.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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

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LICENSED PROFESSIONAL ENGINEER
No. 6029950-2202
THOMAS M. ROMNEY
7/13/23
STATE OF UTAH

LEHI POINTE APARTMENTS
LEHI CITY
UTILITY PLAN

REVISION BLOCK		
#	DATE	DESCRIPTION
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UTILITY PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C5.1		

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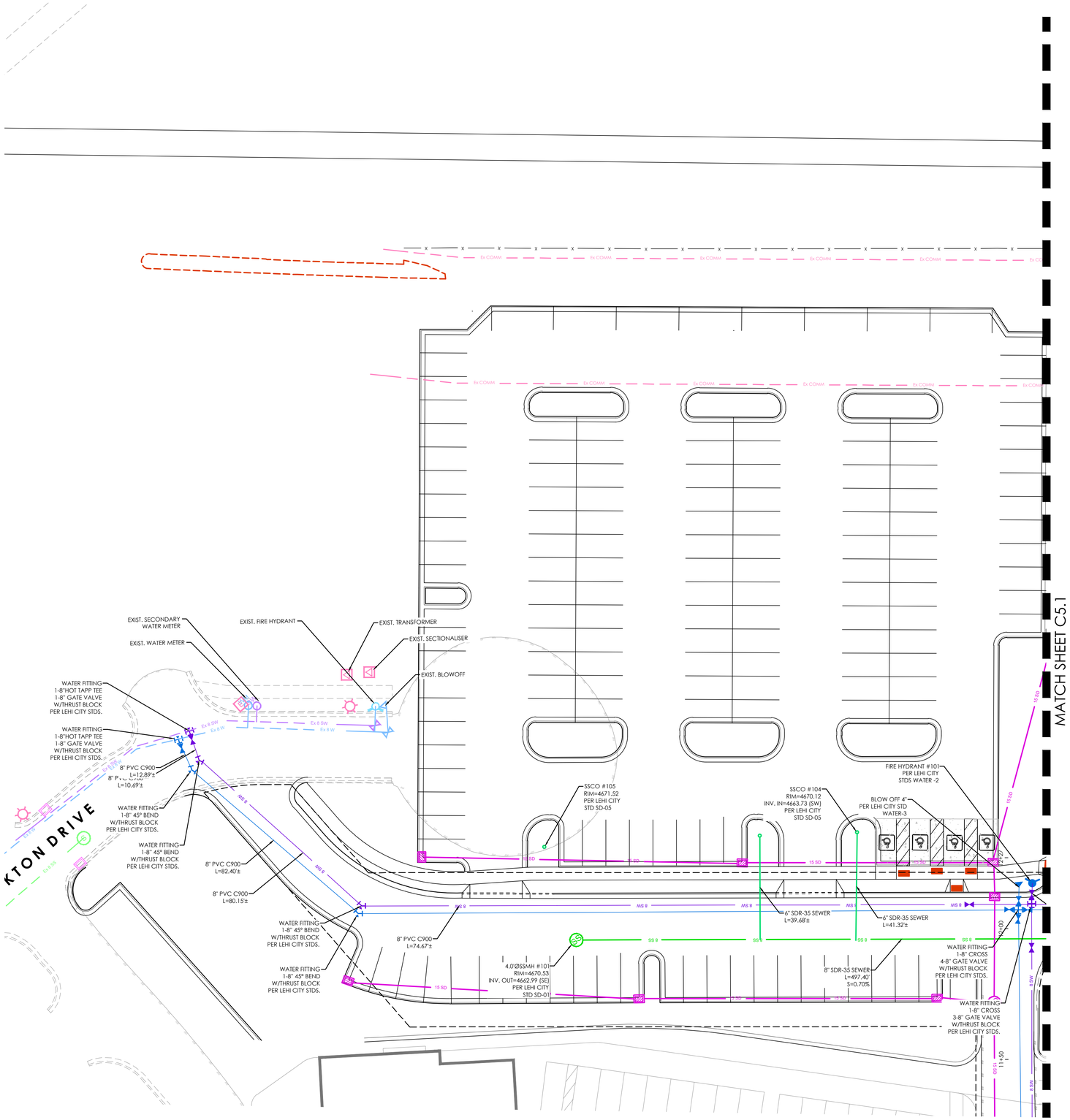

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION

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THOMAS M. ROMNEY
7/13/23
STATE OF UTAH

LEHI POINTE APARTMENTS

LEHI CITY

UTILITY PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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UTILITY PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C5.2		

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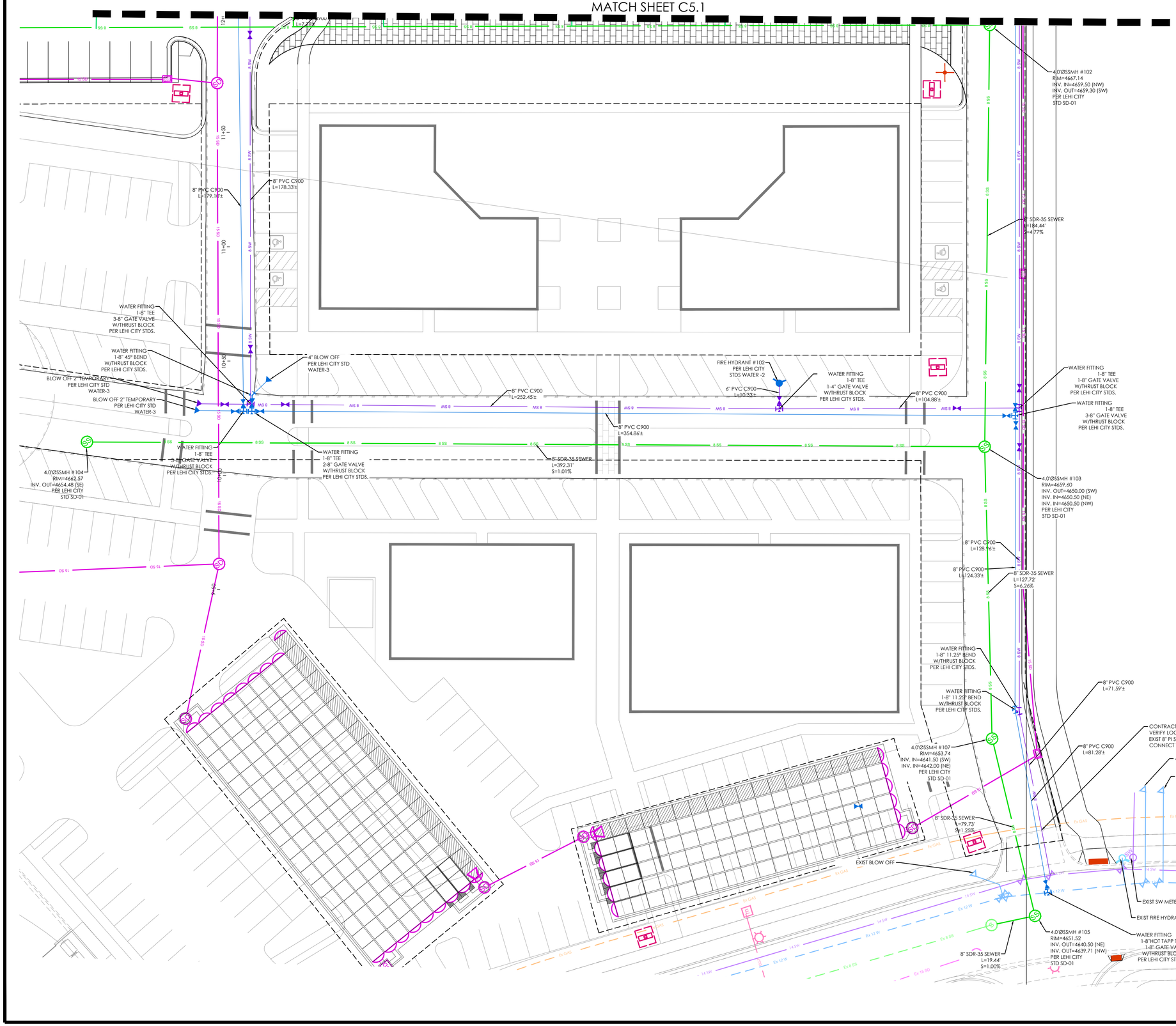
MATCH SHEET C5.1



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
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- SEWER MANHOLE
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GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
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LEHI POINTE APARTMENTS
LEHI CITY
UTILITY PLAN

REVISION BLOCK

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UTILITY PLAN

Scale:	1"=20'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C5.3		

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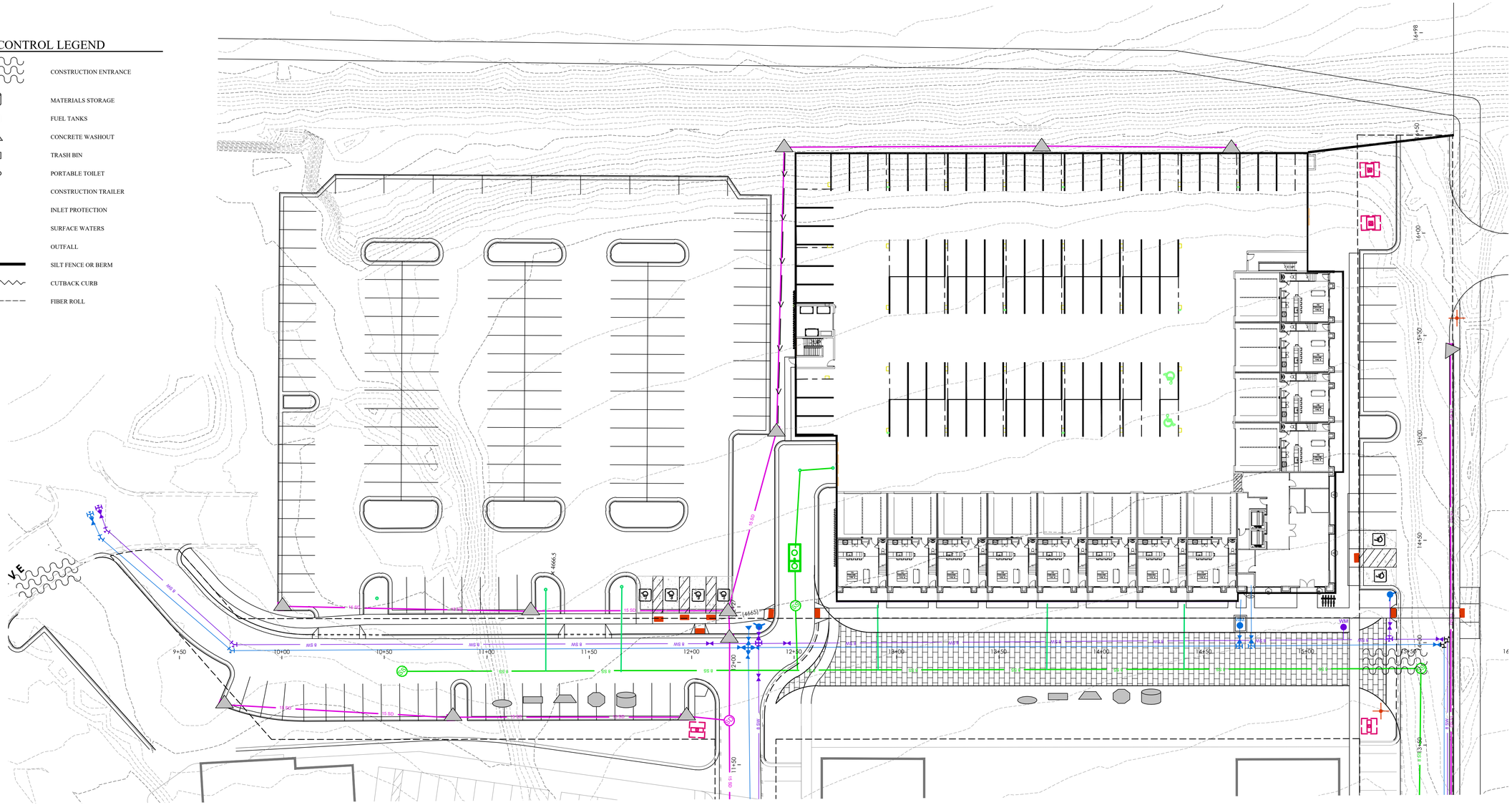
EROSION CONTROL LEGEND

- CONSTRUCTION ENTRANCE
- MATERIALS STORAGE
- FUEL TANKS
- CONCRETE WASHOUT
- TRASH BIN
- PORTABLE TOILET
- CONSTRUCTION TRAILER
- INLET PROTECTION
- SURFACE WATERS
- OUTFALL
- SILT FENCE OR BERM
- CUTBACK CURB
- FIBER ROLL



GRAPHIC SCALE

25 0 12.5 25 50 100

(IN FEET)
1 inch = 25 ft.

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07/13/23
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LEHI POINTE APARTMENTS

LEHI CITY

EROSION CONTROL PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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EROSION CONTROL PLAN

Scale: 1"=20'	Drawn: AM
Date: 07/14/2023	Job #: 23-0045
Sheet: C6.0	

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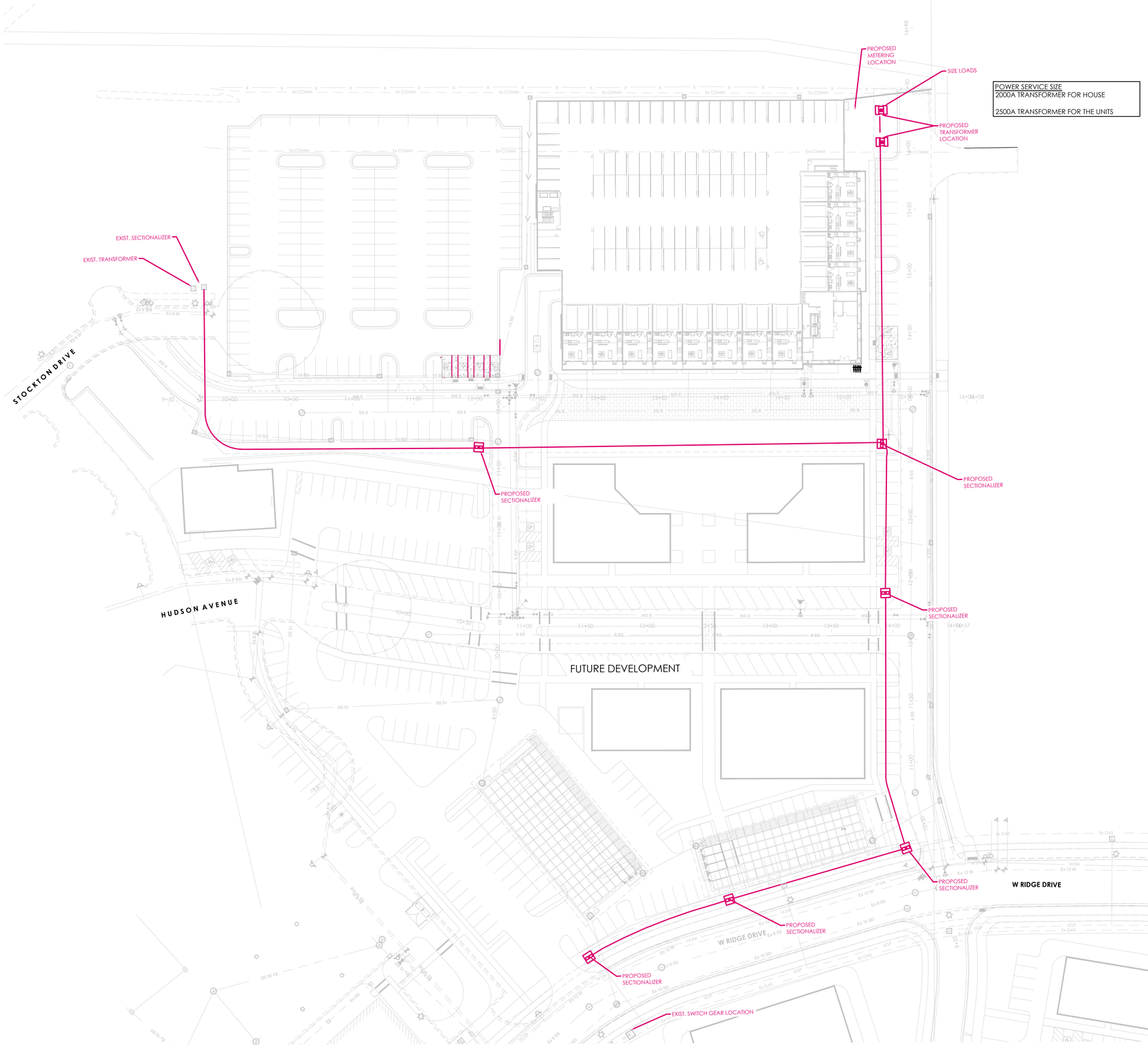

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
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- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX SPOT ELEVATION

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
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LEHI CITY

POWER PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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POWER PLAN

Scale:	1"=40'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	C7.0		

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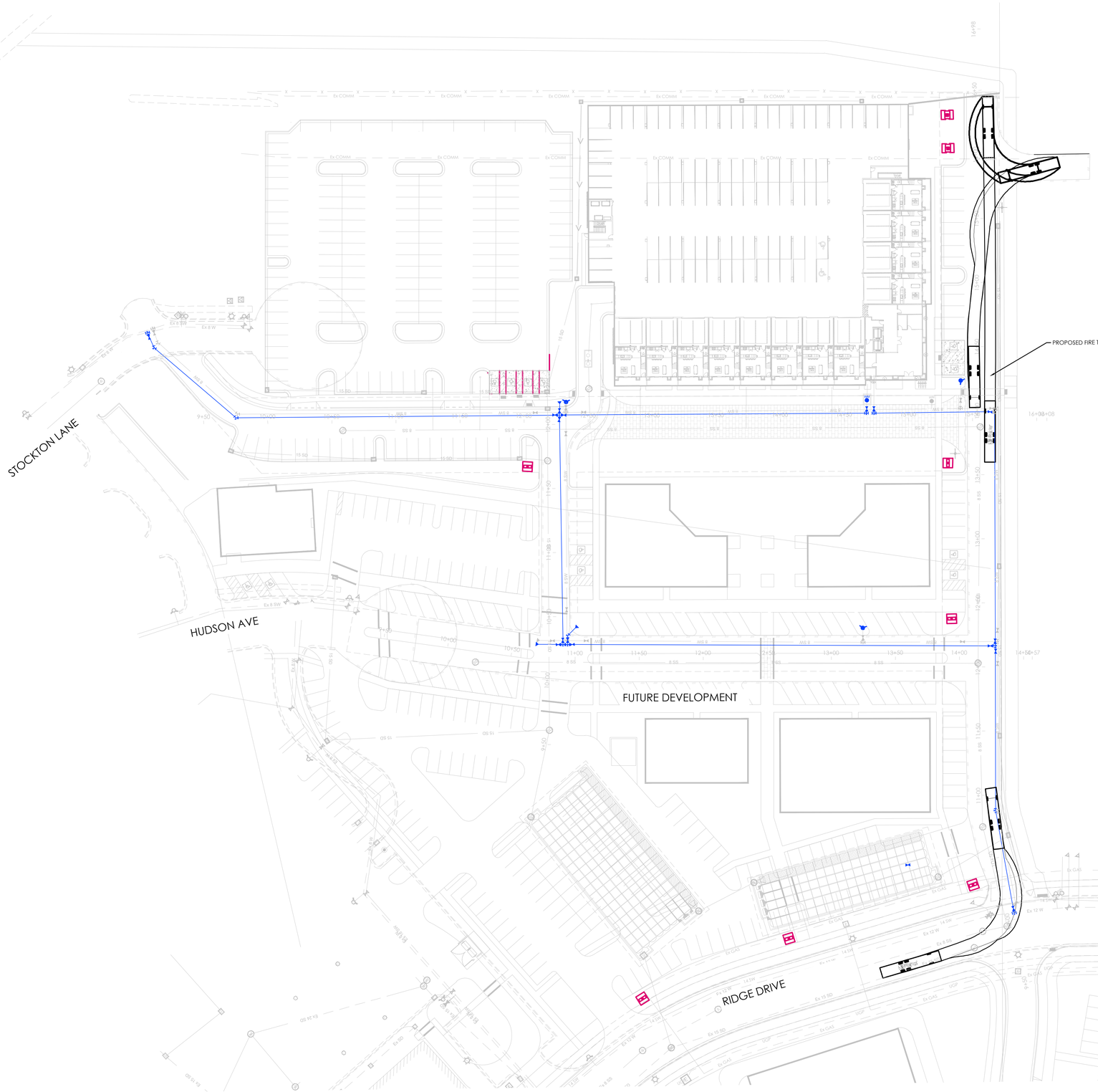

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
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- EXIST. STORM DRAIN
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LEHI CITY

TRUCK TURNING TEMPLATE

REVISION BLOCK

#	DATE	DESCRIPTION
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TRUCK TURNING TEMPLATE

Scale:	1"=40'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
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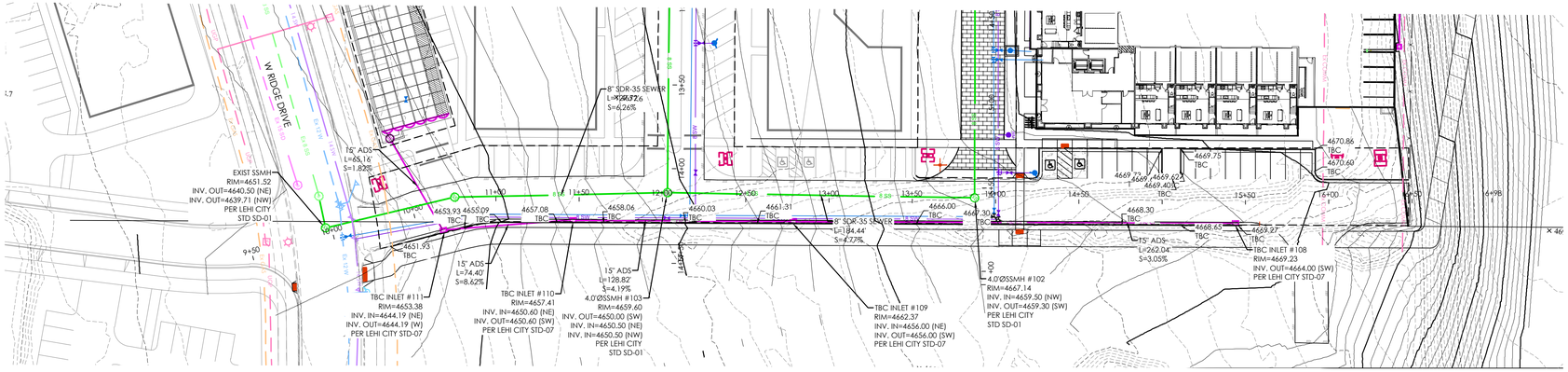
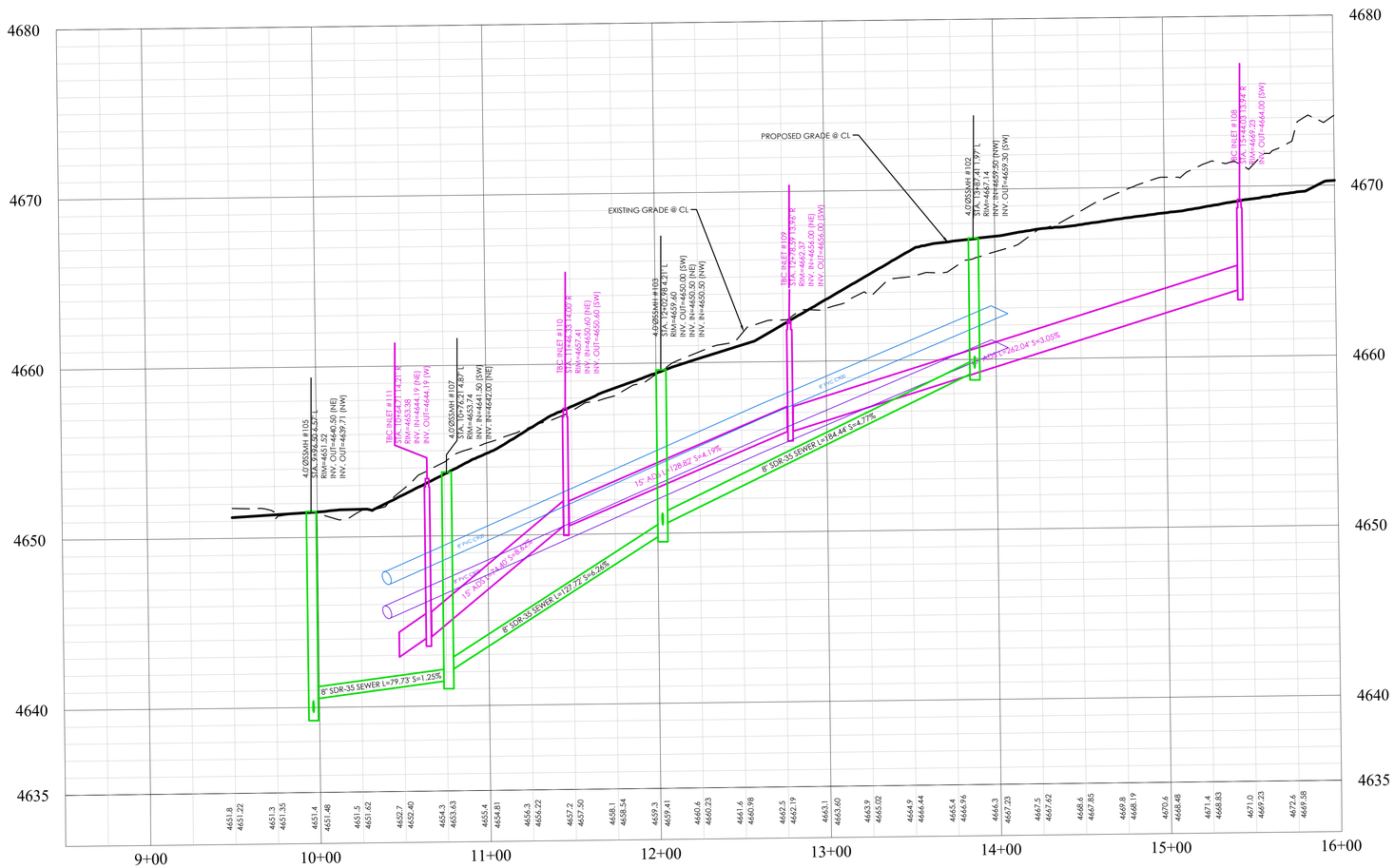


STREET A PLAN



STREET A PROFILE

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
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LEHI CITY

PLAN AND PROFILE

REVISION BLOCK

#	DATE	DESCRIPTION
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PLAN AND PROFILE

Scale: 1"=40' | Drawn: AM
Date: 07/14/2023 | Job #: 23-0045
Sheet: PP1.0

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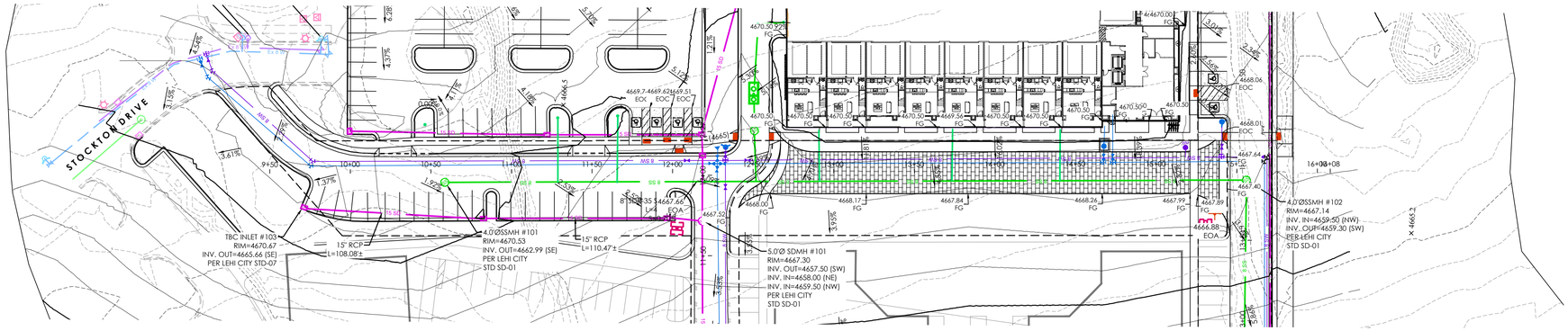
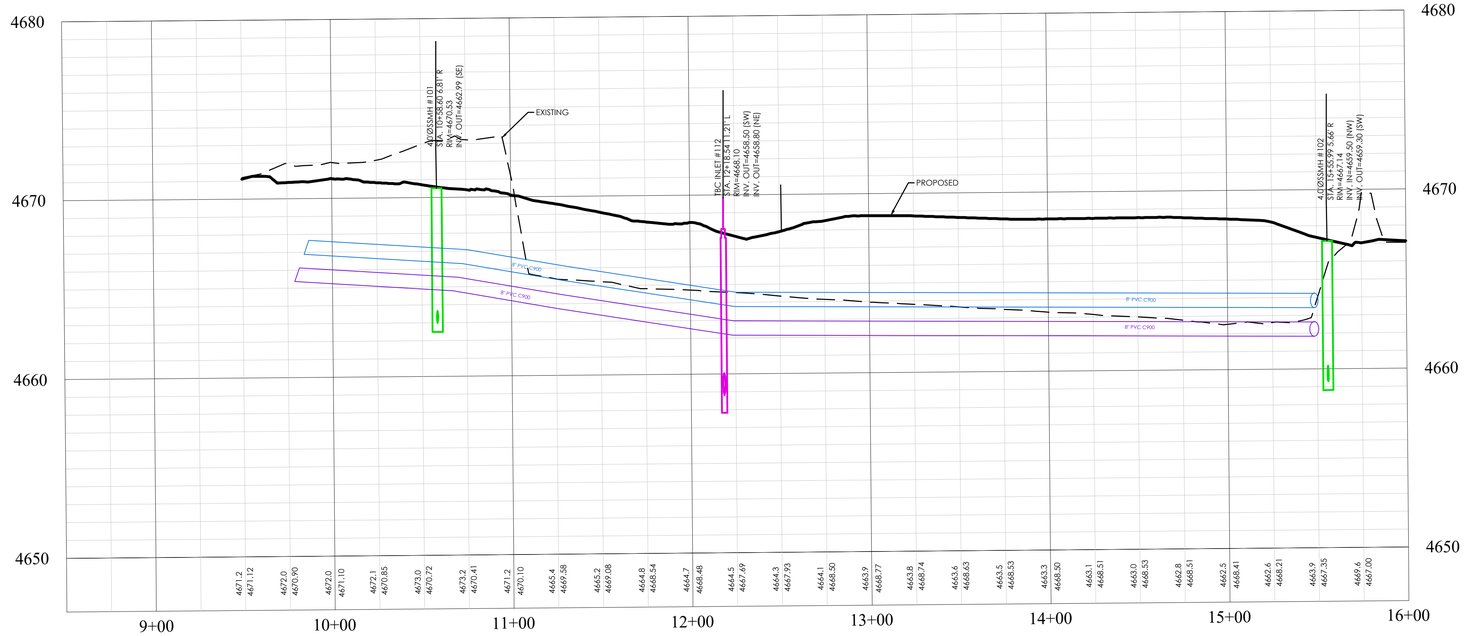


STREET B PLAN



STREET B PROFILE

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — X — X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- CULINARY VALVE, TEE & BEND
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LEHI CITY

PLAN AND PROFILE

REVISION BLOCK		
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PLAN AND PROFILE

Scale:	1"=40'	Drawn:	AM
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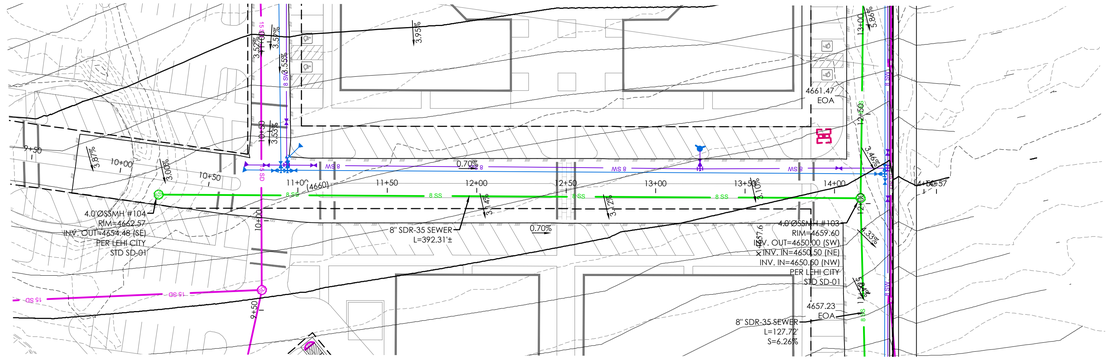
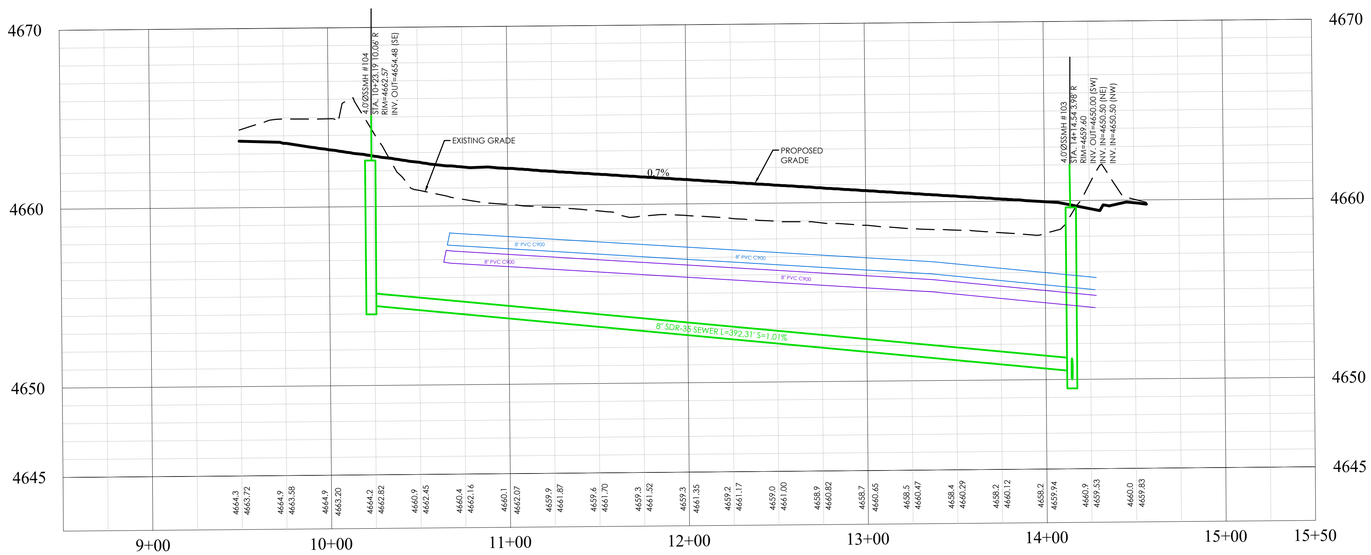


STREET C PLAN



STREET C PROFILE

LEGEND

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- CENTERLINE
- LOT LINE
- EASEMENT
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- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
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- STREET MONUMENT (TO BE SET)
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GRAPHIC SCALE

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(IN FEET)
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STATE OF UTAH

LEHI POINTE APARTMENTS
LEHI CITY
PLAN AND PROFILE

REVISION BLOCK		
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PLAN AND PROFILE

Scale:	1"=40'	Drawn:	AM
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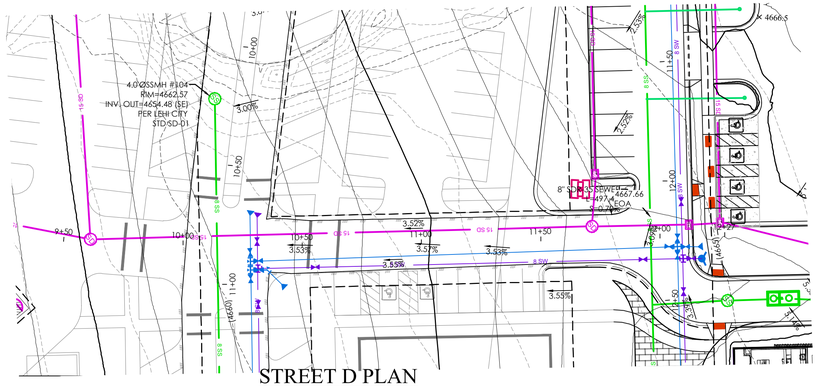
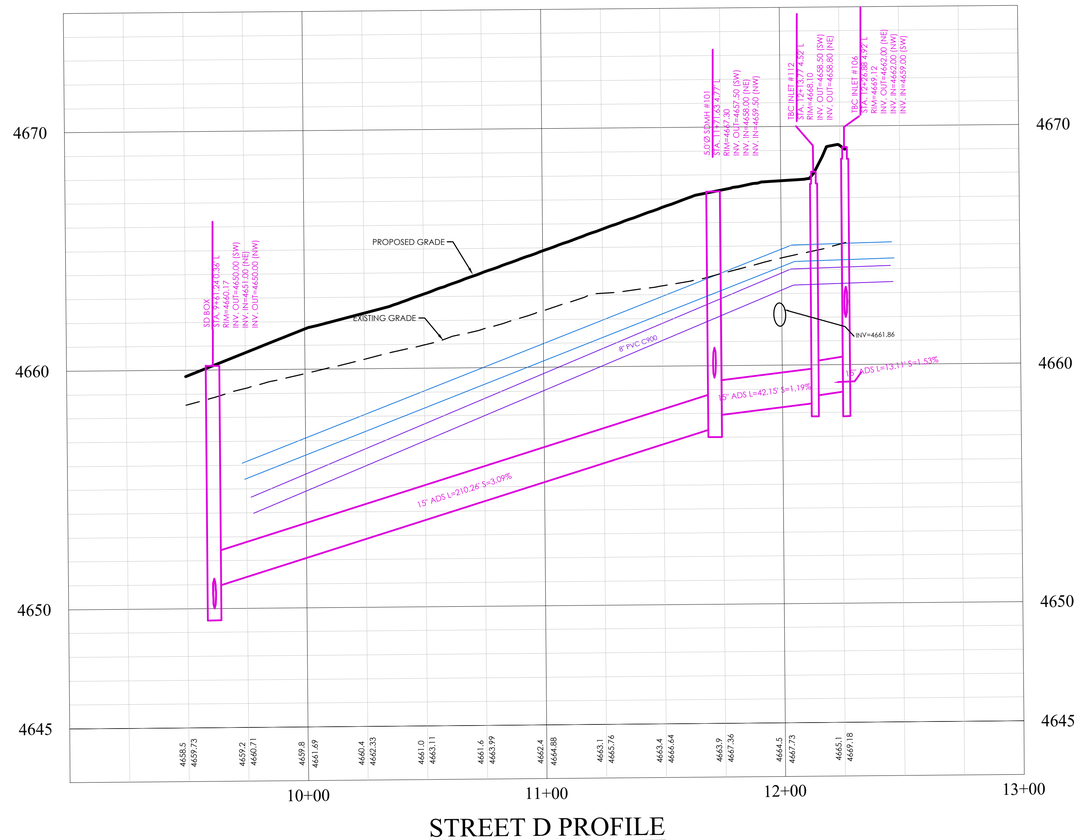


STREET D PLAN



STREET D PROFILE

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- XXXX CONTOUR MAJOR
- XXXX CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- (XXXX) EXIST. CONTOUR MAJOR
- (XXXX) EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX SPOT ELEVATION

NOTES

1. ALL LEHI CITY SEWER, WATER AND STORM DRAIN UTILITY TRENCHES REQUIRE GRANULAR IMPORT MATERIAL AND SHALL MEET AN AASHTO A-1-A DESIGNATION ACCORDING TO SECTION 7.12 OF THE 2016 LEHI CITY DESIGN STANDARDS.

2. ALL MECHANICAL JOINTS WILL REQUIRE A MEGALUG OR EQUIVALENT JOINT RESTRAINT.

3. EXISTING VALVES MAY BE USED FOR TESTING, IF THESE VALVES FAIL THEY WILL BE REPLACED AT THE DEVELOPERS EXPENSE.

4. ALL MAINLINE VALVES MUST BE FLANGED DIRECTLY TO THE TEE OR CROSS.

5. ALL MECHANICAL FITTINGS MUST BE INSTALLED AFTER THE VALVE.

6. ALL OFF-SITE UTILITIES WILL REQUIRE A 12' WIDE ACCESS ROAD PER LEHI CITY STANDARD RD-14.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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

FOCUS ENGINEERING AND SURVEYING, LLC
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LICENSED PROFESSIONAL ENGINEER
No. 9028950-2202
THOMAS M. ROMNEY
7/13/23
STATE OF UTAH

LEHI POINTE APARTMENTS

LEHI CITY

PLAN AND PROFILE

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

PLAN AND PROFILE

Scale:	1"=40'	Drawn:	AM
Date:	07/14/2023	Job #:	23-0045
Sheet:	PP4.0		

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1 P1-09 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

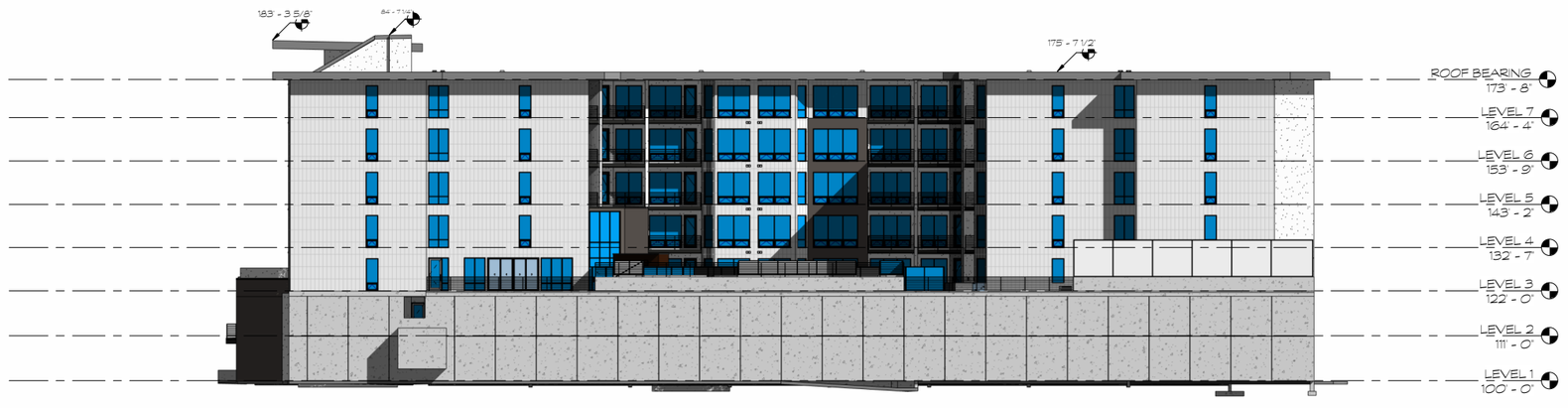
MATERIAL LEGEND

	STONE VENEER
	METAL PANEL
	STUCCO
	"WOOD" METAL PANEL
	GLAZING
	ARCH CONCRETE

GLAZING CALCULATIONS

SOUTH ELEVATION
STONE VENEER = 3,539 S.F. (18.3%)
METAL PANEL = 1,845 S.F. (9.6%)
STUCCO = 2,314 S.F. (12.0%)
"WOOD" METAL PANEL = 1,427 S.F. (7.4%)
GLAZING = 9,692 S.F. (50.2%)
ARCH CONCRETE = 403 S.F. (2.1%)
OTHER = 74 S.F. (0.4%)
TOTAL = 19,294 S.F.

NORTH ELEVATION
STONE VENEER = 284 S.F. (2.0%)
METAL PANEL = 6,368 S.F. (45.2%)
STUCCO = 533 S.F. (3.8%)
"WOOD" METAL PANEL = 0 S.F. (0%)
GLAZING = 1,055 S.F. (7.5%)
ARCH CONCRETE = 5,814 S.F. (41.3%)
OTHER = 25 S.F. (0.2%)
TOTAL = 14,079 S.F.



2 P1-09 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

Lehi Pointe Apartments

SCALE 1/16" = 1'-0"

ELEVATIONS

3/28/2023

LEHI

Architecture Belgique, Inc.
7583 S. Main St. #100 Midvale, UT 84047
801-561-1333

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1 / P1-10 EAST ELEVATION

SCALE: 1/16" = 1'-0"



2 / P1-10 WEST ELEVATION

SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

	STONE VENEER
	METAL PANEL
	STUCCO
	'WOOD' METAL PANEL
	GLAZING
	ARCH CONCRETE

GLAZING CALCULATIONS

EAST ELEVATION

STONE VENEER = 1,973 S.F. (12.4%)

METAL PANEL = 1,644 S.F. (10.3%)

STUCCO = 2,901 S.F. (18.2%)

'WOOD' METAL PANEL = 1,025 S.F. (6.4%)

GLAZING = 7,688 S.F. (48.3%)

ARCH CONCRETE = 671 S.F. (4.2%)

OTHER = 24 S.F. (0.2%)

TOTAL = 15,927 S.F.

WEST ELEVATION

STONE VENEER = 502 S.F. (3.7%)

METAL PANEL = 1,574 S.F. (11.5%)

STUCCO = 2,850 S.F. (21%)

'WOOD' METAL PANEL = 0 S.F. (0%)

GLAZING = 3,959 S.F. (29%)

ARCH CONCRETE = 4,533 S.F. (33.3%)

OTHER = 204 S.F. (1.5%)

TOTAL = 13,622 S.F.

Lehi Pointe Apartments

SCALE 1/16" = 1'-0"

ELEVATIONS

3/28/2023

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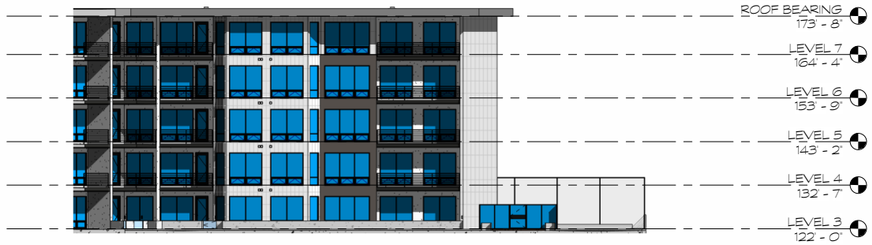
1 / P1-11 EAST COURTYARD ELEVATION

SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

	STONE VENEER
	METAL PANEL
	STUCCO
	"WOOD" METAL PANEL
	GLAZING
	ARCH CONCRETE



2 / P1-11 WEST COURTYARD ELEVATION

SCALE: 1/16" = 1'-0"

Lehi Pointe Apartments

SCALE 1/16" = 1'-0"

ELEVATIONS

3/28/2023

LEHI

Architecture Belgique, Inc.
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Mountain Slopes Urban Living

Amenities Schedule

Level 1

LOUNGE AREA

POOL DECK

BASKETBALL COURT & GOAL ON SPORTCOURT - WALL MOUNTED GOAL ON FABRICATED STEEL SUPPORT SYSTEM PICKLEBALL COURT (REMOVABLE NET)

SHUFFLEBOARD COURT

STEEL STUD OUTDOOR KITCHEN WITH BAR COUNTER - GAS APPLIANCES

BUILT IN DINING TABLES WITH DEKTON COUNTERTOPS

CUSTOM OUTDOOR FIREPLACE WITH TELEVISION ABOVE

2 – PRE-FABRICATED 42” GAS FIRE PLACE w/SEATING AREA

3 – CABANAS ON POOL DECK

OUTDOOR GAMING TABLES (Foosball, Ping Pong, etc.)

OUTDOOR THEATER

POOL

HOT TUB

LEVEL 3

WORK FROM HOME PATIO

YOGA ROOM

FITNESS GYM

CLUBROOM

WORK STATIONS

LEVEL 4

CLUBROOM / GAME LOUNGE

HALES ENGINEERING
innovative transportation solutions

Point Ridge Holdings

Traffic Impact Study



Lehi, Utah

June 23, 2023

UT23-2435

LICENSED PROFESSIONAL ENGINEER
NO. 12335093
JOSHUA D. GIBBONS
06/23/2023
STATE OF UTAH

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

This study addresses the traffic impacts associated with the proposed Point Ridge Holdings development located in Lehi, Utah. The development is located along Ridge Drive between Triumph Boulevard and Digital Drive.

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

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service													
		Existing (2023)						Future (2028)							
		Background		Plus Project		Plus Project Mitigated		Background		Background Mitigated		Plus Project		Plus Project Mitigated	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Digital Drive / Timpanogos Highway (S.R. 92)	C	C	C	C	C	C	C	C	C	C	C	C	C	C
2	Stockton Lane / Digital Drive	a	a	a	a	a	a	a	a	a	a	a	a	a	a
3	Hudson Avenue / Digital Drive	a	b	b	c	a	c	a	c	b	c	c	d	c	d
4	Ridge Drive / Digital Drive	A	A	A	A	A	A	A	A	A	A	B	B	B	B
5	Ridge Drive / Triumph Boulevard	b	d	d	f	A	B	f	f	B	C	B	C	C	C
6	Digital Drive / Triumph Boulevard	B	C	B	C	B	C	B	C	C	C	C	C	C	C
7	Thanksgiving Way / Triumph Boulevard	B	C	B	C	B	C	D	D	C	D	C	E	C	D
8	A1 Access / Ridge Drive			a	a	a	a					a	a	a	a
9	A2 Access / Ridge Drive			a	a	a	a					a	b	a	b
10	A3 Access / Ridge Drive			a	a	a	a					a	b	a	a
11	A4 Access / Ridge Drive			a	a	a	a					b	b	b	b
12	A5 Access / Ridge Drive			a	b	a	a					b	c	b	c
13	A4 Access / Digital Drive											b	b	b	c
14	A2 Access / Digital Drive											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)

Source: Hales Engineering, June 2023

Table ES-2: Recommended Storage Length

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
5	Ridge Drive / Triumph Boulevard	100	225	-	-	100	175	-	-	-	100	-	225	-	100	-	-
8	A1 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-
9	A2 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	100	-	-	-	100	-	100
10	A3 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-
11	A4 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-
12	A5 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	100	-	-	-	50	-	-

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2023

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

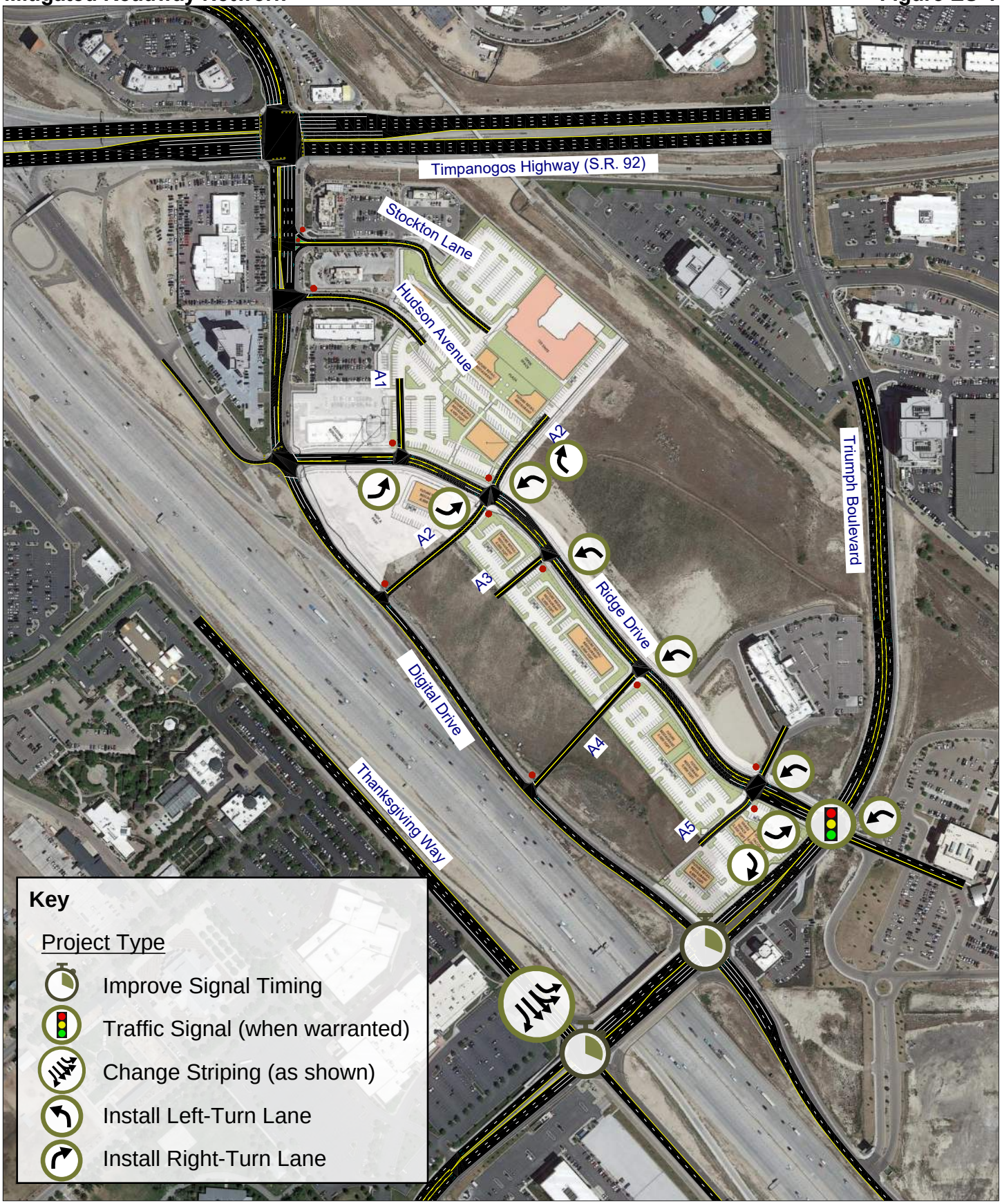
- The development will consist of a mixture of restaurants, retail, and residential
- The project is anticipated to generate approximately 11,763 weekday daily trips, including 800 trips in the morning peak hour, and 973 trips in the evening peak hour
- Auxiliary lane warrants are met for left turns at nearly all access points along Ridge Drive
  - A two-way left-turn lane is recommended to accommodate these left-turn movements as consistent with previous traffic impact studies along Ridge Drive. This will likely require striping lanes narrower than 12 feet each.
- The right-turn auxiliary lane warrant is anticipated to be met for the westbound approach of the A2 Access / Ridge Drive intersection

2023	Background	Plus Project
Assumptions	• None	• No connection with accesses from Ridge Drive to Digital Drive
Findings	• Acceptable LOS • Vehicles making illegal left turns at Stockton Lane / Digital Drive	• Poor LOS at Ridge Drive / Triumph Boulevard during evening peak hour

Mitigations	• Install raised center median along Digital Drive to physically restrict left turns to/from Stockton Lane	• **Ridge Drive / Triumph Boulevard**:
		  ○ Install signal with NB permissive/protected phasing and EB RT overlap phasing
		  ○ Assumed EB RT no turn on red

2028	Background	Plus Project
Assumptions	• Anticipated traffic volumes from nearby developments added to projected future traffic volumes	• A2 Access and A4 Access connect Ridge Drive to Digital Drive • Some background traffic anticipated to cut-through on A4 Access to get to I-15
Findings	• Poor LOS at Ridge Drive / Triumph Boulevard during morning and evening peak hour • Excessive queuing of over 1,000 feet on the northeast-bound approach of the Thanksgiving Way / Triumph Boulevard during the morning peak hour	• Poor LOS at Thanksgiving Way / Triumph Boulevard during evening peak hour
Mitigations	• **Ridge Drive / Triumph Boulevard**: o Install signal with NB permissive/protected phasing and EB RT overlap phasing o Assumed EB RT no turn on red • **Thanksgiving Way / Triumph Boulevard:** o Restripe SE approach to change dedicated through-lane to a shared through-left lane	• **Thanksgiving Way / Triumph Boulevard:** o Restripe SE approach to change shared through/right lane to a dedicated through lane o Implement a SE-bound right-turn overlap phase to allow simultaneous movement with NE through-movement

Lehi Point Ridge Holdings TIS
Mitigated Roadway Network **Figure ES-1**



Hales Engineering **801.766.4343**
1220 North 500 West Ste 202, Lehi, UT, 84043 **02/10/2023**

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Point Ridge Holdings development located in Lehi, Utah. The proposed project is located along Ridge Drive between Triumph Boulevard and Digital Drive. Figure 1 shows a vicinity map of the proposed development.

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



Figure 1: Vicinity map showing the project location in Lehi, 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:

- Digital Dr. / Timpanogos Hwy. (S.R. 92)
- Stockton Lane / Digital Drive
- Hudson Avenue / Digital Drive
- Ridge Drive / Digital Drive
- Ridge Drive / Triumph Boulevard
- Digital Drive / Triumph Boulevard
- Thanksgiving Way / Triumph Boulevard
- Project Accesses (A1-A5) / Ridge Drive
- A2 / Digital Drive
- A4 / Digital Drive

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), 6th Edition, 2016 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2023) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

Digital Drive – is a city-maintained roadway which is classified by the Lehi City Transportation Master Plan (2015) as a Major Arterial. The roadway is a one-way frontage road for I-15 and has two or more travel lanes in the northwest direction. The posted speed limit is 35 mph in the study area.

Ridge Drive – is a city-maintained roadway which is classified by the Lehi City Transportation Master Plan (2015) as a Minor Collector. The actual pavement is 36-feet wide and should be striped as one lane per direction with a two-way left-turn lane. The posted speed limit is 25 mph in the study area.

Hudson Avenue – is a city-maintained roadway which is classified by the Lehi City Transportation Master Plan (2015) as a Minor Collector. The roadway has one travel lane in each direction. There is no posted speed limit so a speed limit of 25 mph was assumed.

Stockton Lane – is a city-maintained roadway which is classified by the Lehi City Transportation Master Plan (2015) as a Minor Collector. The roadway has one travel lane in each direction. There is no posted speed limit so a speed limit of 25 mph was assumed.

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:

- Digital Dr. / Timpanogos Hwy. (S.R. 92)
- Stockton Lane / Digital Drive
- Hudson Avenue / Digital Drive
- Ridge Drive / Digital Drive
- Ridge Drive / Triumph Boulevard
- Digital Drive / Triumph Boulevard
- Thanksgiving Way / Triumph Boulevard

The counts were performed on Wednesday, January 25, 2023. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 25% 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 #302). In recent years, traffic volumes in January have been equal to approximately 95% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

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

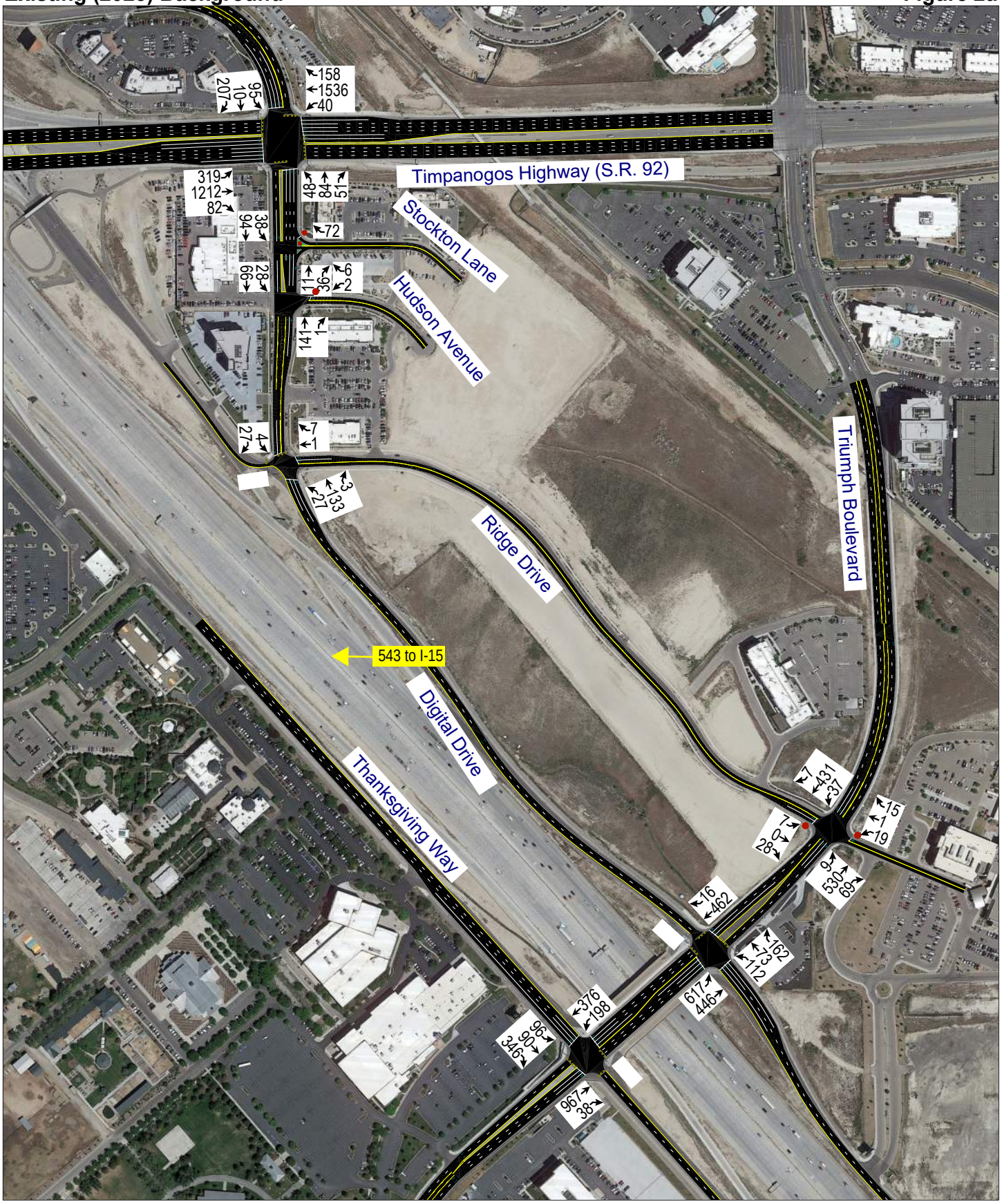
Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2023) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

Numerous vehicles were observed making left turns at the Stockton Lane / Digital Drive intersection. It is recommended that a raised center median be installed to restrict this movement and force vehicles to use Hudson Avenue or Ridge Drive to make left turns. In all future scenarios, vehicles that were counted making left turns at Stockton Drive are instead rerouted to Hudson Avenue.


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
543 to I-15
95
10
207
158
1536
40
319
1212
82
48
84
51
38
94
72
28
66
11
96
6
2
141
1
7
1
4
27
3
133
27
7
431
37
7
0
28
15
1
19
9
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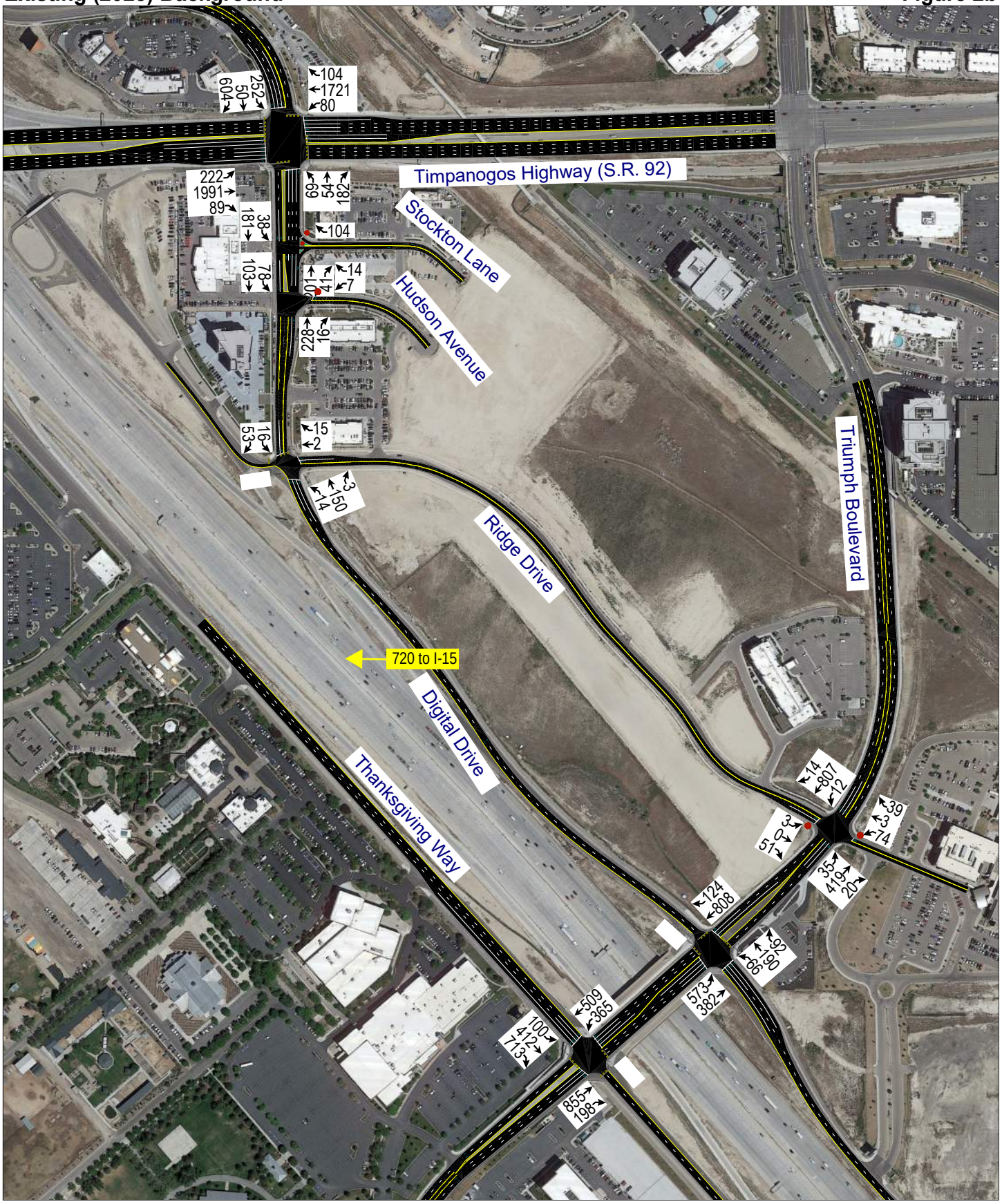

Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
720 to I-15
252 50 604
104 1721 80
222 1991 89
69 54 182
181 38
104
103 78
201 41 14 7
228 16
16 53
15 2
3 150 14
14 807 12
39 3 74
3 0 51
35 419 20
124 808
92 190 66
573 382
509 365
100 412 713
855 198

Table 2: Existing (2023) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (22.0)	C (25.7)
Stockton Lane / Digital Drive	WB Stop	a (3.7) / SBL	a (4.4) / SBL
Hudson Avenue / Digital Drive	WB Stop	a (5.4) / WBL	b (10.4) / WBL
Ridge Drive / Digital Drive	Signal	A (0.9)	A (0.9)
Ridge Drive / Triumph Boulevard	EB/WB Stop	b (14.4) / WBL	d (32.2) / WBT
Digital Drive / Triumph Boulevard	Signal	B (18.0)	C (21.9)
Thanksgiving Way / Triumph Boulevard	Signal	B (17.5)	C (27.5)

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, June 2023

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Point Ridge Holdings development is located along Ridge Drive between Triumph Boulevard and Digital Drive. The development will consist of a variety of restaurants and retail and will include a 125 unit multi-family residential building to the north. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Multi-family Mid-rise	125 Units
Fine Dining Restaurant	18,500 sq. ft.
Fast Casual Restaurant	17,250 sq. ft.
Fast-food w/ Drive-thru	15,800 sq. ft.
General Retail	22,000 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Since the development contains a mixed-use of restaurants, retail, and residential, and since the development is also surrounded by numerous other mixed-uses, estimates of the internal capture reductions were calculated using the National Cooperative Highway Research Program (NCHRP) Report 684 Internal Trip Capture Estimation Tool. The estimated internal capture reductions were then rounded down to a 5% reduction for the morning peak hour and a 10% reduction for the evening peak hour. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 11,763
- Morning Peak Hour Trips: 800
- Evening Peak Hour Trips: 973

Table 4: Trip Generation

Trip Generation Lehi - Point Ridge Holdings												
Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions	New Trips		
			Total	% In	% Out	In	Out	Internal Capture	In	Out	Total
Weekday Daily											
Multifamily Housing (Mid-Rise) (221)	125	DU	568	50%	50%	284	284	5%	270	270	540
Fast-Food Restaurant with Drive-Through Window (934)	15.8	KSF	7,388	50%	50%	3,694	3,694	5%	3,510	3,509	7,019
Fine Dining Restaurant (931)	18.5	KSF	1,552	50%	50%	776	776	5%	737	737	1,474
Fast Casual Restaurant (930)	17.3	KSF	1,676	50%	50%	838	838	5%	796	796	1,592
Strip Retail Plaza, <40k (822)	22	KSF	1,198	50%	50%	599	599	5%	569	569	1,138
TOTAL			**12,382**			**6,191**	**6,191**		**5,882**	**5,881**	**11,763**
AM Peak Hour											
Multifamily Housing (Mid-Rise) (221)	125	DU	44	23%	77%	10	34	5%	10	32	42
Fast-Food Restaurant with Drive-Through Window (934)	15.8	KSF	706	51%	49%	360	346	5%	342	329	671
Fine Dining Restaurant (931)	18.5	KSF	14	50%	50%	7	7	5%	6	7	13
Fast Casual Restaurant (930)	17.3	KSF	26	50%	50%	13	13	5%	13	12	25
Strip Retail Plaza, <40k (822)	22	KSF	52	60%	40%	31	21	5%	29	20	49
TOTAL			**842**			**421**	**421**		**400**	**400**	**800**
PM Peak Hour											
Multifamily Housing (Mid-Rise) (221)	125	DU	50	61%	39%	31	19	10%	28	17	45
Fast-Food Restaurant with Drive-Through Window (934)	15.8	KSF	522	52%	48%	271	251	10%	244	226	470
Fine Dining Restaurant (931)	18.5	KSF	146	67%	33%	98	48	10%	88	43	131
Fast Casual Restaurant (930)	17.3	KSF	218	55%	45%	120	98	10%	108	88	196
Strip Retail Plaza, <40k (822)	22	KSF	146	50%	50%	73	73	10%	65	66	131
TOTAL			**1,082**			**593**	**489**		**533**	**440**	**973**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.
SOURCE: Hales Engineering, February 2023

D. Trip Distribution and Assignment

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

Table 5: Trip Distribution

Direction	Street	% To Project	% From Project
North	I-15 Frontage Roads	10%	25%
	Digital Drive	5%	5%
	Triumph Boulevard	10%	10%
South	I-15 Frontage Roads	15%	20%
	Triumph Boulevard	20%	20%
East	Timpanogos Hwy	10%	10%
West	Timpanogos Hwy	30%	10%

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. Since there are potential connections between Ridge Drive and Digital Drive with the neighboring development to the southwest, separate trip assignments were completed for 2023 and 2028 conditions. Trip assignment for the development is shown in Figure 3.

E. Access

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

Ridge Drive:

- Access A1 will be located approximately 300 feet east of the Ridge Drive / Digital Drive intersection. It will access the project on the north side of Ridge Drive. It is anticipated that the access will be stop-controlled.
- Access A2 will be located approximately 650 feet east of the Ridge Drive / Digital Drive intersection. It will access the project on both sides of Ridge Drive. It is anticipated that the access will be stop-controlled. The southern leg of the approach was assumed to be a connection to Digital Drive in the future (2028) conditions.
- Access A3 will be located approximately 900 feet east of the Ridge Drive / Digital Drive intersection. It will access the project on the south side of Ridge Drive. It is anticipated that the access will be stop-controlled.
- Access A4 will be located approximately 750 feet west of the Ridge Drive / Triumph Boulevard intersection. It will access the project on the south side of Ridge Drive. It is anticipated that the access will be stop-controlled. The southern leg of the approach was assumed to be a connection to Digital Drive in the future (2028) conditions.
- Access A5 will be located approximately 200 feet west of the Ridge Drive / Triumph Boulevard intersection. It will access the project on the south side of Ridge Drive directly across from the Hilton Garden Inn access. It is anticipated that the access will be stop-controlled.

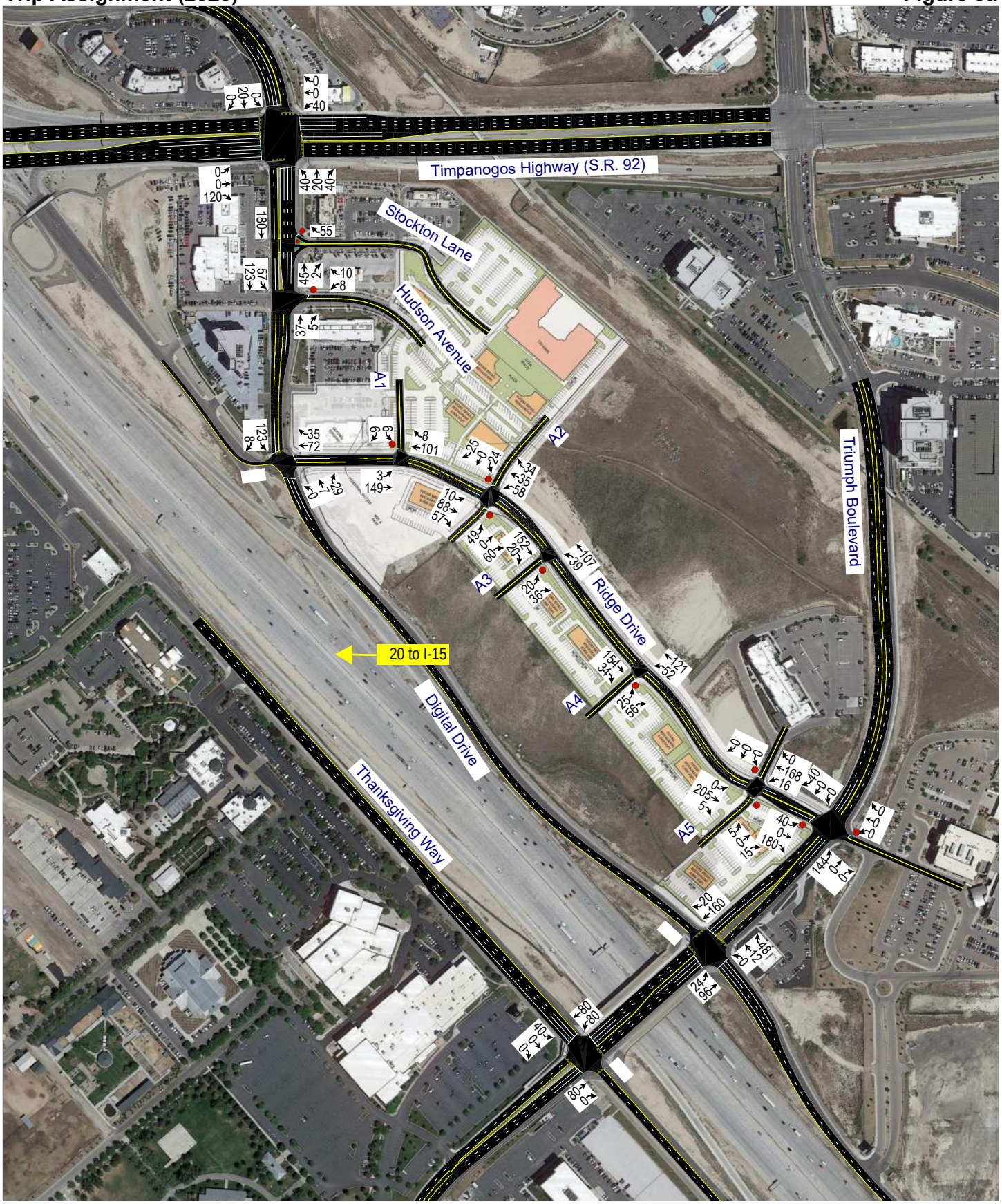
F. Auxiliary Lanes

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

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. Based on these guidelines and the anticipated project traffic, it may be beneficial to stripe a two-way left-turn lane (TWLTL) along Ridge Drive, since most access points are anticipated to meet, or be close to meeting, that guideline. With the existing roadway width of approximately 34 feet, a TWLTL along Ridge Drive will require more narrow lanes. The A2 access is also anticipated to meet the guideline for a westbound right-turn lane.

Lehi Point Ridge Holdings TIS
Trip Assignment (2023)

Morning Peak Hour
Figure 3a

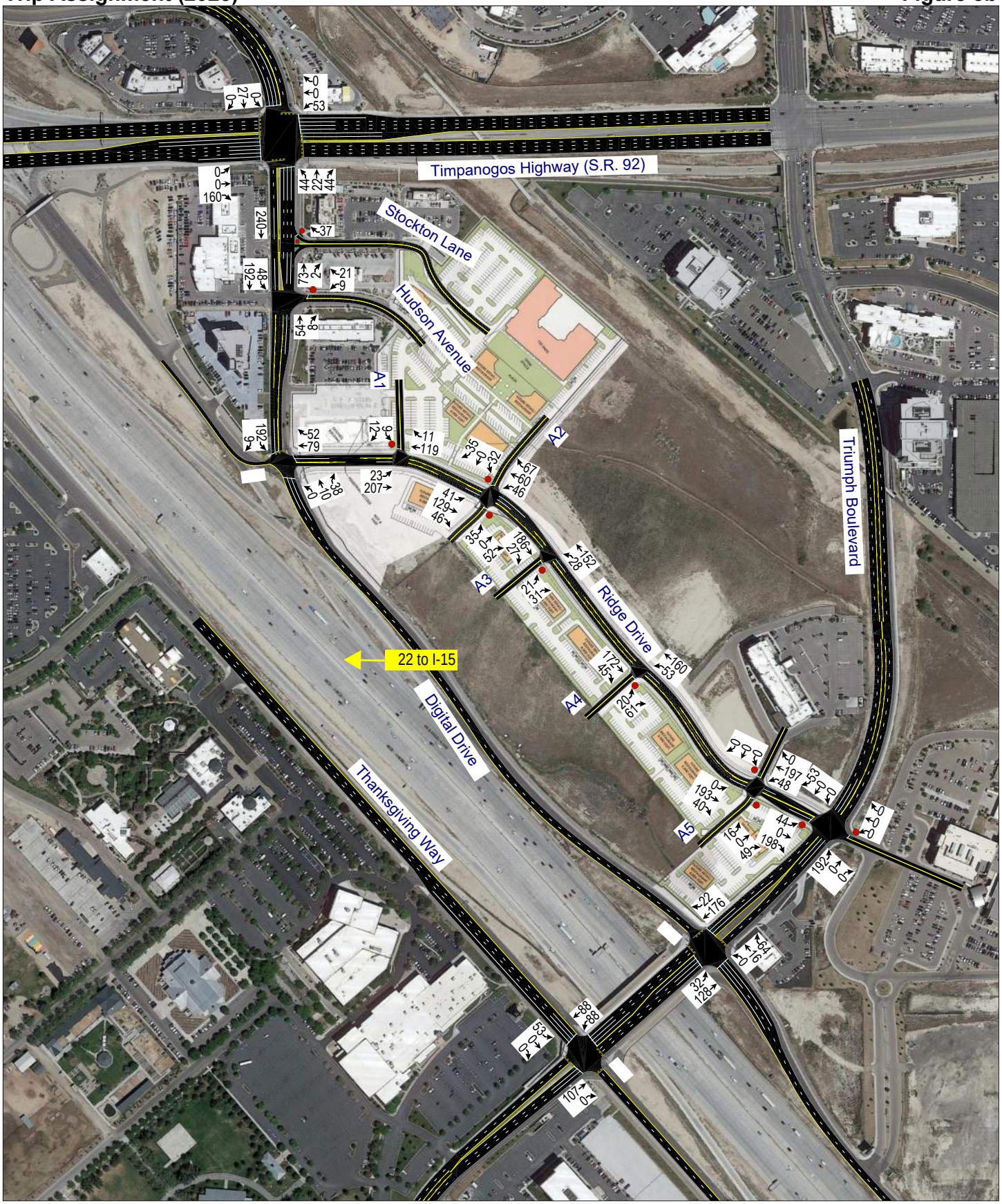


Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
02/10/2023

Lehi Point Ridge Holdings TIS
Trip Assignment (2023)

Evening Peak Hour
Figure 3b

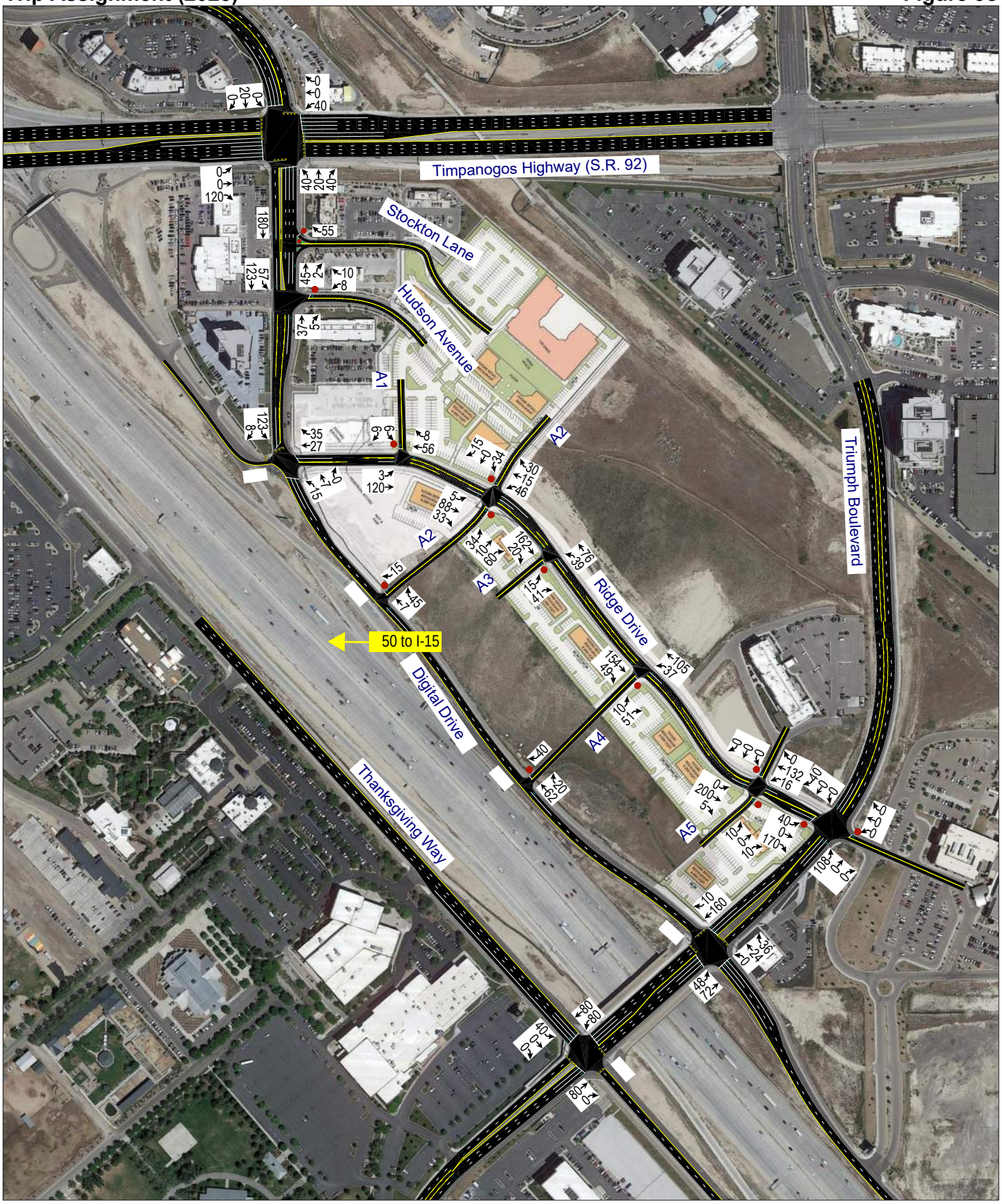


Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
02/10/2023

Lehi Point Ridge Holdings TIS
Trip Assignment (2028)

Morning Peak Hour
Figure 3c



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

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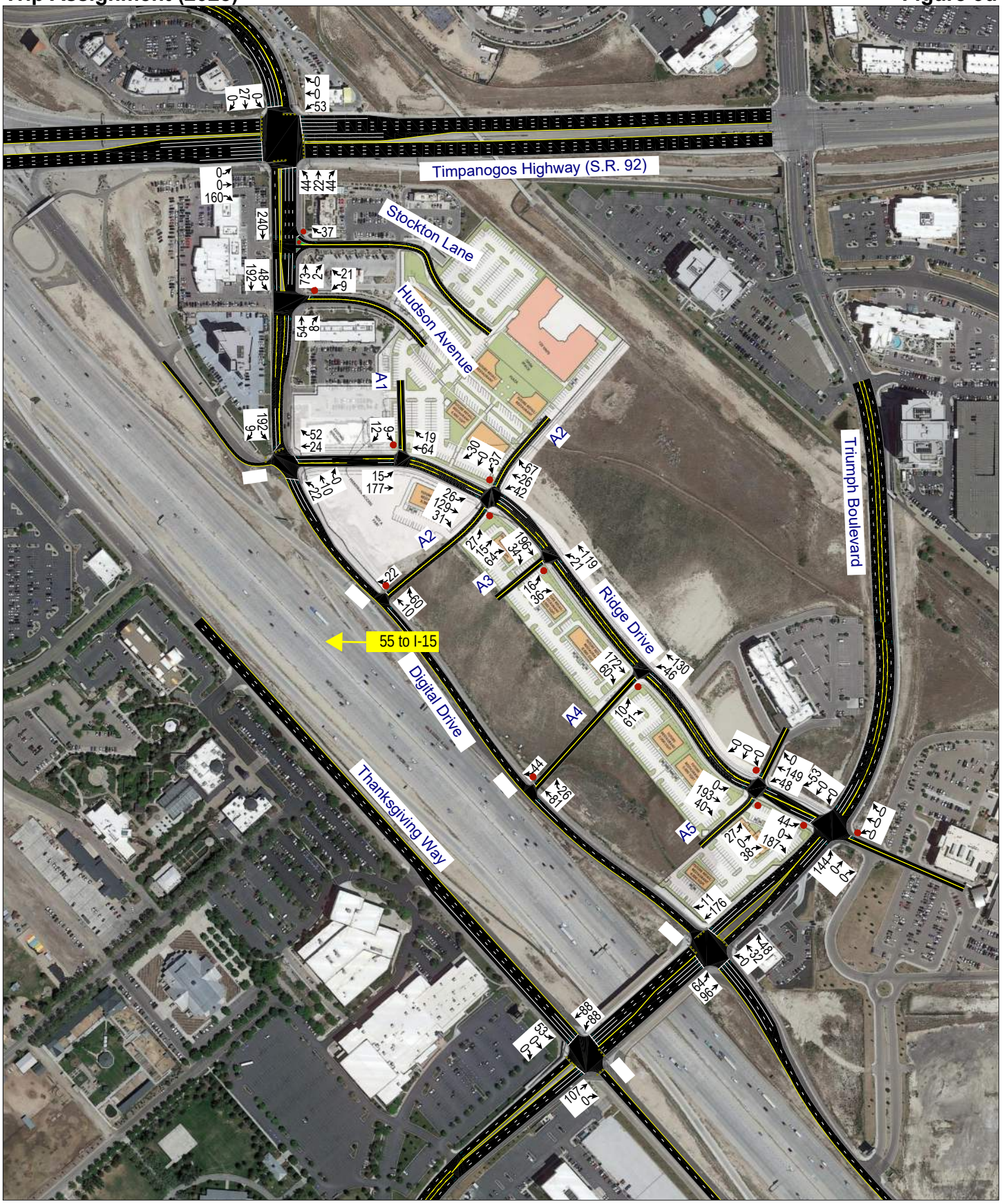
Lehi Point Ridge Holdings TIS
Trip Assignment (2028)

Evening Peak Hour
Figure 3d



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801.766.4343
02/10/2023

IV. EXISTING (2023) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2023) background traffic volumes to predict turning movement volumes for the morning and evening peak hour in existing (2023) plus project condition, which are shown in Figure 4.

C. Level of Service Analysis

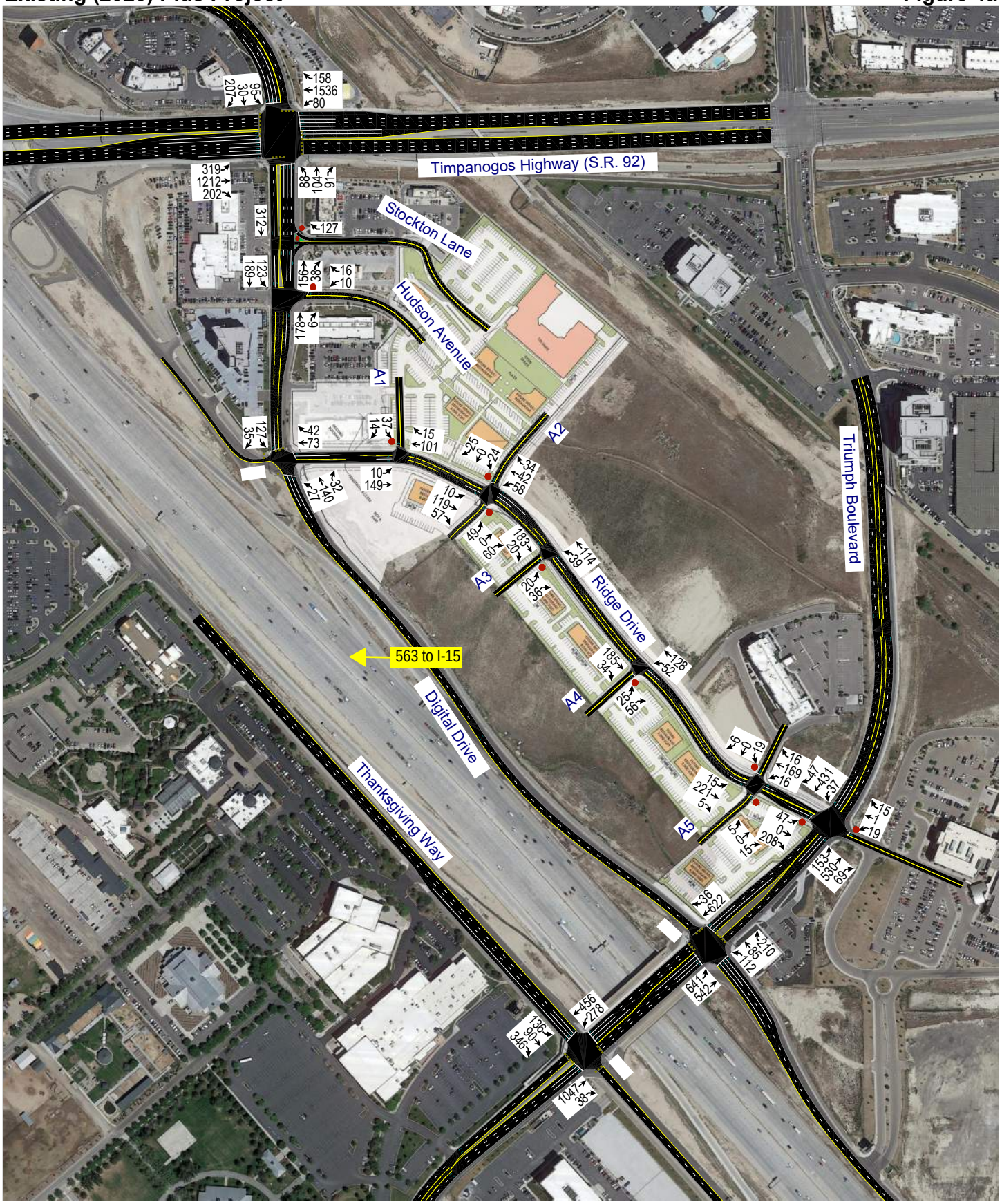
Hales Engineering determined that the Ridge Drive / Triumph Boulevard intersection is anticipated to operate at a poor level of service during the evening peak hour with project traffic added, as shown in Table 6.

Table 6: Existing (2023) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (23.0)	C (27.3)
Stockton Lane / Digital Drive	WB Stop	a (1.2) / WBR	a (1.3) / WBR
Hudson Avenue / Digital Drive	WB Stop	b (11.6) / WBL	c (19.5) / WBL
Ridge Drive / Digital Drive	Signal	A (4.5)	A (5.2)
Ridge Drive / Triumph Boulevard	EB/WB Stop	d (29.1) / WBL	f (>50) / WBL
Digital Drive / Triumph Boulevard	Signal	B (16.3)	C (23.9)
Thanksgiving Way / Triumph Boulevard	Signal	B (19.9)	C (29.5)
A1 Access / Ridge Drive	SB Stop	a (5.8) / SBL	a (7.0) / SBL
A2 Access / Ridge Drive	NB/SB Stop	a (6.3) / NBL	a (7.4) / SBL
A3 Access / Ridge Drive	NE Stop	a (6.3) / NEL	a (6.6) / NEL
A4 Access / Ridge Drive	NE Stop	a (6.5) / NEL	a (7.4) / NEL
A5 Access / Ridge Drive	NB/SB Stop	a (7.1) / NBL	b (10.8) / 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, June 2023


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
563 to I-15
A1
A2
A3
A4
A5
319 1212 202
95 30 207
158 1536 80
88 104 61
312
127
123 189
156 38 16 10
178 6
127 35
42 73
37 14
15 101
25 0 24
34 42 58
10 149
32 40 27
10 119 57
49 0 60
183 20
114 39
20 36
185 34
128 52
25 56
6 0 19
16 169 16
47 431 31
15 221 5
47 0 208
5 0 15
15 1 19
153 530 69
36 822
210 85 112
641 542
456 278
136 90 346
1047 38


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Triumph Boulevard
Ridge Drive
Digital Drive
Thanksgiving Way
742 to I-15
A1
A2
A3
A4
A5
604 252 77
104 1721 133
222 1991 249
113 76 226
459
141
164 295
274 43 35 16
282 24
208 62
67 81
51 29
49 119
35 0 32
67 98 46
42 207
41 160 14
41 171 46
35 0 52
228 276
190 28
21 31
214 45
20 61
198 33
10 0 22
24 225 48
67 807 12
10 225 40
47 0 249
16 0 49
39 74
227 419 20
146 984
156 206 66
605 510
597 463
153 472 113
962 198

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths of approximately 300 feet are anticipated on the westbound approach of the Ridge Dr. / Triumph Blvd. intersection during the evening peak hour.

E. Mitigation Measures

According to the Utah Manual on Uniform Traffic Control Devices (MUTCD), the Ridge Drive / Triumph Boulevard intersection is anticipated to be close to meeting peak hour signal warrants during the evening peak hour. The intersection should be monitored against signal warrants as developments are constructed in the vicinity. Since there are no other reasonable mitigation measures that can alleviate the significant queuing on the eastbound and westbound approaches, a signal is recommended at this location

With a signal at this intersection, permissive/protected phasing is anticipated to be warranted for the left-turn movements on the northbound approach. There may be a sight distance issue for right-turning vehicles from the eastbound approach looking up the hill on Triumph Boulevard. To remain conservative, it was assumed that right turns would not be allowed on red. A mitigated scenario was analyzed, and the LOS results are shown in Table 7.

Table 7: Existing (2023) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (23.3)	C (27.2)
Stockton Lane / Digital Drive	WB Stop	a (1.1) / WBR	a (1.4) / WBR
Hudson Avenue / Digital Drive	WB Stop	a (9.0) / WBL	c (18.1) / WBL
Ridge Drive / Digital Drive	Signal	A (4.8)	A (5.0)
Ridge Drive / Triumph Boulevard	Signal	A (7.5)	B (18.9)
Digital Drive / Triumph Boulevard	Signal	B (16.2)	C (25.0)
Thanksgiving Way / Triumph Boulevard	Signal	B (20.0)	C (31.0)
A1 Access / Ridge Drive	SB Stop	a (5.5) / SBL	a (6.7) / SBL
A2 Access / Ridge Drive	NB/SB Stop	a (6.2) / NBL	a (7.3) / SBL
A3 Access / Ridge Drive	NE Stop	a (6.0) / NEL	a (6.8) / NEL
A4 Access / Ridge Drive	NE Stop	a (7.1) / NEL	a (7.0) / NEL
A5 Access / Ridge Drive	NB/SB Stop	a (8.1) / NBL	a (8.5) / 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, June 2023

V. FUTURE (2028) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2028) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no projects planned before 2028 in the study area. Therefore, no changes were made to the roadway network for the future (2028) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2028) forecasted volumes from the Wasatch Front Regional Council (WFRC) / MAG travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections.

Additionally, anticipated traffic volumes generated by the following nearby developments were added to the projected turning movement traffic volumes at the study intersections:

- Lehi Howland 14 Acres
- Lehi The Ridge (Office Portion)

Future (2028) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that the Ridge Drive / Triumph Boulevard intersection is anticipated to operate at a poor level of service during the morning and evening peak hours in future (2028) background conditions, as shown in Table 8.

E. Queuing Analysis

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

- Ridge Drive / Triumph Boulevard:
  - Eastbound: >500 feet (AM & PM)
  - Westbound: >500 feet (AM & PM)
- Thanksgiving Way / Triumph Boulevard:
  - Northeast-bound: >1,000 feet (AM)
  - Southeast-bound: >500 feet (AM)


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
765 to I-15
100
190
40
170
1690
110
300
1325
280
430
70
105
80
80
75
355
75
45
10
5
210
5
280
40
40
20
5
170
35
70
530
105
20
80
65
70
60
120
280
840
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90
625
330
205
160
680
1185
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300
500
80
305
1365
40

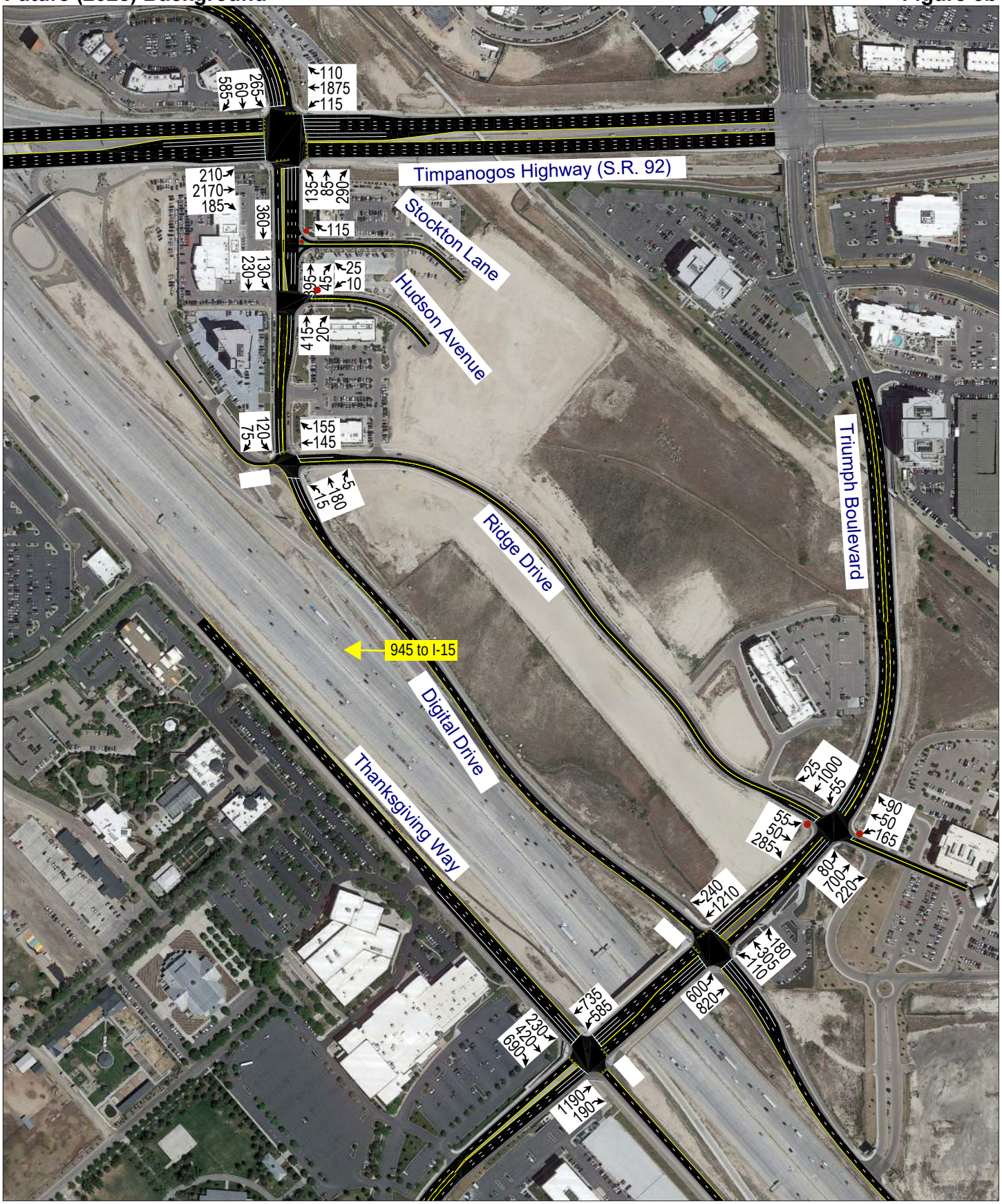

Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
945 to I-15
265
585
60
110
1875
115
210
2170
185
360
135
85
290
115
130
230
395
45
25
10
415
20
120
75
155
145
5
180
15
25
1000
55
55
50
285
90
50
165
80
700
220
240
1210
180
305
110
600
820
735
585
230
420
690
1190
190

Table 8: Future (2028) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (23.4)	C (28.0)
Stockton Lane / Digital Drive	WB Stop	a (1.0) / WBR	a (1.2) / WBR
Hudson Avenue / Digital Drive	WB Stop	a (8.8) / WBL	c (19.1) / WBL
Ridge Drive / Digital Drive	Signal	A (5.1)	A (4.3)
Ridge Drive / Triumph Boulevard	EB/WB Stop	f (>50) / EBT	f (>50) / WBT
Digital Drive / Triumph Boulevard	Signal	B (20.0)	C (22.0)
Thanksgiving Way / Triumph Boulevard	Signal	D (48.4)	D (35.2)

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, June 2023

F. Mitigation Measures

As recommended in the Existing (2023) Plus Project Conditions chapter, a signal is recommended at the Ridge Drive / Triumph Boulevard intersection. According to the Utah MUTCD, a signal is anticipated to be warranted in future (2028) background conditions with the completion of the nearby developments. Similarly to the previous chapter, it was conservatively assumed that right-turning vehicles on the eastbound approach would not be allowed to turn on red. Although permissive/protected phasing is not anticipated to be warranted on the northbound approach in background conditions, since it will be warranted in plus project conditions, it was assumed to be installed so that a similar comparison could be analyzed between the two conditions.

Additionally, due to excessive queuing, a restripe of the southeast-bound approach of the Thanksgiving Way / Triumph Boulevard intersection could be considered to change the dedicated through-lane to a through-left lane. This will allow for dual left-turn lanes and will improve the green time for Triumph Boulevard.

A mitigated scenario was analyzed with these improvements and the LOS results are shown in Table 9. Queuing on the northeast-bound approach of the Thanksgiving Way / Triumph Boulevard intersection is anticipated to be reduced to approximately 600-700 feet during the morning and evening peak hours. These results serve as a baseline condition for the impact analysis of the proposed development for future (2028) conditions.

Table 9: Future (2028) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (23.8)	C (28.8)
Stockton Lane / Digital Drive	WB Stop	a (1.0) / WBR	a (1.4) / WBR
Hudson Avenue / Digital Drive	WB Stop	b (10.2) / WBL	c (19.6 / WBL
Ridge Drive / Digital Drive	Signal	A (4.0)	A (4.4)
Ridge Drive / Triumph Boulevard	Signal	B (15.3)	C (22.4)
Digital Drive / Triumph Boulevard	Signal	C (21.6)	C (23.3)
Thanksgiving Way / Triumph Boulevard	Signal	C (30.7)	D (40.6)

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

Source: Hales Engineering, June 2023

VI. FUTURE (2028) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2028) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

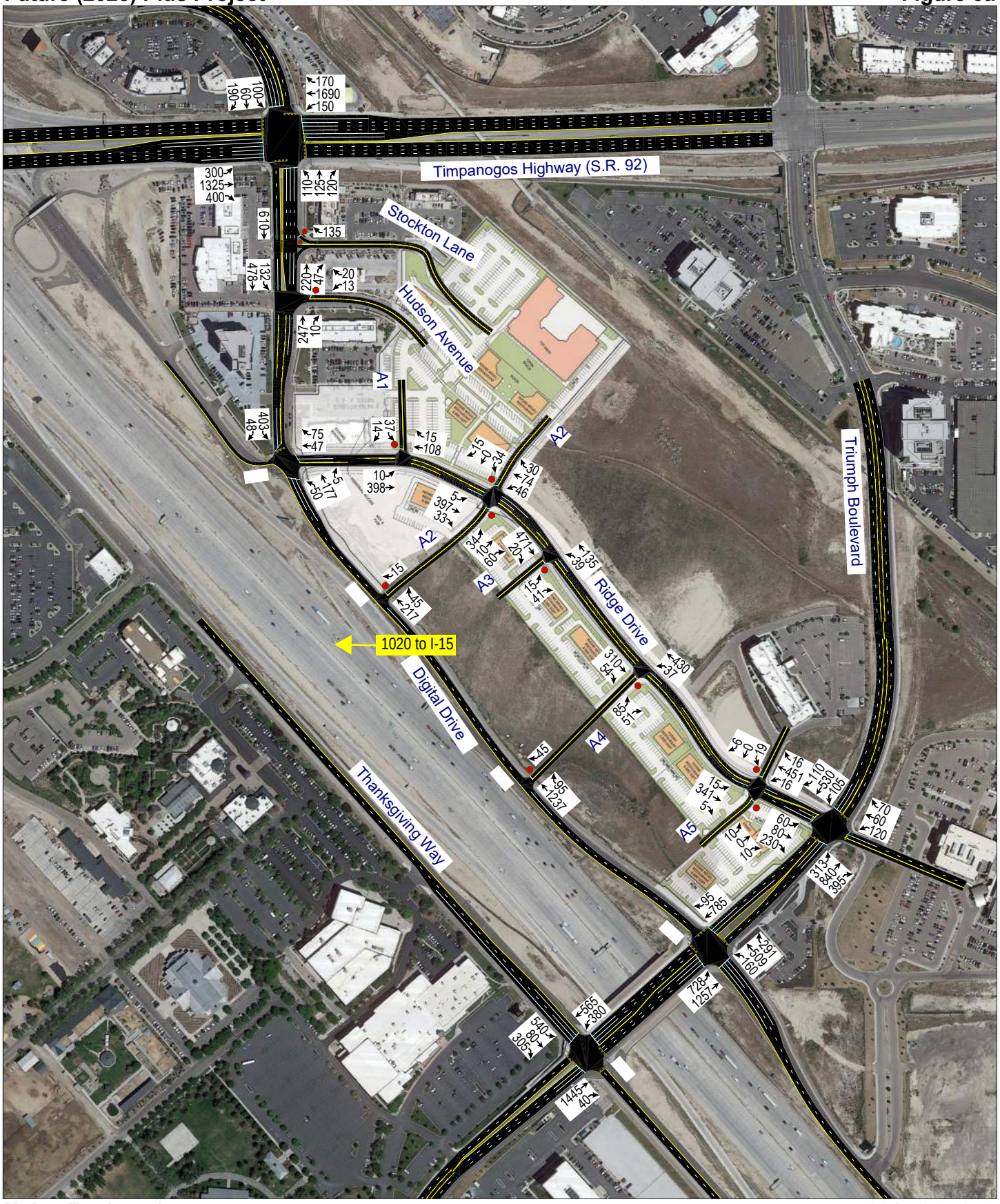
Hales Engineering added the project trips discussed in Chapter III to the future (2028) background traffic volumes to predict turning movement volumes for future (2028) plus project conditions. Some background trips were rerouted to the A4 Access connection to the I-15 NB onramp instead of going around along Triumph Boulevard. Future (2028) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the Thanksgiving Way / Triumph Boulevard intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2028) plus project conditions, as shown in Table 10.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are anticipated during the evening peak hour at the Thanksgiving Way / Triumph Boulevard intersection on all approaches, that occasionally back up and block upstream intersections.


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Triumph Boulevard
Ridge Drive
Digital Drive
Thanksgiving Way
1020 to I-15
A1
A2
A3
A4
A5
A6

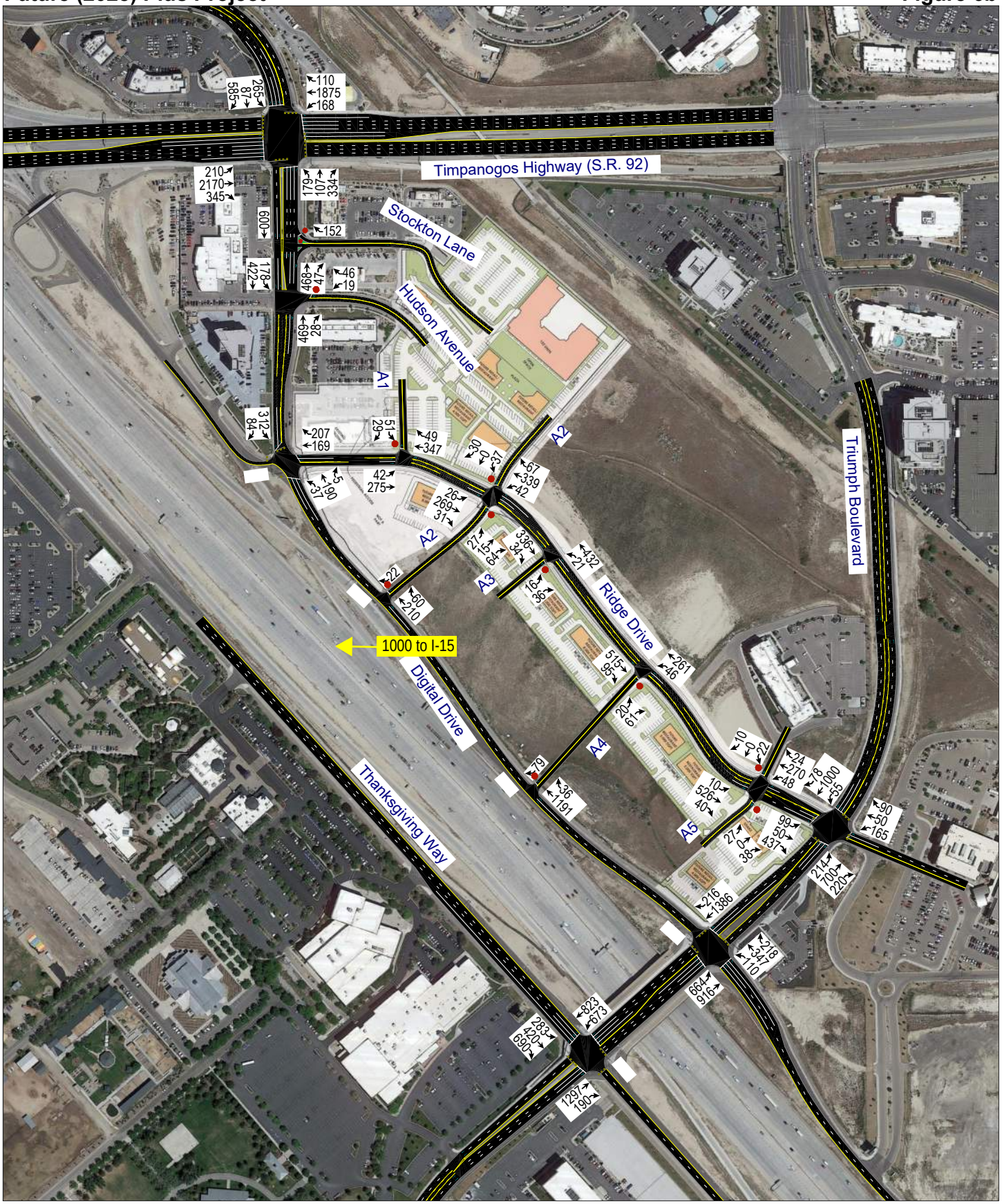

Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Triumph Boulevard
Ridge Drive
Digital Drive
Thanksgiving Way
1000 to I-15
A1
A2
A2
A3
A4
A5

Table 10: Future (2028) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (25.2)	C (30.0)
Stockton Lane / Digital Drive	WB Stop	a (1.2) / WBR	a (1.5) / WBR
Hudson Avenue / Digital Drive	WB Stop	c (17.7) / WBL	d (31.3) / WBL
Ridge Drive / Digital Drive	Signal	B (12.2)	B (14.7)
Ridge Drive / Triumph Boulevard	Signal	B (18.6)	C (31.0)
Digital Drive / Triumph Boulevard	Signal	C (32.2)	C (29.2)
Thanksgiving Way / Triumph Boulevard	Signal	C (33.9)	E (76.9)
A1 Access / Ridge Drive	SB Stop	a (7.9) / SBL	a (9.4) / SBL
A2 Access / Ridge Drive	NB/SB Stop	a (9.6) / NBT	b (11.1) / NBT
A3 Access / Ridge Drive	NE Stop	a (9.2) / NEL	b (10.2) / NEL
A4 Access / Ridge Drive	NE Stop	b (11.6) / NEL	b (12.2) / NEL
A5 Access / Ridge Drive	NB/SB Stop	b (10.1) / SBL	c (20.5) / SBL
A4 Access / Digital Drive	SW Stop	b (10.9) / SWR	b (11.3) / SWR
A2 Access / Digital Drive	SW Stop	a (4.6) / SWR	a (4.8) / SWR

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, June 2023

E. Mitigation Measures

Since right turns are not allowed on red for the southeast-bound approach of the Thanksgiving Way / Triumph Boulevard intersection, it is recommended that the approach be dedicated to a single right-turn lane and that an overlap phase be installed that allows the southeast-bound rights to run simultaneously with the northeast-bound through-movement.

A mitigated scenario with this improvement was analyzed and the LOS results are shown in Table 11. No significant queueing is anticipated. The overlap phase is not needed during the morning peak hour, but the mitigated analysis did ensure that the intersection could function with only a single right-turn lane.

It should be noted that the 2100 North freeway is anticipated to be completed by approximately the year 2028, which will alleviate much of the traffic on Triumph Boulevard south of I-15. For this reason, all mitigations measures in the report are signal phasing and striping changes only. No infrastructure improvements are recommended that might quickly become unneeded in the future.

Table 11: Future (2028) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (25.4)	C (30.6)
Stockton Lane / Digital Drive	WB Stop	a (1.2) / WBR	a (1.4) / WBR
Hudson Avenue / Digital Drive	WB Stop	c (15.6) / WBL	d (34.9) / WBL
Ridge Drive / Digital Drive	Signal	B (12.5)	B (14.6)
Ridge Drive / Triumph Boulevard	Signal	C (22.5)	C (29.9)
Digital Drive / Triumph Boulevard	Signal	C (30.4)	C (26.7)
Thanksgiving Way / Triumph Boulevard	Signal	C (34.7)	D (38.1)
A1 Access / Ridge Drive	SB Stop	a (8.0) / SBL	a (10.0) / SBL
A2 Access / Ridge Drive	NB/SB Stop	a (9.9) / NBL	b (11.6) / NBT
A3 Access / Ridge Drive	NE Stop	a (9.1) / NEL	a (9.9) / NEL
A4 Access / Ridge Drive	NE Stop	b (12.3) / NEL	b (12.5) / NEL
A5 Access / Ridge Drive	NB/SB Stop	b (14.4) / SBL	c (19.4) / SBL
A4 Access / Digital Drive	SW Stop	b (10.1) / SWR	c (15.2) / SWR
A2 Access / Digital Drive	SW Stop	a (4.6) / SWR	a (4.4) / SWR

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, June 2023

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2028) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 12. Intersections shown in Table 12 include new intersections and existing intersections that have recommended storage length changes.

Table 12: Recommended Storage Lengths

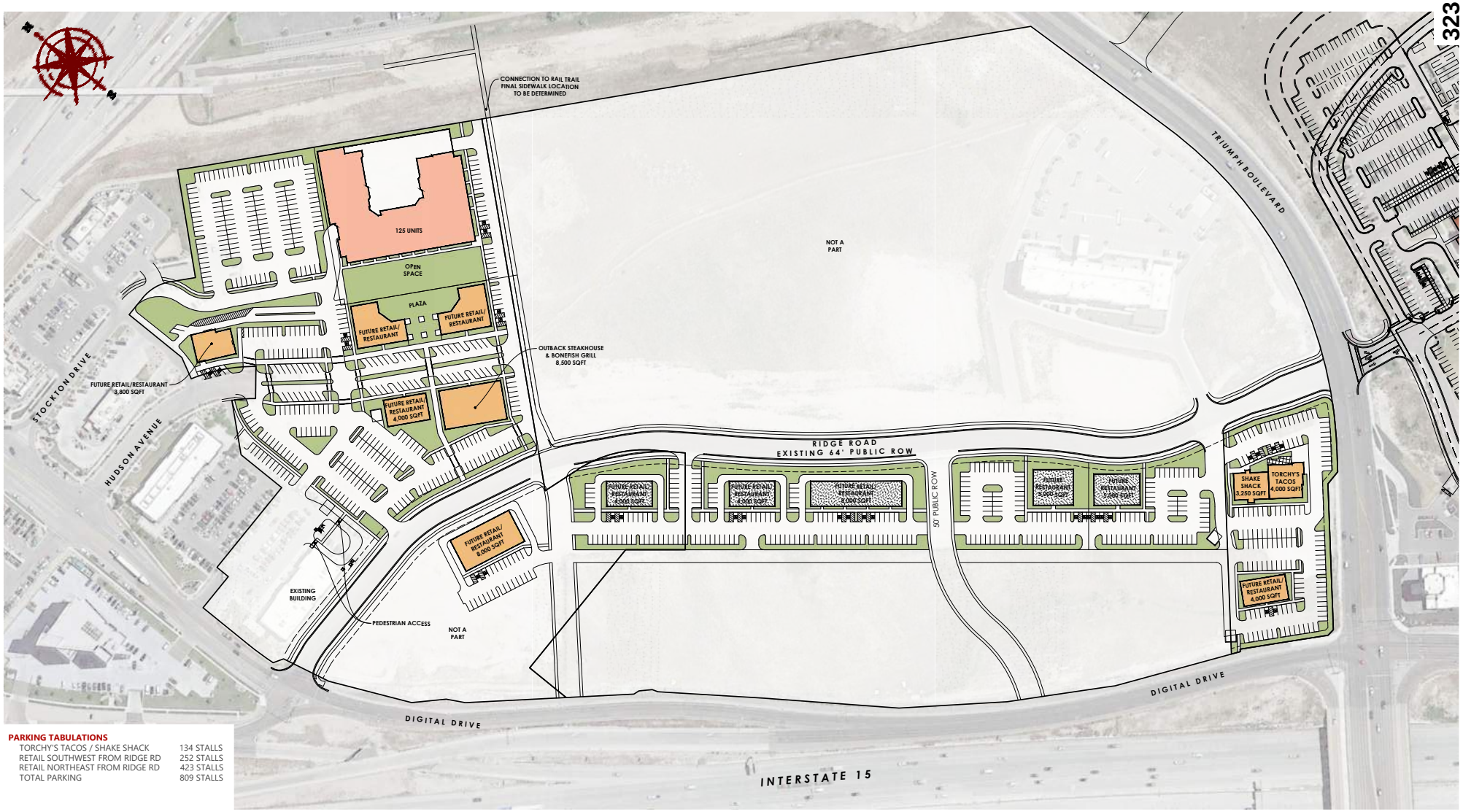
	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
5	Ridge Drive / Triumph Boulevard	100	**225**	-	-	100	**175**	-	-	-	**100**	-	**225**	-	**100**	-	-
8	A1 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	**100**	-	-	-	-	-	-
9	A2 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	**100**	-	-	-	**100**	-	**100**
10	A3 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	**100**	-	-
11	A4 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	**100**	-	-
12	A5 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	**100**	-	-	-	**50**	-	-

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2023

APPENDIX A

Site Plan



PARKING TABULATIONS

TORCHY'S TACOS / SHAKE SHACK	134 STALLS
RETAIL SOUTHWEST FROM RIDGE RD	252 STALLS
RETAIL NORTHEAST FROM RIDGE RD	423 STALLS
TOTAL PARKING	809 STALLS

GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.

LEHI POINTE master plan

LEHI CITY, UTAH COUNTY
12/6/2022
22-0257

FOCUS ENGINEERING AND SURVEYING, LLC

Z:\...2022\22-0257 Lehi Pointe\Design\22-0257\Civil\Concepts\22-0257 Lehi Pointe Master Plan 11.mxd

APPENDIX B

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

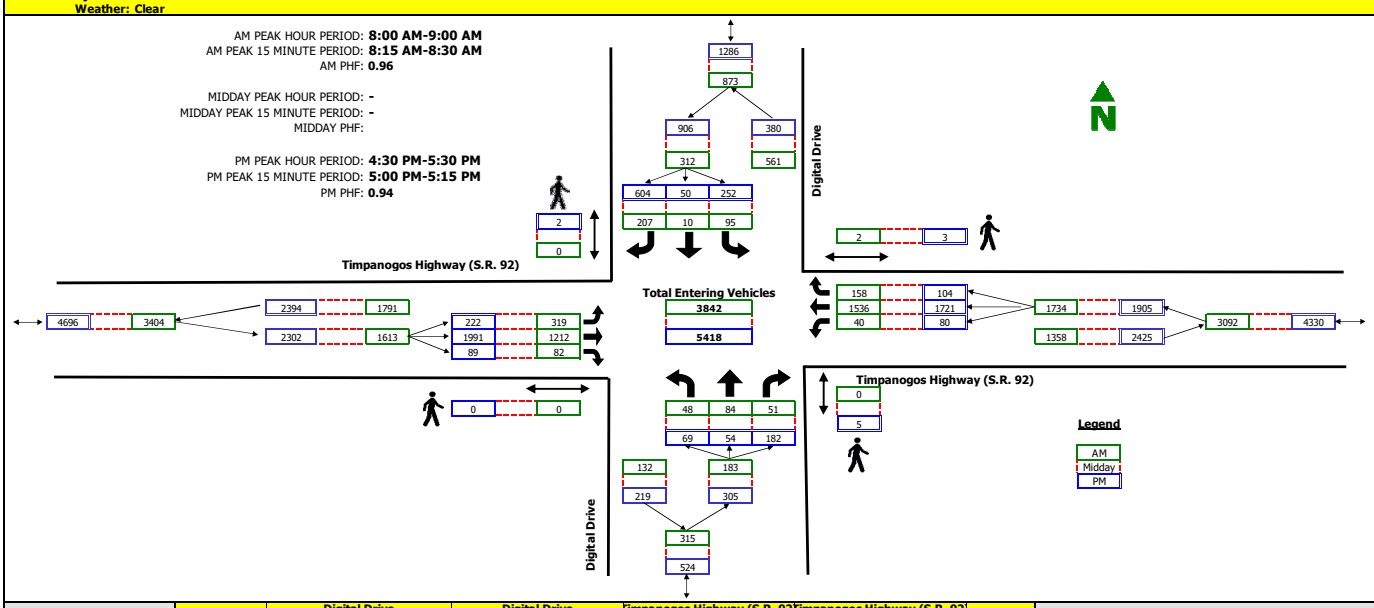
Intersection: Digital Drive / Timpanogos Highway (S.R. 92)
North/South: Digital Drive
East/West: Timpanogos Highway (S.R. 92)
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.96**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.94**



RAW COUNT SUMMARIES	Digital Drive Northbound				Digital Drive Southbound				Timpanogos Highway (S.R. 92) Eastbound				Timpanogos Highway (S.R. 92) Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	8	4	0	2	0	26	0	46	162	5	0	1	285	17	1	559
7:15 - 7:30	6	10	5	0	20	2	47	0	40	212	8	0	4	341	21	0	716
7:30 - 7:45	3	16	5	1	17	3	59	0	86	304	14	0	7	387	17	0	918
7:45 - 8:00	12	22	10	0	25	3	46	0	80	383	13	0	7	363	34	1	998
8:00 - 8:15	8	19	7	0	20	4	59	0	77	317	19	0	6	385	34	1	955
8:15 - 8:30	18	20	9	0	25	1	50	0	64	289	25	0	14	428	57	1	1000
8:30 - 8:45	9	18	15	0	19	3	50	0	97	296	26	0	7	345	28	0	913
8:45 - 9:00	13	27	20	0	31	2	48	0	81	310	12	0	13	378	39	0	974

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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	27	12	42	2	36	9	123	0	54	444	23	0	27	391	22	0	1210
16:15 - 16:30	19	17	26	2	58	5	127	0	61	419	19	0	17	388	19	3	1175
16:30 - 16:45	9	12	54	3	55	10	152	1	43	491	21	0	22	462	24	0	1355
16:45 - 17:00	21	17	33	1	64	12	144	1	52	442	19	0	14	367	25	2	1210
17:00 - 17:15	20	10	45	0	52	18	185	0	52	563	23	0	16	431	26	0	1441
17:15 - 17:30	19	15	50	1	81	10	123	0	75	495	26	0	28	461	29	1	1412
17:30 - 17:45	21	20	41	0	57	4	92	0	65	552	28	0	21	398	25	0	1324
17:45 - 18:00	25	27	61	0	46	13	110	0	77	502	29	0	35	297	30	0	1252

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

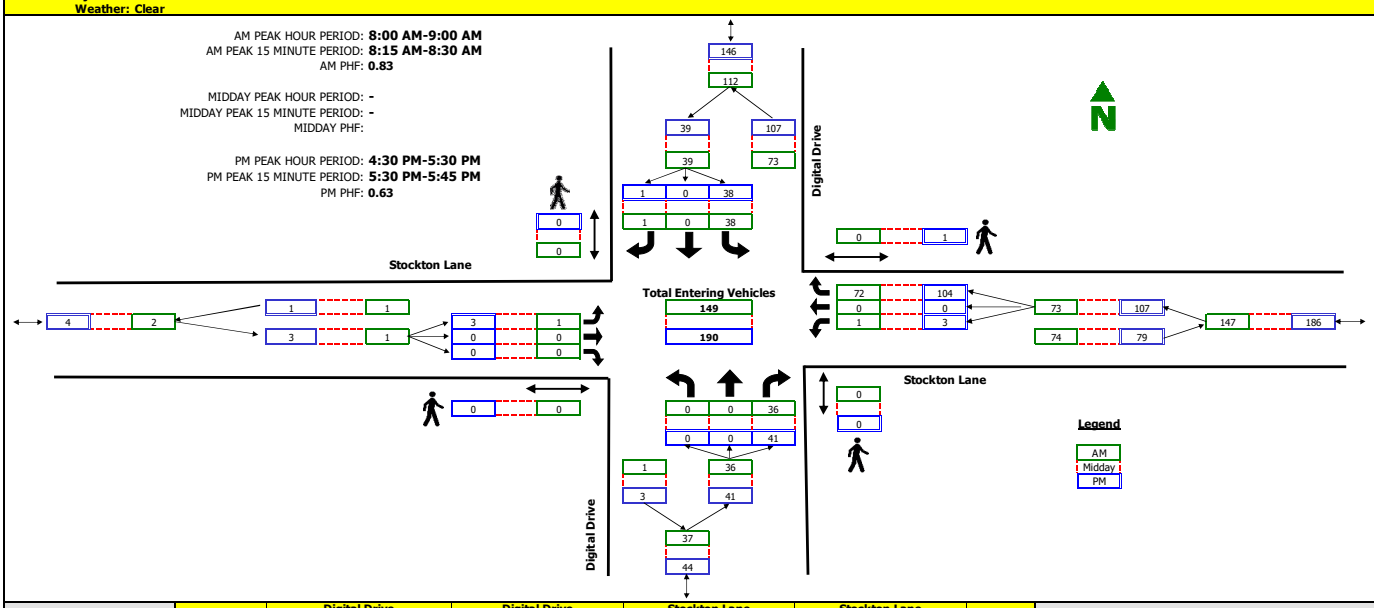
Intersection: Digital Drive / Stockton Lane
North/South: Digital Drive
East/West: Stockton Lane
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.83**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:30 PM-5:45 PM**
PM PHF: **0.63**



RAW COUNT SUMMARIES	Digital Drive Northbound				Digital Drive Southbound				Stockton Lane Eastbound				Stockton Lane Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	4	0	3	0	0	0	0	0	0	0	1	0	5	0	13
7:15 - 7:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7	0	11
7:30 - 7:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	8
7:45 - 8:00	0	0	4	0	8	0	0	0	0	0	0	0	1	0	13	0	26
8:00 - 8:15	0	0	5	0	7	0	0	0	0	0	0	0	0	0	10	0	22
8:15 - 8:30	0	0	12	0	10	0	0	0	0	0	0	0	0	0	23	0	45
8:30 - 8:45	0	0	12	0	13	0	1	0	1	0	0	0	1	0	17	0	45
8:45 - 9:00	0	0	7	0	8	0	0	0	0	0	0	0	0	0	22	0	37

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	8	0	16	0	2	0	1	0	0	0	0	0	22	0	49
16:15 - 16:30	0	0	7	0	8	0	2	0	2	0	0	0	0	0	26	0	45
16:30 - 16:45	0	0	7	0	10	0	0	0	2	0	0	0	2	0	28	0	49
16:45 - 17:00	0	0	8	0	9	0	1	0	0	0	0	0	0	0	21	0	39
17:00 - 17:15	0	0	14	0	12	0	0	0	1	0	0	0	1	0	35	1	63
17:15 - 17:30	0	0	12	0	7	0	0	0	0	0	0	0	0	0	20	0	39
17:30 - 17:45	0	0	17	0	17	0	1	0	0	0	0	0	0	0	40	0	75
17:45 - 18:00	0	0	12	0	15	0	0	0	0	0	0	0	0	0	39	0	66

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

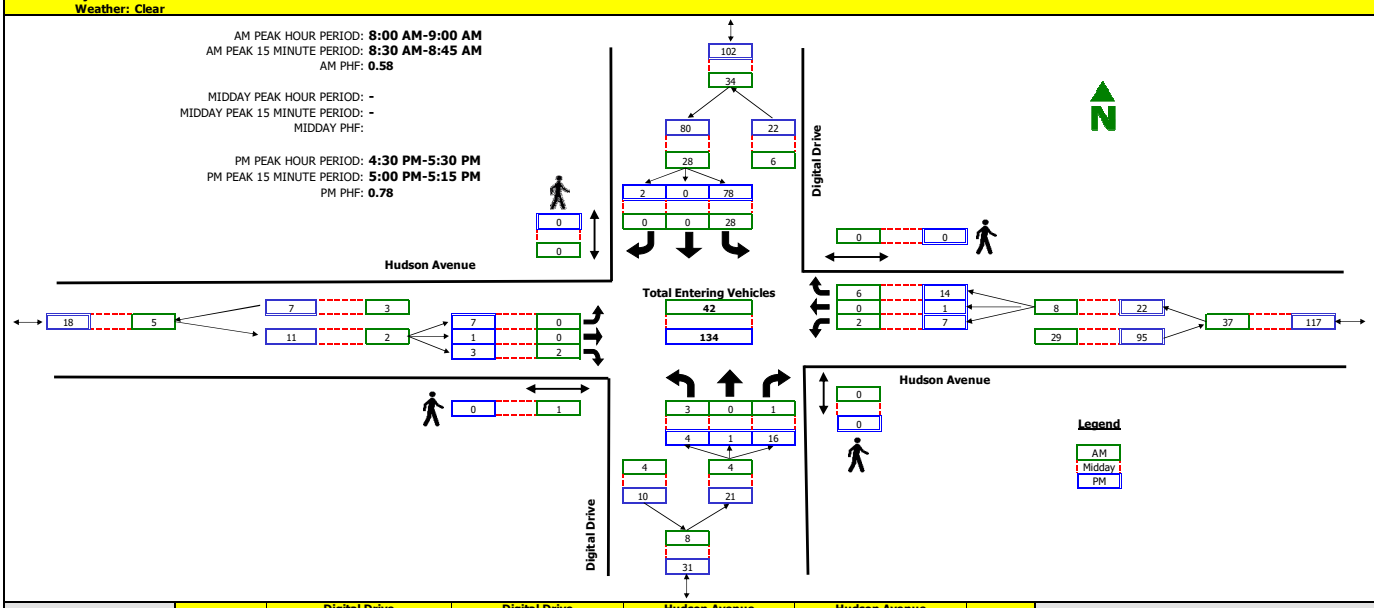
Intersection: Digital Drive / Hudson Avenue
North/South: Digital Drive
East/West: Hudson Avenue
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.58**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.78**



RAW COUNT SUMMARIES	Digital Drive Northbound				Digital Drive Southbound				Hudson Avenue Eastbound				Hudson Avenue Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	1	1	0	0	0	0	0	0	0	0	1	0	3
7:15 - 7:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3
7:30 - 7:45	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	8
7:45 - 8:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
8:00 - 8:15	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:15 - 8:30	0	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	11
8:30 - 8:45	1	0	0	0	9	0	0	0	0	0	2	1	1	0	5	0	18
8:45 - 9:00	2	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	6

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK 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	5	0	16	0	1	0	0	0	1	0	2	0	3	0	29
16:15 - 16:30	0	0	3	0	21	0	0	0	1	0	1	0	0	0	5	0	31
16:30 - 16:45	0	0	1	0	15	0	1	0	0	0	0	0	2	0	1	0	20
16:45 - 17:00	2	1	0	0	19	0	0	0	2	1	1	0	1	1	5	0	33
17:00 - 17:15	2	0	5	0	26	0	1	0	4	0	1	0	0	0	4	0	43
17:15 - 17:30	0	0	10	0	18	0	0	0	1	0	1	0	4	0	4	0	38
17:30 - 17:45	0	0	1	0	27	0	0	0	0	0	1	0	3	0	8	0	40
17:45 - 18:00	0	0	3	0	21	0	1	0	3	0	0	0	1	0	0	0	29

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

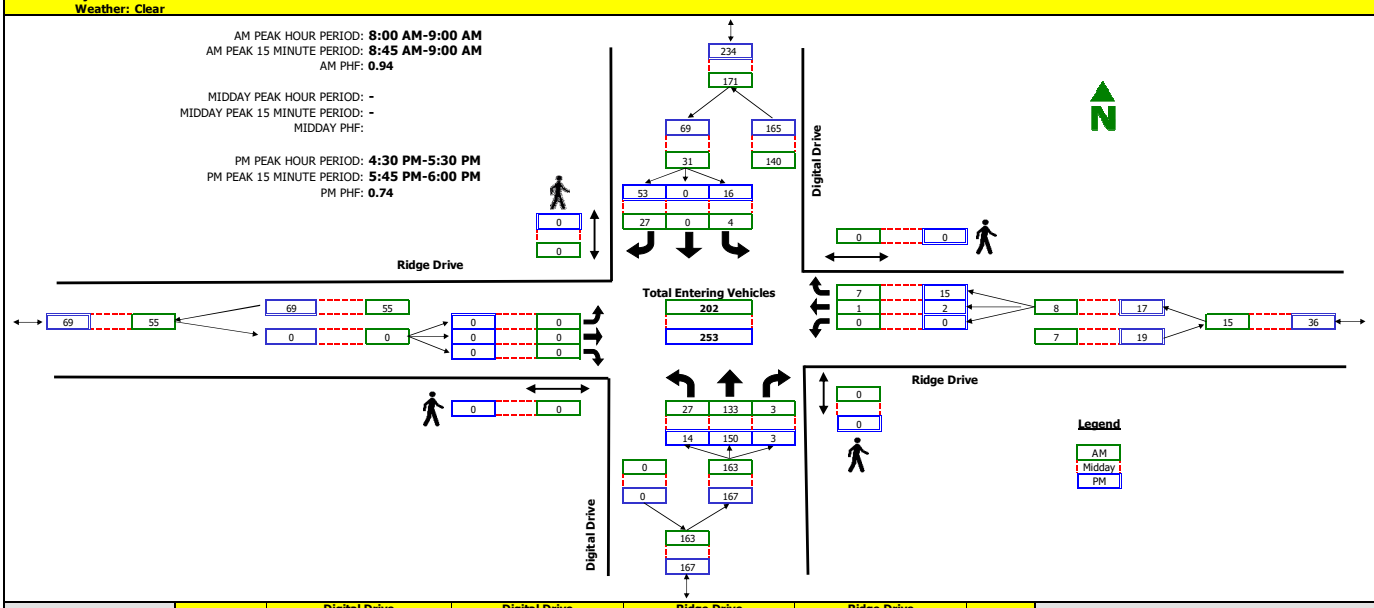
Intersection: Digital Drive / Ridge Drive
North/South: Digital Drive
East/West: Ridge Drive
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.94**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.74**



RAW COUNT SUMMARIES	Digital Drive Northbound				Digital Drive Southbound				Ridge Drive Eastbound				Ridge Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	14	0	0	2	0	1	0	0	0	0	0	0	0	1	0	19
7:15 - 7:30	2	16	0	0	0	0	2	0	0	0	0	0	0	0	1	0	21
7:30 - 7:45	3	17	0	0	4	0	4	0	0	0	0	0	0	0	3	0	31
7:45 - 8:00	3	37	0	0	1	0	3	0	0	0	0	0	0	0	2	0	46
8:00 - 8:15	8	37	0	0	1	0	5	0	0	0	0	0	0	0	0	0	51
8:15 - 8:30	3	33	0	0	2	0	6	0	0	0	0	0	0	0	3	0	47
8:30 - 8:45	8	29	2	0	0	0	10	0	0	0	0	0	0	0	1	0	50
8:45 - 9:00	8	34	1	0	1	0	6	0	0	0	0	0	0	1	3	0	54

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	17	1	2	1	0	10	0	0	0	0	0	0	1	2	0	34
16:15 - 16:30	0	27	2	1	3	0	8	0	0	0	0	0	0	1	3	1	44
16:30 - 16:45	2	26	0	0	3	0	18	0	0	0	0	0	0	0	2	0	51
16:45 - 17:00	4	38	1	0	3	0	5	0	0	0	0	0	0	1	5	0	57
17:00 - 17:15	6	36	1	0	6	0	20	0	0	0	0	0	0	0	3	0	72
17:15 - 17:30	2	50	1	0	4	0	10	0	0	0	0	0	0	1	5	0	73
17:30 - 17:45	9	42	1	0	1	0	15	0	0	0	0	0	0	0	5	0	73
17:45 - 18:00	19	48	1	0	5	0	12	0	0	0	0	0	0	0	1	0	86

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

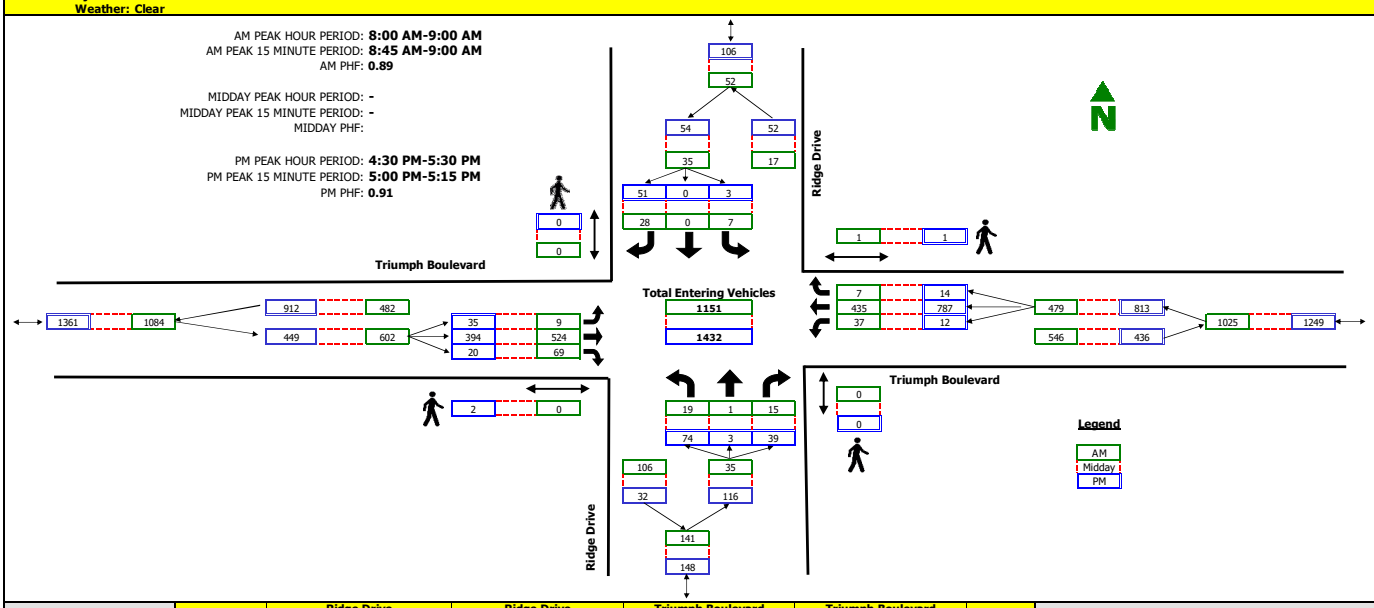
Intersection: Ridge Drive / Triumph Boulevard
North/South: Ridge Drive
East/West: Triumph Boulevard
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.89**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.91**



RAW COUNT SUMMARIES	Ridge Drive Northbound				Ridge Drive Southbound				Triumph Boulevard Eastbound				Triumph Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PEAK HOUR	8:00 - 9:00																
	5	1	8	0	2	0	5	0	3	162	17	0	8	111	1	0	323
AM PEAK 15 MINUTES	8:45 - 9:00																
	2	0	3	0	0	0	1	0	1	46	4	0	2	29	0	0	87
MIDDAY PEAK HOUR	-																
MIDDAY PEAK 15 MINUTES	-																
PM PEAK HOUR	4:30 PM - 5:30 PM																
	13	1	7	0	0	0	16	0	12	107	5	1	3	180	2	0	346
PM PEAK 15 MINUTES	5:00 PM - 5:15 PM																
	5	0	2	0	0	0	4	0	3	27	1	0	1	49	0	0	92

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	0	0	0	0	1	5	0	2	54	12	0	3	47	1	0	127
7:15 - 7:30	2	0	0	0	2	0	3	0	4	46	7	0	4	89	0	0	157
7:30 - 7:45	6	0	4	0	3	0	10	0	6	69	7	0	10	64	1	0	180
7:45 - 8:00	1	0	1	0	2	0	10	0	2	111	17	0	15	94	4	0	257
8:00 - 8:15	2	0	1	0	2	0	5	0	2	128	23	0	7	101	2	0	273
8:15 - 8:30	5	0	2	0	2	0	13	0	3	121	12	0	15	140	4	0	317
8:30 - 8:45	7	0	4	0	1	0	5	0	1	113	17	0	7	83	0	1	238
8:45 - 9:00	5	1	8	0	2	0	5	0	3	162	17	0	8	111	1	0	323

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	25	0	8	0	2	1	20	0	5	81	4	0	3	176	1	0	326
16:15 - 16:30	13	0	12	0	0	0	14	0	12	95	9	0	5	184	2	0	346
16:30 - 16:45	23	0	8	0	0	0	8	0	6	94	7	0	3	199	6	1	354
16:45 - 17:00	13	1	7	0	0	0	16	0	12	107	5	1	3	180	2	0	346
17:00 - 17:15	20	1	14	0	1	0	13	0	7	104	0	1	5	224	3	0	392
17:15 - 17:30	18	1	10	0	2	0	14	0	10	89	8	0	1	184	3	0	340
17:30 - 17:45	16	1	3	0	2	0	2	0	6	107	12	0	4	135	5	0	293
17:45 - 18:00	8	0	4	0	3	2	8	0	4	116	13	0	3	132	1	0	294

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

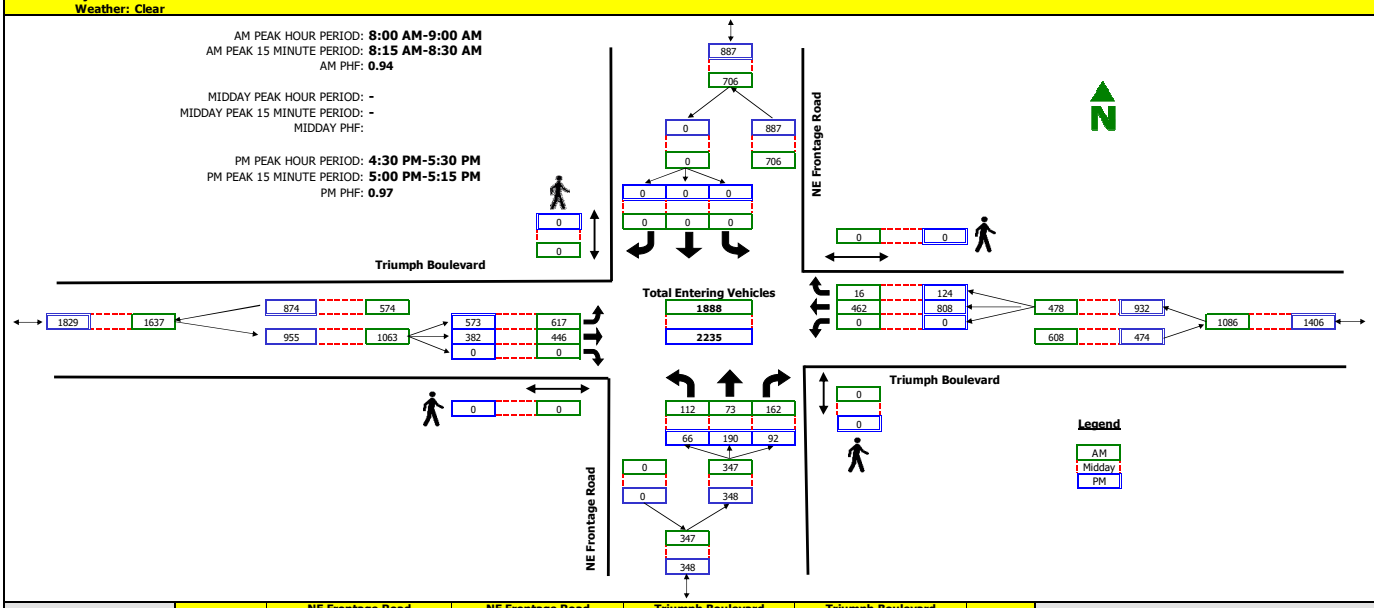
Intersection: NE Frontage Road / Triumph Boulevard
North/South: NE Frontage Road
East/West: Triumph Boulevard
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.94**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.97**



RAW COUNT SUMMARIES	NE Frontage Road Northbound				NE Frontage Road Southbound				Triumph Boulevard Eastbound				Triumph Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	31	7	18	0	0	0	0	0	214	57	0	0	0	61	3	0	391
7:15 - 7:30	36	9	19	0	0	0	0	0	224	51	0	0	0	92	4	0	435
7:30 - 7:45	41	7	23	0	0	0	0	0	170	64	0	0	0	89	4	0	398
7:45 - 8:00	44	18	39	0	0	0	0	0	175	95	0	0	0	103	0	0	474
8:00 - 8:15	24	23	50	0	0	0	0	0	156	92	0	0	0	105	4	0	454
8:15 - 8:30	29	19	49	0	0	0	0	0	158	99	0	0	0	144	4	0	502
8:30 - 8:45	31	6	24	0	0	0	0	0	172	114	0	0	0	94	3	0	444
8:45 - 9:00	28	25	39	0	0	0	0	0	131	141	0	0	0	119	5	0	488

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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	24	51	27	0	0	0	0	0	140	89	0	0	0	169	22	0	522
16:15 - 16:30	26	39	25	0	0	0	0	0	103	113	0	0	0	195	20	0	521
16:30 - 16:45	19	41	17	0	0	0	0	0	148	86	0	0	0	191	30	0	532
16:45 - 17:00	12	51	26	0	0	0	0	0	130	110	0	0	0	200	26	0	555
17:00 - 17:15	17	44	27	0	0	0	0	0	133	98	0	0	0	222	33	0	574
17:15 - 17:30	18	54	22	0	0	0	0	0	162	88	0	0	0	195	35	0	574
17:30 - 17:45	18	47	28	0	0	0	0	0	137	104	0	0	0	150	23	0	507
17:45 - 18:00	27	43	14	0	0	0	0	0	137	129	0	0	0	142	18	0	510

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

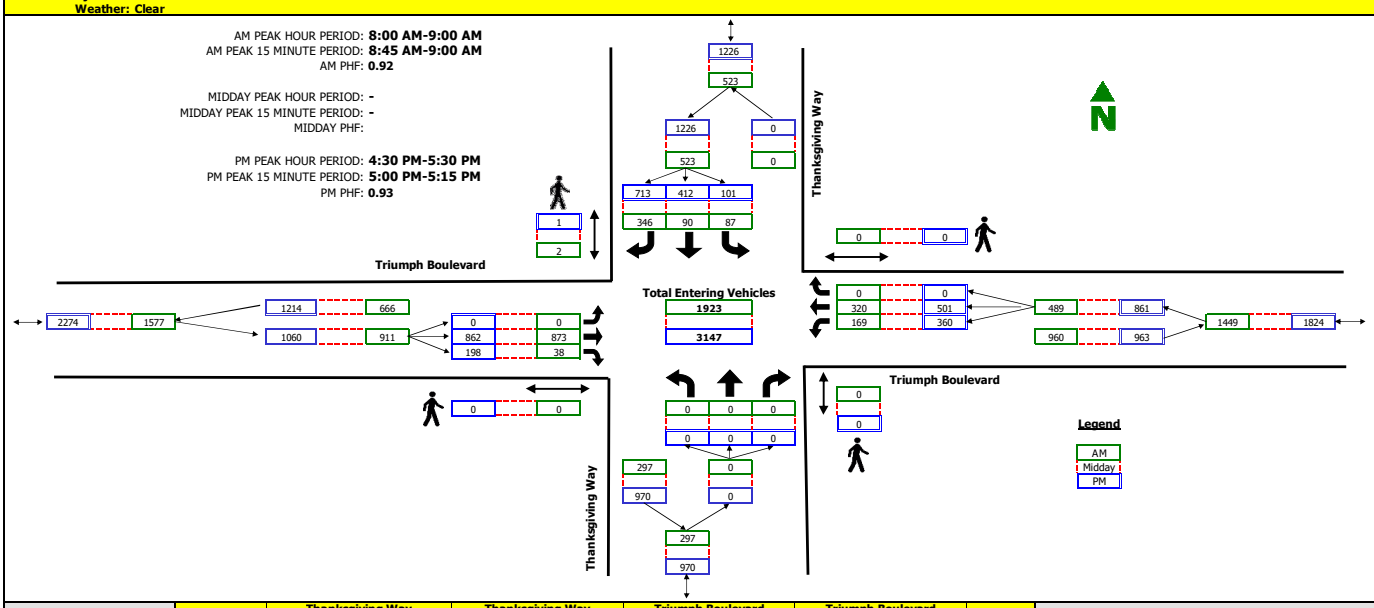
Intersection: Thanksgiving Way / Triumph Boulevard
North/South: Thanksgiving Way
East/West: Triumph Boulevard
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.92**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.93**



RAW COUNT SUMMARIES	Thanksgiving Way Northbound				Thanksgiving Way Southbound				Triumph Boulevard Eastbound				Triumph Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	19	13	52	0	0	251	6	0	14	42	0	0	397
7:15 - 7:30	0	0	0	0	13	12	82	0	0	268	9	0	18	75	0	0	477
7:30 - 7:45	0	0	0	0	15	18	80	0	0	264	13	0	33	63	0	0	486
7:45 - 8:00	0	0	0	0	22	20	89	1	0	248	9	0	39	77	0	0	504
8:00 - 8:15	0	0	0	0	23	21	101	1	0	190	5	0	49	75	0	0	464
8:15 - 8:30	0	0	0	0	19	21	67	0	0	259	10	0	36	80	0	0	492
8:30 - 8:45	0	0	0	0	20	15	87	1	0	191	8	0	41	84	0	0	446
8:45 - 9:00	0	0	0	0	25	33	91	0	0	233	15	0	43	81	0	0	521

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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	23	54	139	0	0	186	38	0	77	111	0	0	628
16:15 - 16:30	0	0	0	0	9	75	154	1	0	198	42	0	59	112	0	0	649
16:30 - 16:45	0	0	0	0	15	79	191	0	0	212	51	0	83	124	0	0	755
16:45 - 17:00	0	0	0	0	25	80	168	0	0	236	42	0	75	119	0	0	745
17:00 - 17:15	0	0	0	0	34	125	199	1	0	182	60	0	108	135	0	0	843
17:15 - 17:30	0	0	0	0	27	128	155	0	0	232	45	0	94	123	0	0	804
17:30 - 17:45	0	0	0	0	21	98	158	0	0	209	35	0	70	113	0	0	704
17:45 - 18:00	0	0	0	0	30	100	147	0	0	233	43	0	72	141	0	0	766

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	48	48	100	52.8	*D*
	T	84	88	104	54.5	*D*
	R	51	55	108	7.7	*A*
	Subtotal	183	191	104	40.6	*D*
SB	L	95	94	99	62.7	*E*
	T	10	10	98	57.3	*E*
	R	207	211	102	6.3	*A*
	Subtotal	312	315	101	24.7	*C*
EB	L	319	321	101	50.9	*D*
	T	1,212	1,196	99	13.2	*B*
	R	82	80	97	2.5	*A*
	Subtotal	1,613	1,597	99	20.2	*C*
WB	L	40	43	108	52.6	*D*
	T	1,536	1,522	99	21.6	*C*
	R	158	157	100	6.7	*A*
	Subtotal	1,734	1,722	99	21.0	*C*
Total		3,842	3,825	100	22.0	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	112	112	100	0.3	*A*
	R	36	32	90	0.6	*A*
	Subtotal	148	144	97	0.4	*A*
SB	***L***	***38***	***37***	***98***	***3.7***	***A***
	T	95	96	101	1.2	*A*
	Subtotal	133	133	100	1.9	*A*
WB	R	72	80	111	1.0	*A*
	Subtotal	72	80	111	1.0	*A*
Total		353	357	101	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	141	139	98	0.3	*A*
	R	1	2	200	0.2	*A*
	Subtotal	142	141	99	0.3	*A*
SB	L	28	24	85	2.8	*A*
	T	66	71	107	0.0	*A*
	Subtotal	94	95	101	0.7	*A*
WB	***L***	***2***	***2***	***100***	***5.4***	***A***
	R	6	6	100	3.6	*A*
	Subtotal	8	8	100	4.1	*A*
Total		245	244	100	0.6	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	22	81	6.8	*A*
	T	676	666	99	0.7	*A*
	R	3	3	100	1.0	*A*
	Subtotal	706	691	98	0.9	*A*
SB	L	4	4	100	9.0	*A*
	T	37	40	109	0.1	*A*
	R	27	29	106	1.0	*A*
	Subtotal	68	73	107	0.9	*A*
WB	T	10	9	90	0.2	*A*
	R	7	6	86	5.1	*A*
	Subtotal	17	15	88	2.2	*A*
Total		791	779	98	0.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	7	7	100	12.3	*B*
	R	28	31	110	4.4	*A*
	Subtotal	35	38	109	5.9	*A*
WB	***L***	***19***	***18***	***94***	***14.4***	***B***
	T	1	1	100	10.7	*B*
	R	15	16	105	6.4	*A*
	Subtotal	35	35	100	10.6	*B*
NE	L	9	7	78	4.3	*A*
	T	530	531	100	1.0	*A*
	R	69	74	107	0.8	*A*
	Subtotal	608	612	101	1.0	*A*
SW	L	37	36	98	7.4	*A*
	T	431	424	98	0.4	*A*
	R	7	6	86	0.1	*A*
	Subtotal	475	466	98	0.9	*A*
Total		1,154	1,151	100	1.4	*A*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	112	116	104	29.2	*C*
	T	73	73	100	23.0	*C*
	R	162	167	103	7.2	*A*
	Subtotal	347	356	103	17.6	*B*
NE	L	617	596	97	29.6	*C*
	T	447	445	100	2.9	*A*
	Subtotal	1,064	1,041	98	18.2	*B*
SW	T	463	455	98	18.1	*B*
	R	16	18	111	10.5	*B*
	Subtotal	479	473	99	17.8	*B*
Total		1,890	1,870	99	18.0	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	96	94	98	27.6	*C*
	T	90	92	103	23.3	*C*
	R	346	348	101	26.9	*C*
	Subtotal	532	534	100	26.4	*C*
NE	T	967	950	98	17.0	*B*
	R	38	42	111	6.7	*A*
	Subtotal	1,005	992	99	16.6	*B*
SW	L	198	194	98	24.0	*C*
	T	376	374	99	3.8	*A*
	Subtotal	574	568	99	10.7	*B*
Total		2,110	2,094	99	17.5	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	69	67	97	52.3	*D*
	T	54	55	102	56.9	*E*
	R	182	176	97	11.2	*B*
	Subtotal	305	298	98	28.9	*C*
SB	L	252	247	98	52.8	*D*
	T	50	48	96	52.8	*D*
	R	604	602	100	19.3	*B*
	Subtotal	906	897	99	30.3	*C*
EB	L	222	215	97	56.9	*E*
	T	1,991	1,991	100	22.5	*C*
	R	89	88	99	4.3	*A*
	Subtotal	2,302	2,294	100	25.0	*C*
WB	L	80	81	101	50.9	*D*
	T	1,721	1,711	99	23.4	*C*
	R	104	105	101	5.6	*A*
	Subtotal	1,905	1,897	100	23.6	*C*
Total		5,418	5,386	99	25.7	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	202	191	95	0.4	*A*
	R	41	38	93	0.6	*A*
	Subtotal	243	229	94	0.4	*A*
SB	***L***	***38***	***35***	***93***	***4.4***	***A***
	T	182	183	101	1.9	*A*
	Subtotal	220	218	99	2.3	*A*
WB	R	104	107	103	1.1	*A*
	Subtotal	104	107	103	1.1	*A*
Total		565	554	98	1.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	228	215	94	0.6	*A*
	R	16	17	105	0.3	*A*
	Subtotal	244	232	95	0.6	*A*
SB	L	78	77	98	3.5	*A*
	T	103	106	103	0.0	*A*
	Subtotal	181	183	101	1.5	*A*
WB	***L***	***7***	***6***	***86***	***10.4***	***B***
	R	14	14	98	5.0	*A*
	Subtotal	21	20	95	6.6	*A*
Total		447	435	97	1.2	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	15	105	8.7	*A*
	T	870	848	97	0.6	*A*
	R	3	3	100	0.9	*A*
	Subtotal	887	866	98	0.7	*A*
SB	L	16	15	92	9.8	*A*
	T	40	44	109	0.2	*A*
	R	53	54	102	0.6	*A*
	Subtotal	109	113	104	1.7	*A*
WB	T	37	37	101	0.6	*A*
	R	15	14	92	6.4	*A*
	Subtotal	52	51	98	2.2	*A*
Total		1,049	1,030	98	0.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	3	3	100	15.8	*C*
	R	51	51	100	6.4	*A*
	Subtotal	54	54	100	6.9	*A*
WB	L	74	74	100	27.1	*D*
	T	***3***	***3***	***100***	***32.2***	***D***
	R	39	41	106	14.7	*B*
	Subtotal	116	118	102	22.9	*C*
NE	L	35	33	95	8.0	*A*
	T	419	423	101	1.2	*A*
	R	20	23	114	1.0	*A*
	Subtotal	474	479	101	1.7	*A*
SW	L	12	14	114	6.1	*A*
	T	807	798	99	0.6	*A*
	R	14	13	91	0.2	*A*
	Subtotal	833	825	99	0.7	*A*
Total		1,478	1,476	100	3.0	*A*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	66	65	98	30.0	*C*
	T	190	186	98	27.3	*C*
	R	92	88	96	6.2	*A*
	Subtotal	348	339	97	22.3	*C*
NE	L	573	558	97	17.1	*B*
	T	382	390	102	6.6	*A*
	Subtotal	955	948	99	12.8	*B*
SW	T	808	805	100	32.3	*C*
	R	124	120	97	22.2	*C*
	Subtotal	932	925	99	31.0	*C*
Total		2,235	2,212	99	21.9	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	100	105	105	33.1	*C*
	T	412	417	101	35.0	*C*
	R	713	713	100	38.1	*D*
	Subtotal	1,225	1,235	101	36.6	*D*
NE	T	855	844	99	29.3	*C*
	R	198	199	100	14.2	*B*
	Subtotal	1,053	1,043	99	26.4	*C*
SW	L	365	360	99	29.9	*C*
	T	509	508	100	5.2	*A*
	Subtotal	874	868	99	15.4	*B*
Total		3,152	3,146	100	27.5	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	88	84	96	57.4	*E*
	T	104	100	96	53.5	*D*
	R	91	89	98	8.5	*A*
	Subtotal	283	273	96	40.0	*D*
SB	L	95	95	100	64.2	*E*
	T	30	28	94	58.8	*E*
	R	207	206	100	6.9	*A*
	Subtotal	332	329	99	27.9	*C*
EB	L	319	309	97	52.2	*D*
	T	1,212	1,221	101	15.4	*B*
	R	202	200	99	3.8	*A*
	Subtotal	1,733	1,730	100	20.6	*C*
WB	L	80	78	97	52.3	*D*
	T	1,536	1,538	100	21.7	*C*
	R	158	160	101	6.9	*A*
	Subtotal	1,774	1,776	100	21.7	*C*
Total		4,121	4,108	100	23.0	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	158	152	97	0.4	*A*
	R	38	39	103	0.6	*A*
	Subtotal	196	191	97	0.4	*A*
SB	***T***	***312***	***307***	***98***	***1.3***	***A***
	Subtotal	312	307	98	1.3	*A*
WB	R	127	124	97	1.2	*A*
	Subtotal	127	124	98	1.2	*A*
Total		635	622	98	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	178	173	97	1.4	*A*
	R	6	7	117	1.1	*A*
	Subtotal	184	180	98	1.4	*A*
SB	L	123	118	96	3.1	*A*
	T	190	189	99	0.1	*A*
	Subtotal	313	307	98	1.3	*A*
WB	***L***	***10***	***8***	***78***	***11.6***	***B***
	R	16	17	105	4.5	*A*
	Subtotal	26	25	96	6.8	*A*
Total		524	512	98	1.6	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	27	99	17.3	*B*
	T	703	701	100	1.5	*A*
	R	32	33	104	3.7	*A*
	Subtotal	762	761	100	2.2	*A*
SB	L	127	126	99	14.5	*B*
	T	38	36	96	0.3	*A*
	R	35	34	98	1.9	*A*
	Subtotal	200	196	98	9.7	*A*
WB	T	73	68	93	15.5	*B*
	R	42	42	101	5.2	*A*
	Subtotal	115	110	96	11.6	*B*
Total		1,077	1,067	99	4.5	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	47	44	94	22.2	*C*
	T	1	1	100	0.4	*A*
	R	208	208	100	5.5	*A*
	Subtotal	256	253	99	8.4	*A*
WB	***L***	***19***	***17***	***88***	***29.1***	***D***
	T	1	1	100	13.9	*B*
	R	15	19	125	10.1	*B*
	Subtotal	35	37	106	18.9	*C*
NE	L	153	155	101	6.8	*A*
	T	530	533	101	1.1	*A*
	R	69	67	97	0.8	*A*
	Subtotal	752	755	100	2.2	*A*
SW	L	37	36	98	6.9	*A*
	T	431	435	101	0.6	*A*
	R	47	50	107	0.2	*A*
	Subtotal	515	521	101	1.0	*A*
Total		1,558	1,566	101	3.2	*A*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	112	113	101	30.1	*C*
	T	85	84	99	24.0	*C*
	R	210	204	97	8.3	*A*
	Subtotal	407	401	99	17.7	*B*
NE	L	641	638	99	19.9	*B*
	T	542	552	102	2.7	*A*
	Subtotal	1,183	1,190	101	11.9	*B*
SW	T	623	626	100	23.5	*C*
	R	36	37	103	17.7	*B*
	Subtotal	659	663	101	23.2	*C*
Total		2,250	2,254	100	16.3	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	136	139	102	32.2	C
	T	90	88	98	25.1	C
	R	346	350	101	29.9	C
	Subtotal	572	577	101	29.7	C
NE	T	1,047	1,054	101	20.9	C
	R	38	41	109	8.0	A
	Subtotal	1,085	1,095	101	20.4	C
SW	L	278	282	101	23.9	C
	T	456	454	100	3.5	A
	Subtotal	734	736	100	11.3	B
Total		2,391	2,408	101	19.9	B

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***37***	***36***	***98***	***5.8***	***A***
	R	14	13	91	4.4	A
	Subtotal	51	49	96	5.4	A
EB	L	10	9	88	3.6	A
	T	150	151	101	1.1	A
	Subtotal	160	160	100	1.2	A
WB	T	101	97	96	0.8	A
	R	15	19	125	0.7	A
	Subtotal	116	116	100	0.8	A
Total		327	325	99	1.7	A

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***49***	***48***	***98***	***6.3***	***A***
	R	60	61	102	4.7	*A*
	Subtotal	109	109	100	5.4	*A*
SB	L	24	23	95	5.9	*A*
	R	25	25	99	4.3	*A*
	Subtotal	49	48	98	5.1	*A*
EB	L	10	9	88	2.9	*A*
	T	119	119	100	0.7	*A*
	R	57	59	104	0.5	*A*
	Subtotal	186	187	101	0.7	*A*
WB	L	58	59	102	3.2	*A*
	T	43	44	103	0.3	*A*
	R	34	38	113	0.3	*A*
	Subtotal	135	141	104	1.5	*A*
Total		479	485	101	2.5	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	39	35	90	3.2	*A*
	T	115	121	105	0.4	*A*
	Subtotal	154	156	101	1.0	*A*
SE	T	184	184	100	0.6	*A*
	R	20	20	99	0.5	*A*
	Subtotal	204	204	100	0.6	*A*
NE	***L***	***20***	***21***	***104***	***6.3***	***A***
	R	36	37	103	4.7	*A*
	Subtotal	56	58	104	5.3	*A*
Total		414	418	101	1.4	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	52	51	98	3.6	*A*
	T	129	132	102	0.3	*A*
	Subtotal	181	183	101	1.2	*A*
SE	T	185	184	99	0.4	*A*
	R	34	36	107	0.3	*A*
	Subtotal	219	220	100	0.4	*A*
NE	***L***	***25***	***25***	***99***	***6.5***	***A***
	R	56	58	104	4.9	*A*
	Subtotal	81	83	102	5.4	*A*
Total		481	486	101	1.6	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***5***	***100***	***7.1***	***A***
	R	15	14	92	4.5	*A*
	Subtotal	20	19	95	5.2	*A*
SB	L	19	19	99	6.8	*A*
	R	6	6	100	4.5	*A*
	Subtotal	25	25	100	6.2	*A*
EB	L	15	15	98	3.2	*A*
	T	221	221	100	0.5	*A*
	R	5	6	120	0.3	*A*
	Subtotal	241	242	100	0.7	*A*
WB	L	16	17	105	3.2	*A*
	T	170	173	102	0.8	*A*
	R	16	17	105	0.7	*A*
	Subtotal	202	207	102	1.0	*A*
Total		489	493	101	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	113	107	95	54.4	*D*
	T	76	81	106	51.7	*D*
	R	226	219	97	11.5	*B*
	Subtotal	415	407	98	30.8	*C*
SB	L	252	259	103	54.2	*D*
	T	77	78	101	50.0	*D*
	R	604	586	97	17.8	*B*
	Subtotal	933	923	99	30.7	*C*
EB	L	222	224	101	57.3	*E*
	T	1,991	1,999	100	25.5	*C*
	R	249	254	102	6.7	*A*
	Subtotal	2,462	2,477	101	26.4	*C*
WB	L	133	134	101	50.8	*D*
	T	1,721	1,740	101	25.5	*C*
	R	104	107	103	6.0	*A*
	Subtotal	1,958	1,981	101	26.2	*C*
Total		5,769	5,788	100	27.3	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	274	269	98	0.5	*A*
	R	43	41	96	0.6	*A*
	Subtotal	317	310	98	0.5	*A*
SB	***T***	***460***	***465***	***101***	***1.5***	***A***
	Subtotal	460	465	101	1.5	*A*
WB	R	141	139	98	1.3	*A*
	Subtotal	141	139	99	1.3	*A*
Total		918	914	100	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	282	277	98	1.5	*A*
	R	24	24	99	1.3	*A*
	Subtotal	306	301	98	1.5	*A*
SB	L	164	164	100	4.3	*A*
	T	295	298	101	0.1	*A*
	Subtotal	459	462	101	1.6	*A*
WB	***L***	***16***	***17***	***105***	***19.5***	***C***
	R	35	33	95	5.9	*A*
	Subtotal	51	50	98	10.5	*B*
Total		816	813	100	2.1	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	14	98	19.3	*B*
	T	901	887	98	1.7	*A*
	R	41	39	96	4.3	*A*
	Subtotal	956	940	98	2.1	*A*
SB	L	208	214	103	15.6	*B*
	T	42	41	98	0.6	*A*
	R	62	60	97	1.9	*A*
	Subtotal	312	315	101	11.0	*B*
WB	T	82	84	102	18.0	*B*
	R	67	71	106	5.7	*A*
	Subtotal	149	155	104	12.4	*B*
Total		1,417	1,410	100	5.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	47	45	96	96.7	*F*
	T	1	1	100	4.3	*A*
	R	249	247	99	11.6	*B*
	Subtotal	297	293	99	24.6	*C*
WB	***L***	***74***	***69***	***93***	***129.2***	***F***
	T	3	4	133	112.0	*F*
	R	39	36	93	117.6	*F*
	Subtotal	116	109	94	124.7	*F*
NE	L	227	229	101	20.3	*C*
	T	419	421	100	1.4	*A*
	R	20	19	94	1.2	*A*
	Subtotal	666	669	100	7.9	*A*
SW	L	12	14	114	5.6	*A*
	T	807	806	100	1.2	*A*
	R	67	68	101	0.6	*A*
	Subtotal	886	888	100	1.2	*A*
Total		1,966	1,959	100	14.1	*B*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	66	66	100	33.2	*C*
	T	206	206	100	28.7	*C*
	R	156	152	98	8.3	*A*
	Subtotal	428	424	99	22.1	*C*
NE	L	605	590	98	19.7	*B*
	T	510	513	101	7.5	*A*
	Subtotal	1,115	1,103	99	14.0	*B*
SW	T	985	978	99	35.4	*D*
	R	146	147	101	26.0	*C*
	Subtotal	1,131	1,125	99	34.2	*C*
Total		2,673	2,652	99	23.9	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	153	155	101	36.1	*D*
	T	412	403	98	36.3	*D*
	R	713	719	101	41.4	*D*
	Subtotal	1,278	1,277	100	39.1	*D*
NE	T	962	948	99	33.3	*C*
	R	198	198	100	15.1	*B*
	Subtotal	1,160	1,146	99	30.2	*C*
SW	L	453	444	98	32.3	*C*
	T	597	598	100	5.0	*A*
	Subtotal	1,050	1,042	99	16.6	*B*
Total		3,488	3,465	99	29.5	*C*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***51***	***51***	***100***	***7.0***	***A***
	R	29	31	108	4.8	*A*
	Subtotal	80	82	103	6.2	*A*
EB	L	42	40	96	3.9	*A*
	T	207	213	103	1.3	*A*
	Subtotal	249	253	102	1.7	*A*
WB	T	119	122	102	0.6	*A*
	R	49	50	102	0.6	*A*
	Subtotal	168	172	102	0.6	*A*
Total		496	507	102	2.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	34	98	7.0	*A*
	R	52	52	100	5.1	*A*
	Subtotal	87	86	99	5.9	*A*
SB	***L***	***32***	***34***	***107***	***7.4***	***A***
	R	35	34	98	4.7	*A*
	Subtotal	67	68	101	6.1	*A*
EB	L	41	42	103	3.2	*A*
	T	172	170	99	0.8	*A*
	R	46	52	114	0.5	*A*
	Subtotal	259	264	102	1.1	*A*
WB	L	46	48	105	3.3	*A*
	T	99	103	104	0.3	*A*
	R	67	66	98	0.3	*A*
	Subtotal	212	217	102	1.0	*A*
Total		624	635	102	2.2	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	28	28	99	3.6	*A*
	T	190	196	103	0.4	*A*
	Subtotal	218	224	103	0.8	*A*
SE	T	228	227	99	0.6	*A*
	R	27	29	106	0.5	*A*
	Subtotal	255	256	100	0.6	*A*
NE	***L***	***21***	***21***	***99***	***6.6***	***A***
	R	31	36	117	4.7	*A*
	Subtotal	52	57	110	5.4	*A*
Total		526	537	102	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	53	48	91	3.7	*A*
	T	199	204	102	0.4	*A*
	Subtotal	252	252	100	1.0	*A*
SE	T	215	213	99	0.5	*A*
	R	45	49	109	0.3	*A*
	Subtotal	260	262	101	0.5	*A*
NE	***L***	***20***	***21***	***104***	***7.4***	***A***
	R	61	65	107	5.1	*A*
	Subtotal	81	86	106	5.7	*A*
Total		593	600	101	1.4	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	13	80	8.4	*A*
	R	49	47	96	6.4	*A*
	Subtotal	65	60	92	6.8	*A*
SB	***L***	***22***	***19***	***85***	***10.8***	***B***
	R	10	11	107	6.0	*A*
	Subtotal	32	30	94	9.0	*A*
EB	L	10	11	107	5.5	*A*
	T	225	226	100	2.6	*A*
	R	40	39	98	1.5	*A*
	Subtotal	275	276	100	2.6	*A*
WB	L	48	47	98	3.8	*A*
	T	225	228	101	1.2	*A*
	R	24	26	107	1.0	*A*
	Subtotal	297	301	101	1.6	*A*
Total		670	667	99	2.8	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	88	89	101	56.2	*E*
	T	104	101	97	52.7	*D*
	R	91	98	108	8.5	*A*
	Subtotal	283	288	102	38.7	*D*
SB	L	95	90	95	63.1	*E*
	T	30	29	97	55.2	*E*
	R	207	199	96	6.9	*A*
	Subtotal	332	318	96	27.2	*C*
EB	L	319	311	98	52.3	*D*
	T	1,212	1,208	100	16.1	*B*
	R	202	202	100	3.8	*A*
	Subtotal	1,733	1,721	99	21.2	*C*
WB	L	80	82	102	52.4	*D*
	T	1,536	1,540	100	22.0	*C*
	R	158	155	98	6.9	*A*
	Subtotal	1,774	1,777	100	22.1	*C*
Total		4,121	4,104	100	23.3	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	158	159	101	0.4	*A*
	R	38	38	101	0.6	*A*
	Subtotal	196	197	101	0.4	*A*
SB	***T***	***312***	***316***	***101***	***1.3***	***A***
	Subtotal	312	316	101	1.3	*A*
WB	R	127	131	103	1.1	*A*
	Subtotal	127	131	103	1.1	*A*
Total		635	644	101	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	178	181	102	1.5	*A*
	R	6	5	83	1.3	*A*
	Subtotal	184	186	101	1.5	*A*
SB	L	123	123	100	3.3	*A*
	T	190	193	102	0.1	*A*
	Subtotal	313	316	101	1.3	*A*
WB	***L***	***10***	***11***	***107***	***9.0***	***A***
	R	16	16	98	4.6	*A*
	Subtotal	26	27	104	6.4	*A*
Total		524	529	101	1.6	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	28	103	18.0	*B*
	T	703	714	102	1.7	*A*
	R	32	32	101	3.5	*A*
	Subtotal	762	774	102	2.4	*A*
SB	L	127	128	101	14.4	*B*
	T	38	40	107	0.3	*A*
	R	35	34	98	2.0	*A*
	Subtotal	200	202	101	9.5	*A*
WB	T	73	75	102	16.0	*B*
	R	42	41	98	5.3	*A*
	Subtotal	115	116	101	12.2	*B*
Total		1,077	1,092	101	4.8	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	47	47	101	55.1	*E*
	T	1	2	200	0.0	*A*
	R	208	210	101	6.0	*A*
	Subtotal	256	259	101	14.9	*B*
WB	L	19	18	94	57.9	*E*
	T	1	1	100	73.9	*E*
	R	15	14	92	8.3	*A*
	Subtotal	35	33	94	37.3	*D*
NE	L	153	152	100	10.6	*B*
	T	530	545	103	2.6	*A*
	R	69	69	100	2.0	*A*
	Subtotal	752	766	102	4.1	*A*
SW	L	37	34	93	15.3	*B*
	T	431	432	100	6.4	*A*
	R	47	49	105	2.5	*A*
	Subtotal	515	515	100	6.6	*A*
Total		1,558	1,573	101	7.5	*A*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	112	110	98	30.1	*C*
	T	85	84	99	24.2	*C*
	R	210	215	103	8.5	*A*
	Subtotal	407	409	100	17.5	*B*
NE	L	641	649	101	19.2	*B*
	T	542	552	102	2.7	*A*
	Subtotal	1,183	1,201	102	11.6	*B*
SW	T	623	626	100	24.0	*C*
	R	36	39	109	17.1	*B*
	Subtotal	659	665	101	23.6	*C*
Total		2,250	2,275	101	16.2	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	136	139	102	32.4	C
	T	90	85	95	25.5	C
	R	346	350	101	30.6	C
	Subtotal	572	574	100	30.3	C
NE	T	1,047	1,066	102	20.7	C
	R	38	43	114	7.8	A
	Subtotal	1,085	1,109	102	20.2	C
SW	L	278	272	98	25.2	C
	T	456	463	101	3.7	A
	Subtotal	734	735	100	11.7	B
Total		2,391	2,418	101	20.0	B

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***37***	***32***	***87***	***5.5***	***A***
	R	14	15	105	4.2	A
	Subtotal	51	47	92	5.1	A
EB	L	10	10	98	3.7	A
	T	150	150	100	1.2	A
	Subtotal	160	160	100	1.4	A
WB	T	101	103	102	0.8	A
	R	15	18	118	0.7	A
	Subtotal	116	121	104	0.8	A
Total		327	328	100	1.7	A

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***49***	***48***	***98***	***6.2***	***A***
	R	60	57	95	4.6	*A*
	Subtotal	109	105	96	5.3	*A*
SB	L	24	24	99	5.8	*A*
	R	25	30	119	4.3	*A*
	Subtotal	49	54	110	5.0	*A*
EB	L	10	9	88	2.6	*A*
	T	119	114	96	0.7	*A*
	R	57	60	105	0.5	*A*
	Subtotal	186	183	98	0.7	*A*
WB	L	58	56	97	3.3	*A*
	T	43	42	98	0.3	*A*
	R	34	32	95	0.3	*A*
	Subtotal	135	130	96	1.6	*A*
Total		479	472	98	2.5	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	39	39	101	3.4	*A*
	T	115	110	96	0.4	*A*
	Subtotal	154	149	97	1.2	*A*
SE	T	184	176	96	0.6	*A*
	R	20	20	99	0.6	*A*
	Subtotal	204	196	96	0.6	*A*
NE	***L***	***20***	***20***	***99***	***6.0***	***A***
	R	36	38	106	4.4	*A*
	Subtotal	56	58	104	5.0	*A*
Total		414	403	97	1.4	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	52	55	106	3.4	*A*
	T	129	128	99	0.3	*A*
	Subtotal	181	183	101	1.2	*A*
SE	T	185	181	98	0.4	*A*
	R	34	32	95	0.3	*A*
	Subtotal	219	213	97	0.4	*A*
NE	***L***	***25***	***22***	***87***	***7.1***	***A***
	R	56	60	107	4.8	*A*
	Subtotal	81	82	101	5.4	*A*
Total		481	478	99	1.6	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***4***	***80***	***8.1***	***A***
	R	15	17	111	4.8	*A*
	Subtotal	20	21	105	5.4	*A*
SB	L	19	20	104	6.6	*A*
	R	6	7	117	4.8	*A*
	Subtotal	25	27	108	6.1	*A*
EB	L	15	15	98	3.2	*A*
	T	221	223	101	0.5	*A*
	R	5	4	80	0.4	*A*
	Subtotal	241	242	100	0.7	*A*
WB	L	16	14	86	3.6	*A*
	T	170	172	101	0.8	*A*
	R	16	17	105	0.8	*A*
	Subtotal	202	203	100	1.0	*A*
Total		489	493	101	1.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	113	113	100	57.4	*E*
	T	76	76	100	55.5	*E*
	R	226	239	106	12.2	*B*
	Subtotal	415	428	103	31.8	*C*
SB	L	252	256	101	54.0	*D*
	T	77	79	102	53.5	*D*
	R	604	596	99	20.0	*B*
	Subtotal	933	931	100	32.2	*C*
EB	L	222	212	95	57.1	*E*
	T	1,991	2,000	100	25.3	*C*
	R	249	247	99	6.2	*A*
	Subtotal	2,462	2,459	100	26.1	*C*
WB	L	133	136	102	50.0	*D*
	T	1,721	1,719	100	24.4	*C*
	R	104	109	105	5.7	*A*
	Subtotal	1,958	1,964	100	25.1	*C*
Total		5,769	5,782	100	27.2	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	274	285	104	0.6	*A*
	R	43	44	103	0.7	*A*
	Subtotal	317	329	104	0.6	*A*
SB	***T***	***460***	***464***	***101***	***1.5***	***A***
	Subtotal	460	464	101	1.5	*A*
WB	R	141	144	102	1.4	*A*
	Subtotal	141	144	102	1.4	*A*
Total		918	937	102	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	282	291	103	1.6	*A*
	R	24	27	111	1.4	*A*
	Subtotal	306	318	104	1.6	*A*
SB	L	164	164	100	4.2	*A*
	T	295	298	101	0.1	*A*
	Subtotal	459	462	101	1.6	*A*
WB	***L***	***16***	***15***	***92***	***18.1***	***C***
	R	35	38	109	6.3	*A*
	Subtotal	51	53	104	9.6	*A*
Total		816	833	102	2.1	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	16	112	20.0	*B*
	T	901	917	102	1.8	*A*
	R	41	40	98	4.5	*A*
	Subtotal	956	973	102	2.2	*A*
SB	L	208	207	100	14.6	*B*
	T	42	45	108	0.5	*A*
	R	62	61	98	2.0	*A*
	Subtotal	312	313	100	10.1	*B*
WB	T	82	78	95	17.2	*B*
	R	67	71	106	5.6	*A*
	Subtotal	149	149	100	11.7	*B*
Total		1,417	1,435	101	5.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	47	45	96	43.6	*D*
	T	1	1	100	1.3	*A*
	R	249	247	99	24.8	*C*
	Subtotal	297	293	99	27.6	*C*
WB	L	74	78	105	51.3	*D*
	T	3	3	100	41.1	*D*
	R	39	41	106	8.9	*A*
	Subtotal	116	122	105	36.8	*D*
NE	L	227	226	100	26.1	*C*
	T	419	428	102	4.7	*A*
	R	20	23	114	3.0	*A*
	Subtotal	666	677	102	11.8	*B*
SW	L	12	13	106	22.4	*C*
	T	807	804	100	19.4	*B*
	R	67	76	113	12.7	*B*
	Subtotal	886	893	101	18.9	*B*
Total		1,966	1,985	101	18.9	*B*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	66	65	98	34.0	*C*
	T	206	214	104	29.3	*C*
	R	156	158	101	8.1	*A*
	Subtotal	428	437	102	22.3	*C*
NE	L	605	610	101	19.0	*B*
	T	510	520	102	7.3	*A*
	Subtotal	1,115	1,130	101	13.6	*B*
SW	T	985	985	100	38.6	*D*
	R	146	146	100	29.0	*C*
	Subtotal	1,131	1,131	100	37.4	*D*
Total		2,673	2,698	101	25.0	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	153	154	101	35.9	*D*
	T	412	414	100	38.3	*D*
	R	713	716	100	41.2	*D*
	Subtotal	1,278	1,284	100	39.6	*D*
NE	T	962	980	102	37.5	*D*
	R	198	201	101	15.3	*B*
	Subtotal	1,160	1,181	102	33.7	*C*
SW	L	453	445	98	33.3	*C*
	T	597	600	100	4.9	*A*
	Subtotal	1,050	1,045	100	17.0	*B*
Total		3,488	3,510	101	31.0	*C*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***51***	***49***	***96***	***6.7***	***A***
	R	29	30	104	4.7	*A*
	Subtotal	80	79	99	5.9	*A*
EB	L	42	44	105	4.1	*A*
	T	207	203	98	1.2	*A*
	Subtotal	249	247	99	1.7	*A*
WB	T	119	117	98	0.7	*A*
	R	49	52	106	0.5	*A*
	Subtotal	168	169	101	0.6	*A*
Total		496	495	100	2.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	37	106	7.1	*A*
	R	52	50	96	5.1	*A*
	Subtotal	87	87	100	6.0	*A*
SB	***L***	***32***	***33***	***104***	***7.3***	***A***
	R	35	35	101	4.6	*A*
	Subtotal	67	68	101	5.9	*A*
EB	L	41	41	101	3.1	*A*
	T	172	165	96	0.7	*A*
	R	46	46	101	0.5	*A*
	Subtotal	259	252	97	1.1	*A*
WB	L	46	44	96	3.3	*A*
	T	99	98	99	0.3	*A*
	R	67	68	101	0.3	*A*
	Subtotal	212	210	99	0.9	*A*
Total		624	617	99	2.2	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	28	26	92	3.2	*A*
	T	190	189	99	0.4	*A*
	Subtotal	218	215	99	0.7	*A*
SE	T	228	218	96	0.6	*A*
	R	27	29	106	0.5	*A*
	Subtotal	255	247	97	0.6	*A*
NE	***L***	***21***	***19***	***89***	***6.8***	***A***
	R	31	33	107	4.8	*A*
	Subtotal	52	52	100	5.5	*A*
Total		526	514	98	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	53	57	108	3.9	*A*
	T	199	197	99	0.5	*A*
	Subtotal	252	254	101	1.3	*A*
SE	T	215	210	98	0.5	*A*
	R	45	43	96	0.3	*A*
	Subtotal	260	253	97	0.5	*A*
NE	***L***	***20***	***20***	***99***	***7.0***	***A***
	R	61	62	102	4.9	*A*
	Subtotal	81	82	101	5.4	*A*
Total		593	589	99	1.5	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	17	105	8.4	*A*
	R	49	48	98	6.1	*A*
	Subtotal	65	65	100	6.7	*A*
SB	***L***	***22***	***23***	***103***	***8.5***	***A***
	R	10	10	98	5.0	*A*
	Subtotal	32	33	103	7.4	*A*
EB	L	10	10	98	3.8	*A*
	T	225	222	99	1.5	*A*
	R	40	41	103	0.5	*A*
	Subtotal	275	273	99	1.4	*A*
WB	L	48	52	108	4.2	*A*
	T	225	226	100	1.1	*A*
	R	24	26	107	0.9	*A*
	Subtotal	297	304	102	1.6	*A*
Total		670	675	101	2.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	70	100	56.5	*E*
	T	105	101	96	50.2	*D*
	R	80	82	102	7.7	*A*
	Subtotal	255	253	99	38.2	*D*
SB	L	100	99	99	63.5	*E*
	T	40	38	96	55.2	*E*
	R	190	194	102	7.2	*A*
	Subtotal	330	331	100	29.5	*C*
EB	L	300	303	101	52.8	*D*
	T	1,325	1,337	101	17.0	*B*
	R	280	284	101	5.5	*A*
	Subtotal	1,905	1,924	101	20.9	*C*
WB	L	110	110	100	49.3	*D*
	T	1,690	1,684	100	22.7	*C*
	R	170	172	101	6.6	*A*
	Subtotal	1,970	1,966	100	22.8	*C*
Total		4,461	4,474	100	23.4	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	175	171	98	0.3	*A*
	R	45	42	94	0.7	*A*
	Subtotal	220	213	97	0.4	*A*
SB	***T***	***431***	***434***	***101***	***1.2***	***A***
	Subtotal	431	434	101	1.2	*A*
WB	R	80	82	102	1.0	*A*
	Subtotal	80	82	103	1.0	*A*
Total		731	729	100	0.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	210	204	97	1.5	*A*
	R	5	6	120	1.4	*A*
	Subtotal	215	210	98	1.5	*A*
SB	L	75	78	104	3.2	*A*
	T	356	357	100	0.1	*A*
	Subtotal	431	435	101	0.7	*A*
WB	***L***	***5***	***4***	***80***	***8.8***	***A***
	R	10	10	98	4.6	*A*
	Subtotal	15	14	93	5.8	*A*
Total		662	659	100	1.0	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	35	101	18.1	*B*
	T	935	887	95	1.6	*A*
	R	5	6	120	3.2	*A*
	Subtotal	975	928	95	2.2	*A*
SB	L	280	274	98	14.7	*B*
	T	40	46	114	0.5	*A*
	R	40	41	103	1.6	*A*
	Subtotal	360	361	100	11.4	*B*
WB	T	20	21	104	19.1	*B*
	R	40	43	108	6.0	*A*
	Subtotal	60	64	107	10.3	*B*
Total		1,395	1,353	97	5.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	20	9	44	1089.5	*F*
	T	***80***	***34***	***42***	***1096.3***	***F***
	R	65	26	40	702.6	*F*
	Subtotal	165	69	42	947.1	*F*
WB	L	120	30	25	814.8	*F*
	T	60	17	28	780.5	*F*
	R	70	17	24	765.1	*F*
	Subtotal	250	64	26	792.5	*F*
NE	L	280	274	98	11.6	*B*
	T	840	835	99	4.1	*A*
	R	395	399	101	4.5	*A*
	Subtotal	1,515	1,508	100	5.6	*A*
SW	L	105	106	101	26.4	*D*
	T	530	531	100	0.9	*A*
	R	70	69	98	0.5	*A*
	Subtotal	705	706	100	4.7	*A*
Total		2,636	2,347	89	69.3	*F*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	160	165	103	33.3	*C*
	T	205	204	100	26.9	*C*
	R	330	324	98	22.6	*C*
	Subtotal	695	693	100	26.4	*C*
NE	L	680	654	96	16.0	*B*
	T	1,185	1,183	100	12.7	*B*
	Subtotal	1,865	1,837	98	13.9	*B*
SW	T	626	517	83	32.7	*C*
	R	90	70	78	20.7	*C*
	Subtotal	716	587	82	31.3	*C*
Total		3,275	3,117	95	20.0	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	500	509	102	73.4	*E*
	T	80	80	100	25.6	*C*
	R	305	313	103	28.3	*C*
	Subtotal	885	902	102	53.5	*D*
NE	T	1,365	1,329	97	59.8	*E*
	R	40	40	101	28.1	*C*
	Subtotal	1,405	1,369	97	58.9	*E*
SW	L	300	241	80	36.1	*D*
	T	485	439	91	11.0	*B*
	Subtotal	785	680	87	19.9	*B*
Total		3,075	2,951	96	48.4	*D*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	129	95	53.1	*D*
	T	86	83	97	51.6	*D*
	R	290	270	93	13.4	*B*
	Subtotal	511	482	94	30.6	*C*
SB	L	265	267	101	54.1	*D*
	T	60	59	98	54.9	*D*
	R	585	581	99	20.5	*C*
	Subtotal	910	907	100	32.6	*C*
EB	L	210	210	100	59.1	*E*
	T	2,170	2,155	99	26.4	*C*
	R	185	187	101	5.5	*A*
	Subtotal	2,565	2,552	99	27.6	*C*
WB	L	115	120	104	50.6	*D*
	T	1,875	1,864	99	25.6	*C*
	R	110	116	105	5.9	*A*
	Subtotal	2,100	2,100	100	25.9	*C*
Total		6,086	6,041	99	28.0	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	396	369	93	0.6	*A*
	R	45	44	98	0.6	*A*
	Subtotal	441	413	94	0.6	*A*
SB	***T***	***361***	***367***	***102***	***1.5***	***A***
	Subtotal	361	367	102	1.5	*A*
WB	R	115	115	100	1.2	*A*
	Subtotal	115	115	100	1.2	*A*
Total		917	895	98	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	415	386	93	1.5	*A*
	R	20	19	94	1.2	*A*
	Subtotal	435	405	93	1.5	*A*
SB	L	130	131	101	4.8	*A*
	T	230	234	102	0.1	*A*
	Subtotal	360	365	101	1.8	*A*
WB	***L***	***10***	***11***	***107***	***19.1***	***C***
	R	25	27	107	5.7	*A*
	Subtotal	35	38	109	9.6	*A*
Total		831	808	97	2.0	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	20.0	*B*
	T	1,125	1,081	96	1.7	*A*
	R	5	5	100	4.1	*A*
	Subtotal	1,145	1,101	96	2.0	*A*
SB	L	120	120	100	15.3	*B*
	T	45	46	102	0.4	*A*
	R	75	79	105	2.0	*A*
	Subtotal	240	245	102	8.2	*A*
WB	T	145	124	86	15.6	*B*
	R	155	133	86	6.2	*A*
	Subtotal	300	257	86	10.7	*B*
Total		1,685	1,603	95	4.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	55	30	55	532.2	*F*
	T	50	27	54	544.7	*F*
	R	285	161	56	139.4	*F*
	Subtotal	390	218	56	243.7	*F*
WB	L	165	49	30	602.1	*F*
	T	***50***	***14***	***28***	***610.8***	***F***
	R	90	30	33	547.6	*F*
	Subtotal	305	93	30	585.8	*F*
NE	L	80	75	93	13.6	*B*
	T	700	698	100	2.3	*A*
	R	220	219	100	2.4	*A*
	Subtotal	1,000	992	99	3.2	*A*
SW	L	55	55	100	15.8	*C*
	T	1,000	1,010	101	1.0	*A*
	R	25	23	91	0.4	*A*
	Subtotal	1,080	1,088	101	1.7	*A*
Total		2,775	2,391	86	52.9	*F*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	110	112	102	37.0	*D*
	T	305	302	99	32.6	*C*
	R	180	175	97	13.7	*B*
	Subtotal	595	589	99	27.8	*C*
NE	L	600	592	99	25.8	*C*
	T	820	818	100	6.2	*A*
	Subtotal	1,420	1,410	99	14.4	*B*
SW	T	1,210	1,016	84	28.9	*C*
	R	240	204	85	22.4	*C*
	Subtotal	1,450	1,220	84	27.8	*C*
Total		3,466	3,219	93	22.0	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	230	232	101	42.3	*D*
	T	420	424	101	43.6	*D*
	R	690	704	102	53.7	*D*
	Subtotal	1,340	1,360	101	48.6	*D*
NE	T	1,190	1,182	99	40.5	*D*
	R	190	191	100	24.8	*C*
	Subtotal	1,380	1,373	99	38.3	*D*
SW	L	585	478	82	28.4	*C*
	T	735	649	88	5.3	*A*
	Subtotal	1,320	1,127	85	15.1	*B*
Total		4,041	3,860	96	35.2	*D*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	73	104	55.2	*E*
	T	105	106	101	56.7	*E*
	R	80	82	102	7.7	*A*
	Subtotal	255	261	102	40.9	*D*
SB	L	100	104	104	63.9	*E*
	T	40	43	108	59.5	*E*
	R	190	189	99	7.5	*A*
	Subtotal	330	336	102	31.6	*C*
EB	L	300	298	99	53.7	*D*
	T	1,325	1,334	101	17.0	*B*
	R	280	285	102	5.3	*A*
	Subtotal	1,905	1,917	101	21.0	*C*
WB	L	110	114	104	51.4	*D*
	T	1,690	1,698	100	22.6	*C*
	R	170	171	101	6.7	*A*
	Subtotal	1,970	1,983	101	22.9	*C*
Total		4,461	4,497	101	23.8	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	175	178	102	0.4	*A*
	R	45	48	107	0.6	*A*
	Subtotal	220	226	103	0.4	*A*
SB	***T***	***431***	***442***	***103***	***1.2***	***A***
	Subtotal	431	442	103	1.2	*A*
WB	R	80	83	103	1.0	*A*
	Subtotal	80	83	104	1.0	*A*
Total		731	751	103	0.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	210	215	103	1.6	*A*
	R	5	5	100	1.5	*A*
	Subtotal	215	220	102	1.6	*A*
SB	L	75	76	101	3.0	*A*
	T	356	367	103	0.1	*A*
	Subtotal	431	443	103	0.6	*A*
WB	***L***	***5***	***5***	***100***	***10.2***	***B***
	R	10	11	107	4.5	*A*
	Subtotal	15	16	107	6.3	*A*
Total		662	679	103	1.0	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	35	101	18.7	*B*
	T	935	944	101	1.6	*A*
	R	5	5	100	4.7	*A*
	Subtotal	975	984	101	2.2	*A*
SB	L	280	288	103	13.7	*B*
	T	40	39	96	0.6	*A*
	R	40	43	108	1.5	*A*
	Subtotal	360	370	103	10.9	*B*
WB	T	370	373	101	1.4	*A*
	R	40	43	108	6.2	*A*
	Subtotal	410	416	101	1.9	*A*
Total		1,745	1,770	101	4.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	20	21	104	49.0	*D*
	T	200	207	104	16.8	*B*
	R	65	66	102	6.9	*A*
	Subtotal	285	294	103	16.9	*B*
WB	L	120	120	100	66.0	*E*
	T	60	64	107	45.4	*D*
	R	70	74	105	23.2	*C*
	Subtotal	250	258	103	48.6	*D*
NE	L	280	276	99	17.2	*B*
	T	840	846	101	9.0	*A*
	R	395	392	99	9.2	*A*
	Subtotal	1,515	1,514	100	10.5	*B*
SW	L	105	105	100	40.0	*D*
	T	530	518	98	8.3	*A*
	R	70	74	105	4.4	*A*
	Subtotal	705	697	99	12.7	*B*
Total		2,756	2,763	100	15.3	*B*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	160	154	96	55.9	*E*
	T	205	205	100	44.1	*D*
	R	330	330	100	25.1	*C*
	Subtotal	695	689	99	37.6	*D*
NE	L	680	691	102	34.4	*C*
	T	1,185	1,187	100	5.1	*A*
	Subtotal	1,865	1,878	101	15.9	*B*
SW	T	626	614	98	21.6	*C*
	R	90	88	98	16.2	*B*
	Subtotal	716	702	98	20.9	*C*
Total		3,275	3,269	100	21.6	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	500	504	101	45.3	*D*
	T	80	78	97	41.8	*D*
	R	305	317	104	39.0	*D*
	Subtotal	885	899	102	42.8	*D*
NE	T	1,365	1,377	101	28.2	*C*
	R	40	41	103	17.8	*B*
	Subtotal	1,405	1,418	101	27.9	*C*
SW	L	300	290	97	26.1	*C*
	T	485	478	99	18.5	*B*
	Subtotal	785	768	98	21.4	*C*
Total		3,075	3,085	100	30.7	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	136	101	60.3	*E*
	T	86	87	102	52.0	*D*
	R	290	292	101	14.1	*B*
	Subtotal	511	515	101	32.7	*C*
SB	L	265	275	104	55.3	*E*
	T	60	58	97	54.5	*D*
	R	585	590	101	23.0	*C*
	Subtotal	910	923	101	34.6	*C*
EB	L	210	205	98	58.7	*E*
	T	2,170	2,156	99	27.3	*C*
	R	185	185	100	5.8	*A*
	Subtotal	2,565	2,546	99	28.3	*C*
WB	L	115	114	99	50.3	*D*
	T	1,875	1,879	100	25.6	*C*
	R	110	108	98	5.6	*A*
	Subtotal	2,100	2,101	100	25.9	*C*
Total		6,086	6,085	100	28.8	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	396	391	99	0.6	*A*
	R	45	47	105	0.6	*A*
	Subtotal	441	438	99	0.6	*A*
SB	***T***	***361***	***359***	***99***	***1.5***	***A***
	Subtotal	361	359	99	1.5	*A*
WB	R	115	125	109	1.4	*A*
	Subtotal	115	125	109	1.4	*A*
Total		917	922	101	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	415	411	99	1.5	*A*
	R	20	19	94	1.2	*A*
	Subtotal	435	430	99	1.5	*A*
SB	L	130	126	97	5.4	*A*
	T	230	231	100	0.1	*A*
	Subtotal	360	357	99	2.0	*A*
WB	***L***	***10***	***10***	***98***	***19.6***	***C***
	R	25	25	99	6.5	*A*
	Subtotal	35	35	100	10.2	*B*
Total		831	822	99	2.1	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	19.5	*B*
	T	1,125	1,144	102	1.6	*A*
	R	5	6	120	2.8	*A*
	Subtotal	1,145	1,165	102	1.8	*A*
SB	L	120	118	98	15.9	*B*
	T	45	46	102	0.4	*A*
	R	75	77	102	2.6	*A*
	Subtotal	240	241	100	8.7	*A*
WB	T	145	141	97	16.1	*B*
	R	155	151	98	6.4	*A*
	Subtotal	300	292	97	11.1	*B*
Total		1,685	1,698	101	4.4	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	55	55	100	42.9	*D*
	T	50	51	102	38.5	*D*
	R	285	282	99	28.8	*C*
	Subtotal	390	388	99	32.1	*C*
WB	L	165	163	99	57.4	*E*
	T	50	48	96	39.6	*D*
	R	90	86	96	19.2	*B*
	Subtotal	305	297	97	43.5	*D*
NE	L	80	82	102	32.5	*C*
	T	700	694	99	10.6	*B*
	R	220	215	98	9.9	*A*
	Subtotal	1,000	991	99	12.3	*B*
SW	L	55	54	98	38.1	*D*
	T	1,000	999	100	21.5	*C*
	R	25	25	99	14.4	*B*
	Subtotal	1,080	1,078	100	22.2	*C*
Total		2,775	2,754	99	22.4	*C*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	110	112	102	47.2	*D*
	T	305	308	101	44.9	*D*
	R	180	183	102	12.3	*B*
	Subtotal	595	603	101	35.4	*D*
NE	L	600	606	101	33.0	*C*
	T	820	807	98	5.9	*A*
	Subtotal	1,420	1,413	100	17.5	*B*
SW	T	1,210	1,195	99	24.7	*C*
	R	240	250	104	18.9	*B*
	Subtotal	1,450	1,445	100	23.7	*C*
Total		3,466	3,461	100	23.3	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	230	229	100	45.0	*D*
	T	420	416	99	57.9	*E*
	R	690	712	103	65.8	*E*
	Subtotal	1,340	1,357	101	59.9	*E*
NE	T	1,190	1,186	100	34.9	*C*
	R	190	191	100	22.2	*C*
	Subtotal	1,380	1,377	100	33.1	*C*
SW	L	585	566	97	52.1	*D*
	T	735	743	101	10.1	*B*
	Subtotal	1,320	1,309	99	28.3	*C*
Total		4,041	4,043	100	40.6	*D*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	109	99	56.3	*E*
	T	126	130	103	51.2	*D*
	R	120	117	98	7.9	*A*
	Subtotal	356	356	100	38.5	*D*
SB	L	100	98	98	53.4	*D*
	T	60	60	100	56.2	*E*
	R	190	201	106	8.0	*A*
	Subtotal	350	359	103	28.4	*C*
EB	L	300	298	99	54.9	*D*
	T	1,325	1,349	102	19.2	*B*
	R	400	396	99	7.4	*A*
	Subtotal	2,025	2,043	101	22.1	*C*
WB	L	150	146	97	51.7	*D*
	T	1,690	1,682	100	24.9	*C*
	R	170	178	105	7.7	*A*
	Subtotal	2,010	2,006	100	25.3	*C*
Total		4,741	4,764	100	25.2	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	221	225	102	0.4	*A*
	R	47	46	98	0.7	*A*
	Subtotal	268	271	101	0.5	*A*
SB	***T***	***610***	***602***	***99***	***1.2***	***A***
	Subtotal	610	602	99	1.2	*A*
WB	R	135	133	98	1.2	*A*
	Subtotal	135	133	99	1.2	*A*
Total		1,013	1,006	99	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	247	250	101	1.8	*A*
	R	10	9	88	1.6	*A*
	Subtotal	257	259	101	1.8	*A*
SB	L	132	130	98	3.7	*A*
	T	478	471	98	0.1	*A*
	Subtotal	610	601	99	0.9	*A*
WB	***L***	***13***	***13***	***98***	***17.7***	***C***
	R	20	21	104	5.5	*A*
	Subtotal	33	34	103	10.2	*B*
Total		902	894	99	1.5	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	48	96	20.0	*B*
	T	177	178	100	8.2	*A*
	R	5	5	100	4.9	*A*
	Subtotal	232	231	100	10.6	*B*
SB	L	403	396	98	15.7	*B*
	T	40	40	99	0.8	*A*
	R	48	48	100	2.3	*A*
	Subtotal	491	484	99	13.1	*B*
WB	T	47	45	96	21.0	*C*
	R	75	76	101	6.1	*A*
	Subtotal	122	121	99	11.6	*B*
Total		846	836	99	12.2	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	60	57	95	54.6	*D*
	T	80	78	97	42.5	*D*
	R	230	234	102	8.2	*A*
	Subtotal	370	369	100	22.6	*C*
WB	L	120	118	98	82.2	*F*
	T	60	61	102	46.9	*D*
	R	70	70	100	25.5	*C*
	Subtotal	250	249	100	57.6	*E*
NE	L	313	306	98	22.3	*C*
	T	840	851	101	10.2	*B*
	R	395	412	104	10.9	*B*
	Subtotal	1,548	1,569	101	12.7	*B*
SW	L	105	102	97	49.7	*D*
	T	530	534	101	11.5	*B*
	R	110	108	98	6.1	*A*
	Subtotal	745	744	100	16.0	*B*
Total		2,914	2,931	101	18.6	*B*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	160	166	104	57.3	*E*
	T	509	512	101	85.3	*F*
	R	291	295	101	32.4	*C*
	Subtotal	960	973	101	64.5	*E*
NE	L	728	717	99	38.8	*D*
	T	1,258	1,276	101	5.8	*A*
	Subtotal	1,986	1,993	100	17.7	*B*
SW	T	786	788	100	28.6	*C*
	R	95	97	102	25.1	*C*
	Subtotal	881	885	100	28.2	*C*
Total		3,826	3,851	101	32.2	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	540	543	101	51.4	*D*
	T	80	80	100	41.9	*D*
	R	305	306	100	38.5	*D*
	Subtotal	925	929	100	46.3	*D*
NE	T	1,445	1,449	100	26.8	*C*
	R	40	39	98	16.1	*B*
	Subtotal	1,485	1,488	100	26.5	*C*
SW	L	380	381	100	54.4	*D*
	T	565	571	101	19.2	*B*
	Subtotal	945	952	101	33.3	*C*
Total		3,356	3,369	100	33.9	*C*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***37***	***36***	***98***	***7.9***	***A***
	R	14	16	112	4.4	*A*
	Subtotal	51	52	102	6.8	*A*
EB	L	10	8	78	3.8	*A*
	T	398	392	98	1.4	*A*
	Subtotal	408	400	98	1.4	*A*
WB	T	108	105	97	0.5	*A*
	R	15	15	98	0.4	*A*
	Subtotal	123	120	98	0.5	*A*
Total		582	572	98	1.7	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	31	92	9.1	*A*
	T	***10***	***10***	***98***	***9.6***	***A***
	R	60	60	100	7.1	*A*
	Subtotal	104	101	97	8.0	*A*
SB	L	34	32	95	8.2	*A*
	R	15	14	92	4.9	*A*
	Subtotal	49	46	94	7.2	*A*
EB	L	5	4	80	2.6	*A*
	T	397	392	99	0.8	*A*
	R	33	33	101	0.4	*A*
	Subtotal	435	429	99	0.8	*A*
WB	L	46	46	101	4.7	*A*
	T	75	76	101	0.2	*A*
	R	30	26	87	0.2	*A*
	Subtotal	151	148	98	1.6	*A*
Total		738	724	98	2.4	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	39	37	95	5.0	*A*
	T	476	468	98	0.5	*A*
	Subtotal	515	505	98	0.8	*A*
SE	T	471	463	98	0.7	*A*
	R	20	21	104	0.4	*A*
	Subtotal	491	484	99	0.7	*A*
NE	***L***	***15***	***16***	***105***	***9.2***	***A***
	R	41	41	101	6.7	*A*
	Subtotal	56	57	102	7.4	*A*
Total		1,062	1,046	98	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	37	35	95	4.0	*A*
	T	432	421	98	0.6	*A*
	Subtotal	469	456	97	0.9	*A*
SE	T	458	455	99	0.7	*A*
	R	54	50	93	0.4	*A*
	Subtotal	512	505	99	0.7	*A*
NE	***L***	***85***	***85***	***100***	***11.6***	***B***
	R	51	53	104	7.3	*A*
	Subtotal	136	138	101	9.9	*A*
Total		1,116	1,099	98	1.9	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	8.4	*A*
	R	10	9	88	4.7	*A*
	Subtotal	20	19	95	6.6	*A*
SB	***L***	***19***	***18***	***94***	***10.1***	***B***
	R	6	6	100	6.2	*A*
	Subtotal	25	24	96	9.1	*A*
EB	L	15	12	79	4.9	*A*
	T	342	343	100	0.8	*A*
	R	5	6	120	0.4	*A*
	Subtotal	362	361	100	0.9	*A*
WB	L	16	17	105	4.4	*A*
	T	452	442	98	1.2	*A*
	R	16	18	111	1.0	*A*
	Subtotal	484	477	99	1.3	*A*
Total		892	881	99	1.5	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & A4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,237	1,232	100	3.6	*A*
	R	95	95	100	3.9	*A*
	Subtotal	1,332	1,327	100	3.6	*A*
SW	T	46	41	89	0.2	*A*
	R	***45***	***44***	***98***	***10.9***	***B***
	Subtotal	91	85	93	5.7	*A*
Total		1,422	1,412	99	3.7	*A*

Intersection: Digital Drive & A2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,237	1,234	100	0.6	*A*
	R	45	40	89	1.0	*A*
	Subtotal	1,282	1,274	99	0.6	*A*
SW	T	63	65	103	0.3	*A*
	R	***15***	***15***	***98***	***4.6***	***A***
	Subtotal	78	80	103	1.1	*A*
Total		1,360	1,354	100	0.6	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	179	179	100	71.7	*E*
	T	107	110	103	52.1	*D*
	R	334	338	101	14.5	*B*
	Subtotal	620	627	101	37.4	*D*
SB	L	265	263	99	55.1	*E*
	T	87	87	100	55.5	*E*
	R	585	585	100	23.3	*C*
	Subtotal	937	935	100	35.2	*D*
EB	L	210	209	100	58.0	*E*
	T	2,170	2,162	100	28.7	*C*
	R	345	349	101	8.2	*A*
	Subtotal	2,725	2,720	100	28.3	*C*
WB	L	168	169	101	54.8	*D*
	T	1,875	1,864	99	26.5	*C*
	R	110	109	99	6.2	*A*
	Subtotal	2,153	2,142	99	27.7	*C*
Total		6,434	6,424	100	30.0	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***T***	***468***	***480***	***103***	***2.0***	***A***
	R	47	53	113	0.7	*A*
	Subtotal	515	533	103	1.9	*A*
SB	T	600	604	101	1.5	*A*
	Subtotal	600	604	101	1.5	*A*
WB	R	152	146	96	1.5	*A*
	Subtotal	152	146	96	1.5	*A*
Total		1,266	1,283	101	1.7	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	469	484	103	1.9	*A*
	R	28	30	106	1.3	*A*
	Subtotal	497	514	103	1.9	*A*
SB	L	178	173	97	6.4	*A*
	T	423	433	102	0.1	*A*
	Subtotal	601	606	101	1.9	*A*
WB	***L***	***19***	***19***	***99***	***31.3***	***D***
	R	46	48	105	10.9	*B*
	Subtotal	65	67	103	16.7	*C*
Total		1,164	1,187	102	2.8	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	35	95	22.1	*C*
	T	190	197	103	10.2	*B*
	R	5	4	80	4.0	*A*
	Subtotal	232	236	102	11.9	*B*
SB	L	312	318	102	24.5	*C*
	T	45	48	107	0.9	*A*
	R	84	83	99	3.5	*A*
	Subtotal	441	449	102	18.1	*B*
WB	T	169	163	96	19.5	*B*
	R	207	215	104	6.9	*A*
	Subtotal	376	378	101	12.3	*B*
Total		1,050	1,063	101	14.7	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	99	91	92	42.0	*D*
	T	51	54	106	33.3	*C*
	R	437	445	102	19.3	*B*
	Subtotal	587	590	101	24.1	*C*
WB	L	165	165	100	67.1	*E*
	T	50	50	100	37.9	*D*
	R	90	89	99	19.0	*B*
	Subtotal	305	304	100	48.2	*D*
NE	L	214	210	98	23.9	*C*
	T	700	716	102	4.5	*A*
	R	220	224	102	3.8	*A*
	Subtotal	1,134	1,150	101	7.9	*A*
SW	L	55	57	104	84.9	*F*
	T	1,000	994	99	52.3	*D*
	R	78	83	106	41.2	*D*
	Subtotal	1,133	1,134	100	53.1	*D*
Total		3,158	3,178	101	31.0	*C*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	110	110	100	55.2	*E*
	T	347	341	98	55.9	*E*
	R	218	234	107	15.2	*B*
	Subtotal	675	685	101	41.9	*D*
NE	L	664	656	99	41.9	*D*
	T	917	915	100	5.1	*A*
	Subtotal	1,581	1,571	99	20.5	*C*
SW	T	1,386	1,382	100	33.0	*C*
	R	216	221	102	26.2	*C*
	Subtotal	1,602	1,603	100	32.1	*C*
Total		3,858	3,859	100	29.2	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	283	276	98	80.7	*F*
	T	420	404	96	167.6	*F*
	R	690	654	95	193.3	*F*
	Subtotal	1,393	1,334	96	162.2	*F*
NE	T	1,297	1,296	100	44.2	*D*
	R	190	196	103	24.3	*C*
	Subtotal	1,487	1,492	100	41.6	*D*
SW	L	673	659	98	47.6	*D*
	T	824	830	101	12.4	*B*
	Subtotal	1,497	1,489	99	28.0	*C*
Total		4,376	4,315	99	76.9	*E*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***51***	***52***	***102***	***9.4***	***A***
	R	29	29	101	5.9	*A*
	Subtotal	80	81	101	8.1	*A*
EB	L	42	44	105	5.1	*A*
	T	276	278	101	1.5	*A*
	Subtotal	318	322	101	2.0	*A*
WB	T	348	350	101	0.6	*A*
	R	49	49	100	0.4	*A*
	Subtotal	397	399	101	0.6	*A*
Total		794	802	101	1.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	25	92	10.1	*B*
	T	***15***	***15***	***98***	***11.1***	***B***
	R	64	67	105	6.4	*A*
	Subtotal	106	107	101	7.9	*A*
SB	L	37	35	95	10.4	*B*
	R	30	31	104	6.2	*A*
	Subtotal	67	66	99	8.4	*A*
EB	L	26	25	95	4.1	*A*
	T	269	270	100	0.9	*A*
	R	31	33	107	0.5	*A*
	Subtotal	326	328	101	1.1	*A*
WB	L	42	44	105	4.1	*A*
	T	339	342	101	0.3	*A*
	R	67	63	94	0.2	*A*
	Subtotal	448	449	100	0.7	*A*
Total		947	950	100	2.2	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	21	20	94	4.8	*A*
	T	432	433	100	0.5	*A*
	Subtotal	453	453	100	0.7	*A*
SE	T	336	335	100	0.7	*A*
	R	34	36	107	0.6	*A*
	Subtotal	370	371	100	0.7	*A*
NE	***L***	***16***	***17***	***105***	***10.2***	***B***
	R	36	37	103	5.8	*A*
	Subtotal	52	54	104	7.2	*A*
Total		875	878	100	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	46	48	105	6.3	*A*
	T	262	260	99	0.6	*A*
	Subtotal	308	308	100	1.5	*A*
SE	T	515	517	100	1.1	*A*
	R	95	93	98	0.6	*A*
	Subtotal	610	610	100	1.0	*A*
NE	***L***	***20***	***21***	***104***	***12.2***	***B***
	R	61	66	108	7.6	*A*
	Subtotal	81	87	107	8.7	*A*
Total		998	1,005	101	1.8	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	26	95	16.0	*C*
	R	38	39	103	15.1	*C*
	Subtotal	65	65	100	15.5	*C*
SB	***L***	***22***	***21***	***94***	***20.5***	***C***
	R	10	10	98	7.5	*A*
	Subtotal	32	31	97	16.3	*C*
EB	L	10	10	98	5.3	*A*
	T	526	531	101	4.2	*A*
	R	40	42	106	3.4	*A*
	Subtotal	576	583	101	4.2	*A*
WB	L	48	46	96	7.5	*A*
	T	271	274	101	1.2	*A*
	R	24	25	103	0.9	*A*
	Subtotal	343	345	101	2.0	*A*
Total		1,017	1,024	101	4.5	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & A4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,191	1,177	99	2.5	*A*
	R	36	40	112	2.8	*A*
	Subtotal	1,227	1,217	99	2.5	*A*
SW	T	61	65	106	0.3	*A*
	R	***79***	***77***	***97***	***11.3***	***B***
	Subtotal	140	142	101	6.3	*A*
Total		1,367	1,359	99	2.9	*A*

Intersection: Digital Drive & A2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,210	1,194	99	0.6	*A*
	R	60	59	98	1.1	*A*
	Subtotal	1,270	1,253	99	0.6	*A*
SW	T	50	54	107	0.3	*A*
	R	***22***	***23***	***103***	***4.8***	***A***
	Subtotal	72	77	107	1.6	*A*
Total		1,343	1,330	99	0.7	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	109	99	57.8	*E*
	T	126	119	94	52.8	*D*
	R	120	121	101	8.0	*A*
	Subtotal	356	349	98	38.8	*D*
SB	L	100	103	103	53.9	*D*
	T	60	58	97	55.6	*E*
	R	190	191	100	7.9	*A*
	Subtotal	350	352	101	29.2	*C*
EB	L	300	306	102	52.8	*D*
	T	1,325	1,323	100	19.2	*B*
	R	400	398	100	7.5	*A*
	Subtotal	2,025	2,027	100	22.0	*C*
WB	L	150	153	102	54.3	*D*
	T	1,690	1,714	101	25.0	*C*
	R	170	170	100	7.7	*A*
	Subtotal	2,010	2,037	101	25.8	*C*
Total		4,741	4,765	101	25.4	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	221	217	98	0.4	*A*
	R	47	47	101	0.6	*A*
	Subtotal	268	264	99	0.4	*A*
SB	***T***	***610***	***610***	***100***	***1.2***	***A***
	Subtotal	610	610	100	1.2	*A*
WB	R	135	135	100	1.2	*A*
	Subtotal	135	135	100	1.2	*A*
Total		1,013	1,009	100	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	247	244	99	1.8	*A*
	R	10	12	117	1.5	*A*
	Subtotal	257	256	100	1.8	*A*
SB	L	132	128	97	3.8	*A*
	T	478	482	101	0.1	*A*
	Subtotal	610	610	100	0.9	*A*
WB	***L***	***13***	***11***	***83***	***15.6***	***C***
	R	20	20	99	5.7	*A*
	Subtotal	33	31	94	9.2	*A*
Total		902	897	100	1.5	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	52	104	20.1	*C*
	T	177	174	98	8.5	*A*
	R	5	4	80	5.3	*A*
	Subtotal	232	230	99	11.1	*B*
SB	L	403	406	101	15.7	*B*
	T	40	38	94	0.8	*A*
	R	48	48	100	2.5	*A*
	Subtotal	491	492	100	13.3	*B*
WB	T	47	47	100	20.9	*C*
	R	75	77	102	6.1	*A*
	Subtotal	122	124	102	11.7	*B*
Total		846	846	100	12.5	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	60	65	108	49.6	*D*
	T	80	86	107	46.0	*D*
	R	230	232	101	34.6	*C*
	Subtotal	370	383	104	39.7	*D*
WB	L	120	123	102	99.0	*F*
	T	60	59	98	45.2	*D*
	R	70	70	100	22.7	*C*
	Subtotal	250	252	101	65.2	*E*
NE	L	313	316	101	25.5	*C*
	T	840	837	100	10.2	*B*
	R	395	396	100	10.3	*B*
	Subtotal	1,548	1,549	100	13.3	*B*
SW	L	105	103	98	63.4	*E*
	T	530	539	102	12.2	*B*
	R	110	113	103	7.8	*A*
	Subtotal	745	755	101	18.5	*B*
Total		2,914	2,939	101	22.5	*C*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	160	156	98	53.3	*D*
	T	509	504	99	71.2	*E*
	R	291	294	101	27.0	*C*
	Subtotal	960	954	99	54.7	*D*
NE	L	728	714	98	38.7	*D*
	T	1,258	1,265	101	5.8	*A*
	Subtotal	1,986	1,979	100	17.7	*B*
SW	T	786	797	101	32.5	*C*
	R	95	97	102	29.6	*C*
	Subtotal	881	894	101	32.2	*C*
Total		3,826	3,827	100	30.4	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	540	544	101	50.4	*D*
	T	80	83	103	36.7	*D*
	R	305	298	98	47.9	*D*
	Subtotal	925	925	100	48.4	*D*
NE	T	1,445	1,436	99	27.4	*C*
	R	40	40	101	17.0	*B*
	Subtotal	1,485	1,476	99	27.1	*C*
SW	L	380	383	101	54.4	*D*
	T	565	569	101	18.6	*B*
	Subtotal	945	952	101	33.0	*C*
Total		3,356	3,353	100	34.7	*C*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***37***	***39***	***106***	***8.0***	***A***
	R	14	17	119	4.3	*A*
	Subtotal	51	56	110	6.9	*A*
EB	L	10	10	98	3.7	*A*
	T	398	402	101	1.4	*A*
	Subtotal	408	412	101	1.5	*A*
WB	T	108	108	100	0.6	*A*
	R	15	17	111	0.6	*A*
	Subtotal	123	125	102	0.6	*A*
Total		582	593	102	1.8	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***34***	***34***	***101***	***9.9***	***A***
	T	10	12	117	8.9	*A*
	R	60	58	97	7.4	*A*
	Subtotal	104	104	100	8.4	*A*
SB	L	34	35	104	8.4	*A*
	R	15	15	98	4.4	*A*
	Subtotal	49	50	102	7.2	*A*
EB	L	5	4	80	3.1	*A*
	T	397	405	102	0.8	*A*
	R	33	32	98	0.5	*A*
	Subtotal	435	441	101	0.8	*A*
WB	L	46	46	101	4.9	*A*
	T	75	77	103	0.3	*A*
	R	30	31	104	0.2	*A*
	Subtotal	151	154	102	1.7	*A*
Total		738	749	101	2.5	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	39	38	98	5.4	*A*
	T	476	479	101	0.5	*A*
	Subtotal	515	517	100	0.9	*A*
SE	T	471	479	102	0.7	*A*
	R	20	21	104	0.5	*A*
	Subtotal	491	500	102	0.7	*A*
NE	***L***	***15***	***16***	***105***	***9.1***	***A***
	R	41	42	103	6.4	*A*
	Subtotal	56	58	104	7.1	*A*
Total		1,062	1,075	101	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	37	32	87	4.4	*A*
	T	432	440	102	0.6	*A*
	Subtotal	469	472	101	0.9	*A*
SE	T	458	468	102	0.7	*A*
	R	54	52	96	0.6	*A*
	Subtotal	512	520	102	0.7	*A*
NE	***L***	***85***	***81***	***95***	***12.3***	***B***
	R	51	55	108	8.3	*A*
	Subtotal	136	136	100	10.7	*B*
Total		1,116	1,128	101	2.0	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	107	11.6	*B*
	R	10	15	146	7.9	*A*
	Subtotal	20	26	130	9.5	*A*
SB	***L***	***19***	***19***	***99***	***14.4***	***B***
	R	6	6	100	9.4	*A*
	Subtotal	25	25	100	13.2	*B*
EB	L	15	17	111	4.9	*A*
	T	342	350	102	2.3	*A*
	R	5	5	100	1.5	*A*
	Subtotal	362	372	103	2.4	*A*
WB	L	16	19	117	4.4	*A*
	T	452	456	101	1.1	*A*
	R	16	14	86	1.0	*A*
	Subtotal	484	489	101	1.2	*A*
Total		892	912	102	2.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & A4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,237	1,223	99	3.6	*A*
	R	95	93	98	3.9	*A*
	Subtotal	1,332	1,316	99	3.6	*A*
SW	T	46	45	98	0.2	*A*
	R	***45***	***39***	***87***	***10.1***	***B***
	Subtotal	91	84	92	4.8	*A*
Total		1,422	1,400	98	3.7	*A*

Intersection: Digital Drive & A2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,237	1,216	98	0.6	*A*
	R	45	46	103	1.1	*A*
	Subtotal	1,282	1,262	98	0.6	*A*
SW	T	63	65	103	0.4	*A*
	R	***15***	***13***	***85***	***4.6***	***A***
	Subtotal	78	78	100	1.1	*A*
Total		1,360	1,340	99	0.6	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	179	183	102	78.8	*E*
	T	107	115	107	52.7	*D*
	R	334	331	99	15.3	*B*
	Subtotal	620	629	101	40.6	*D*
SB	L	265	263	99	53.3	*D*
	T	87	89	103	56.3	*E*
	R	585	590	101	25.4	*C*
	Subtotal	937	942	101	36.1	*D*
EB	L	210	212	101	58.7	*E*
	T	2,170	2,171	100	28.8	*C*
	R	345	351	102	8.3	*A*
	Subtotal	2,725	2,734	100	28.5	*C*
WB	L	168	160	95	52.0	*D*
	T	1,875	1,910	102	27.1	*C*
	R	110	112	102	6.9	*A*
	Subtotal	2,153	2,182	101	27.9	*C*
Total		6,434	6,487	101	30.6	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***T***	***468***	***482***	***103***	***1.8***	***A***
	R	47	47	101	0.7	*A*
	Subtotal	515	529	103	1.7	*A*
SB	T	600	599	100	1.5	*A*
	Subtotal	600	599	100	1.5	*A*
WB	R	152	147	97	1.4	*A*
	Subtotal	152	147	97	1.4	*A*
Total		1,266	1,275	101	1.5	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	469	482	103	1.8	*A*
	R	28	32	113	1.4	*A*
	Subtotal	497	514	103	1.8	*A*
SB	L	178	181	102	6.8	*A*
	T	423	420	99	0.1	*A*
	Subtotal	601	601	100	2.1	*A*
WB	***L***	***19***	***18***	***94***	***34.9***	***D***
	R	46	46	101	12.8	*B*
	Subtotal	65	64	98	19.0	*C*
Total		1,164	1,179	101	3.0	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	32	87	21.6	*C*
	T	190	195	102	11.4	*B*
	R	5	5	100	4.2	*A*
	Subtotal	232	232	100	12.7	*B*
SB	L	312	306	98	24.0	*C*
	T	45	46	102	0.8	*A*
	R	84	84	100	3.3	*A*
	Subtotal	441	436	99	17.6	*B*
WB	T	169	169	100	19.4	*B*
	R	207	218	105	6.9	*A*
	Subtotal	376	387	103	12.4	*B*
Total		1,050	1,055	101	14.6	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	99	103	104	40.7	*D*
	T	51	52	102	33.0	*C*
	R	437	437	100	17.3	*B*
	Subtotal	587	592	101	22.8	*C*
WB	L	165	166	101	56.1	*E*
	T	50	47	94	35.9	*D*
	R	90	90	100	17.4	*B*
	Subtotal	305	303	99	41.5	*D*
NE	L	214	214	100	33.7	*C*
	T	700	696	99	10.1	*B*
	R	220	220	100	9.2	*A*
	Subtotal	1,134	1,130	100	14.4	*B*
SW	L	55	54	98	72.1	*E*
	T	1,000	992	99	45.2	*D*
	R	78	84	107	35.6	*D*
	Subtotal	1,133	1,130	100	45.8	*D*
Total		3,158	3,155	100	29.9	*C*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	110	110	100	53.8	*D*
	T	347	352	101	60.6	*E*
	R	218	218	100	15.3	*B*
	Subtotal	675	680	101	45.0	*D*
NE	L	664	646	97	59.8	*E*
	T	917	914	100	4.4	*A*
	Subtotal	1,581	1,560	99	27.3	*C*
SW	T	1,386	1,364	98	18.8	*B*
	R	216	224	104	12.8	*B*
	Subtotal	1,602	1,588	99	18.0	*B*
Total		3,858	3,828	99	26.7	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	283	286	101	59.9	*E*
	T	420	415	99	60.8	*E*
	R	690	687	100	23.8	*C*
	Subtotal	1,393	1,388	100	42.3	*D*
NE	T	1,297	1,279	99	29.7	*C*
	R	190	201	106	19.2	*B*
	Subtotal	1,487	1,480	100	28.3	*C*
SW	L	673	657	98	70.5	*E*
	T	824	814	99	22.6	*C*
	Subtotal	1,497	1,471	98	44.0	*D*
Total		4,376	4,339	99	38.1	*D*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***51***	***48***	***94***	***10.0***	***A***
	R	29	29	101	6.7	*A*
	Subtotal	80	77	96	8.8	*A*
EB	L	42	42	101	5.3	*A*
	T	276	268	97	1.5	*A*
	Subtotal	318	310	97	2.0	*A*
WB	T	348	357	103	0.6	*A*
	R	49	49	100	0.4	*A*
	Subtotal	397	406	102	0.6	*A*
Total		794	793	100	1.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	26	95	9.8	*A*
	T	***15***	***16***	***105***	***11.6***	***B***
	R	64	63	98	6.7	*A*
	Subtotal	106	105	99	8.2	*A*
SB	L	37	37	101	10.6	*B*
	R	30	32	108	6.3	*A*
	Subtotal	67	69	103	8.6	*A*
EB	L	26	22	84	4.0	*A*
	T	269	262	97	0.9	*A*
	R	31	31	101	0.5	*A*
	Subtotal	326	315	97	1.1	*A*
WB	L	42	43	103	3.7	*A*
	T	339	347	102	0.3	*A*
	R	67	71	106	0.2	*A*
	Subtotal	448	461	103	0.6	*A*
Total		947	950	100	2.2	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	21	20	94	3.7	*A*
	T	432	447	104	0.5	*A*
	Subtotal	453	467	103	0.6	*A*
SE	T	336	329	98	0.7	*A*
	R	34	34	101	0.5	*A*
	Subtotal	370	363	98	0.7	*A*
NE	***L***	***16***	***15***	***92***	***9.9***	***A***
	R	36	37	103	5.5	*A*
	Subtotal	52	52	100	6.8	*A*
Total		875	882	101	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	46	44	96	6.1	*A*
	T	262	274	105	0.6	*A*
	Subtotal	308	318	103	1.4	*A*
SE	T	515	510	99	1.0	*A*
	R	95	95	100	0.6	*A*
	Subtotal	610	605	99	0.9	*A*
NE	***L***	***20***	***21***	***104***	***12.5***	***B***
	R	61	67	110	7.8	*A*
	Subtotal	81	88	109	8.9	*A*
Total		998	1,011	101	1.8	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	29	106	15.5	*C*
	R	38	39	103	13.2	*B*
	Subtotal	65	68	105	14.2	*B*
SB	***L***	***22***	***23***	***103***	***19.4***	***C***
	R	10	13	127	7.2	*A*
	Subtotal	32	36	113	15.0	*B*
EB	L	10	11	107	4.3	*A*
	T	526	529	101	3.4	*A*
	R	40	41	103	2.1	*A*
	Subtotal	576	581	101	3.3	*A*
WB	L	48	46	96	7.5	*A*
	T	271	278	103	1.2	*A*
	R	24	23	95	0.9	*A*
	Subtotal	343	347	101	2.0	*A*
Total		1,017	1,032	101	4.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & A4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,191	1,181	99	3.2	*A*
	R	36	40	112	3.6	*A*
	Subtotal	1,227	1,221	100	3.2	*A*
SW	T	61	60	98	0.3	*A*
	R	***79***	***79***	***100***	***15.2***	***C***
	Subtotal	140	139	99	8.8	*A*
Total		1,367	1,360	99	3.8	*A*

Intersection: Digital Drive & A2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,210	1,202	99	0.7	*A*
	R	60	58	97	1.2	*A*
	Subtotal	1,270	1,260	99	0.7	*A*
SW	T	50	52	103	0.2	*A*
	R	***22***	***23***	***103***	***4.4***	***A***
	Subtotal	72	75	104	1.5	*A*
Total		1,343	1,335	99	0.8	*A*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB			NE			NW			SB				SE				SW			EB				WB				
	L	R	T	L	T	TR	L	R	T	L	LT	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	100	50	75							150		100	50								250		50	250	50			75	300
02: Digital Drive & Stockton Lane																													
03: Digital Drive & Hudson Avenue																										50			
04: Digital Drive & Ridge Drive	25																												
05: Triumph Boulevard & Ridge Drive																		50					50				50		
06: Triumph Boulevard & Digital Drive				300	50		125	100	75										125	100									
07: Triumph Boulevard & Thanksgiving Way					300	125								125	150	100	150	125	75										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE			NW			SB				SE				SW			EB				WB				
	L	R	T	TR	L	T	TR	L	R	T	L	LT	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	125	100	75								225		300	200								225		75	425	75			50	325
02: Digital Drive & Stockton Lane												50																		
03: Digital Drive & Hudson Avenue											50																50			
04: Digital Drive & Ridge Drive											50																			
05: Triumph Boulevard & Ridge Drive					50														50					75				125		
06: Triumph Boulevard & Digital Drive					250	100		100	75	125										300	225									
07: Triumph Boulevard & Thanksgiving Way						400	200								125	325	300	325	225	75										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE				NW			SB					SE				SW			EB				WB				
	L	LTR	R	T	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	125		75	100								150			100	75								250		75	250	100			75	300
02: Digital Drive & Stockton Lane																																
03: Digital Drive & Hudson Avenue												50																	50			
04: Digital Drive & Ridge Drive	50		50	75								100			50															50	75
05: Triumph Boulevard & Ridge Drive					75																50				75	75				75		
06: Triumph Boulevard & Digital Drive					300		50		125	100	75											200	150									
07: Triumph Boulevard & Thanksgiving Way							350	175									150	150	100	175	150	75										
08: Ridge Drive & A1													50																			
09: A2 & Ridge Drive		75												50														50				
10: A3 & Ridge Drive						75																										
11: A4 & Ridge Drive						75			50																							
12: A5 & Ridge Drive		50												50																		

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE				SW			EB					WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	TR	L	LR	LTR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	150		100	75									225			275	150								225		100	425		150			50	350	
02: Digital Drive & Stockton Lane																																	50		
03: Digital Drive & Hudson Avenue													75																		75				
04: Digital Drive & Ridge Drive			50	100									150			50																	50	75	
05: Triumph Boulevard & Ridge Drive						175		50	50																	150	150					300			
06: Triumph Boulevard & Digital Drive						225		125		100	100	125											375	300											
07: Triumph Boulevard & Thanksgiving Way								450	275									175	325	275	350	250	75												
08: Ridge Drive & A1														75											50										
09: A2 & Ridge Drive		75													50										25					50					
10: A3 & Ridge Drive							75			50																									
11: A4 & Ridge Drive							75			50																									
12: A5 & Ridge Drive		75													75														75	50					

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Plus Project (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE				SW			EB			WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	R	T	TR	L	T	TR	L	R	T	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	125		75	100									150			100	75								250	75	275	100		75	300	
02: Digital Drive & Stockton Lane																																
03: Digital Drive & Hudson Avenue													75																50			
04: Digital Drive & Ridge Drive	50		50	100									100																	50	75	
05: Triumph Boulevard & Ridge Drive						100		50	75													75	150	125	75	75		50				50
06: Triumph Boulevard & Digital Drive						275		50		125	100	75											200	150								
07: Triumph Boulevard & Thanksgiving Way								375	175									150	150	100	175	150	50								
08: Ridge Drive & A1														50																		
09: A2 & Ridge Drive		75													50													50				
10: A3 & Ridge Drive							75			50																						
11: A4 & Ridge Drive							75			50																						
12: A5 & Ridge Drive		50													50																	

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Plus Project (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE				SW			EB				WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	R	T	TR	L	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	175		100	75									225			300	225								225	100	425		125		50	325	
02: Digital Drive & Stockton Lane																														50			
03: Digital Drive & Hudson Avenue													75																75				
04: Digital Drive & Ridge Drive	50		50	100									125			50														50	75		
05: Triumph Boulevard & Ridge Drive						200		75	100													75	325	275	75	200			125				75
06: Triumph Boulevard & Digital Drive						225		125		100	75	125											400	300									
07: Triumph Boulevard & Thanksgiving Way								500	300									175	325	300	350	275	75										
08: Ridge Drive & A1														75											50								
09: A2 & Ridge Drive		75													50														50				
10: A3 & Ridge Drive							75																										
11: A4 & Ridge Drive							75			50																							
12: A5 & Ridge Drive		75													50													50	50				

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB			NE			NW			SB			SE				SW			EB				WB				
	L	R	T	L	T	TR	L	R	T	L	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	125	75	75							150	100	100								250		100	275	150			75	325
02: Digital Drive & Stockton Lane																												
03: Digital Drive & Hudson Avenue										50															50			
04: Digital Drive & Ridge Drive	50		100							150	75																50	50
05: Triumph Boulevard & Ridge Drive				150													125	50			1,075	250				450		
06: Triumph Boulevard & Digital Drive				225	250		175	225	125									225	150									
07: Triumph Boulevard & Thanksgiving Way					1,475	475							675	150	100	175	175	125										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE			NW			SB			SE				SW			EB				WB				
	L	R	T	TR	L	T	TR	L	R	T	L	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	175	125	75								225	300	150								225		75	450	125			50	350
02: Digital Drive & Stockton Lane																												50	
03: Digital Drive & Hudson Avenue											75															50			
04: Digital Drive & Ridge Drive			100								100	50																75	100
05: Triumph Boulevard & Ridge Drive					75													75				650	300				450		
06: Triumph Boulevard & Digital Drive					275	150		150	125	175									350	275									
07: Triumph Boulevard & Thanksgiving Way						700	375							250	400	325	400	275	100										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Background (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB			NE			NW			SB			SE				SW			EB			WB				
	L	R	T	L	T	TR	L	R	T	L	R	T	L	LT	R	TR	L	T	TR	L	R	T	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	125	75	100							150	100	100								225	100	300	125		75	325	
02: Digital Drive & Stockton Lane																											
03: Digital Drive & Hudson Avenue										50														50			
04: Digital Drive & Ridge Drive	50		100							150															50	50	
05: Triumph Boulevard & Ridge Drive				175	200	250											125	175	125	50	75	125	175				150
06: Triumph Boulevard & Digital Drive				200	125		200	225	150									200	150								
07: Triumph Boulevard & Thanksgiving Way					600	325							275	275	200	225	150	225									

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Background (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE			NW			SB			SE				SW			EB			WB				
	L	R	T	TR	L	T	TR	L	R	T	L	R	T	L	LT	R	TR	L	T	TR	L	R	T	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	175	150	75								250	325	250								275	75	475	125		50	375	
02: Digital Drive & Stockton Lane																										50		
03: Digital Drive & Hudson Avenue											75														75			
04: Digital Drive & Ridge Drive			100								100	50														75	100	
05: Triumph Boulevard & Ridge Drive					100	175	200											200	375	325	125	250	250	225				150
06: Triumph Boulevard & Digital Drive					200	150		150	100	175									350	275								
07: Triumph Boulevard & Thanksgiving Way						700	350							250	400	450	450	250	150									

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE				NW				SB					SE				SW				EB				WB				
	L	LTR	R	T	L	LR	T	TR	L	R	T	TR	L	LR	LTR	R	T	L	LT	R	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	150		75	100									150			100	125									250	150	300		175		75	325	
02: Digital Drive & Stockton Lane																																		
03: Digital Drive & Hudson Avenue													75																	50				
04: Digital Drive & Ridge Drive	50			100									175			100															50	50		
05: Triumph Boulevard & Ridge Drive					200		200	250														150		200	175	100	125	125	200				175
06: Triumph Boulevard & Digital Drive					225		150		275	325	450													300	225								
07: Triumph Boulevard & Thanksgiving Way							575	325										300	325	200	225	275		250									
08: Ridge Drive & A1														75																			
09: A2 & Ridge Drive		75													50														50				
10: A3 & Ridge Drive						75			50																								
11: A4 & Ridge Drive						100			50																								
12: A5 & Ridge Drive		50													50																		
13: Digital Drive & A4																							75										
14: Digital Drive & A2																							50										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE				SW				EB				WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	LT	R	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	225		150	125									250			325	250									225	125	475		175		50	350	
02: Digital Drive & Stockton Lane				50																											50		
03: Digital Drive & Hudson Avenue													100																	75			
04: Digital Drive & Ridge Drive	50			125									175			100															75	125	
05: Triumph Boulevard & Ridge Drive						175		75	100													275		800	600	125	400	100		250				150
06: Triumph Boulevard & Digital Drive						200		150		175	125	225												500	425									
07: Triumph Boulevard & Thanksgiving Way								950	400									950	1,225	825	1,375	300		200										
08: Ridge Drive & A1														75												50								
09: A2 & Ridge Drive		75													75											50				50				
10: A3 & Ridge Drive							75			50																								
11: A4 & Ridge Drive							75			75																								
12: A5 & Ridge Drive		75													75											50			200	75				
13: Digital Drive & A4																							75											
14: Digital Drive & A2																							50											

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Plus Project (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW				SB					SE					SW				EB				WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	TR	L	LR	LTR	R	T	L	LT	R	T	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	150		75	100										150			100	100										250	150	300		175		75	325	
02: Digital Drive & Stockton Lane																																		50		
03: Digital Drive & Hudson Avenue														75																			50			
04: Digital Drive & Ridge Drive	50			100										175			75																50	50		
05: Triumph Boulevard & Ridge Drive						225		225	250															175		225	200	100	300	125		250				175
06: Triumph Boulevard & Digital Drive						225		150		225	250	350														300	225									
07: Triumph Boulevard & Thanksgiving Way								650	325										275	300	325	200		275		250										
08: Ridge Drive & A1															75																					
09: A2 & Ridge Drive		75														50																50				
10: A3 & Ridge Drive							75			50																										
11: A4 & Ridge Drive							100			50																										
12: A5 & Ridge Drive		50														75														100	25				
13: Digital Drive & A4																									75										
14: Digital Drive & A2																									50										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Plus Project (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE					SW				EB				WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	LT	R	T	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	250		175	150									250			350	375										250	150	475		175		50	375	
02: Digital Drive & Stockton Lane				50																												50		
03: Digital Drive & Hudson Avenue													100																		75			
04: Digital Drive & Ridge Drive	50			125									175			75																100	125	
05: Triumph Boulevard & Ridge Drive						200		175	200														250		650	550	125	375	100		225				150
06: Triumph Boulevard & Digital Drive						425		125		175	150	250													325	225									
07: Triumph Boulevard & Thanksgiving Way								625	325									250	300	425	275		450		250										
08: Ridge Drive & A1														75													50								
09: A2 & Ridge Drive		75													50												50				50				
10: A3 & Ridge Drive							75			50																									
11: A4 & Ridge Drive							75			50																									
12: A5 & Ridge Drive		75													75												50			175	75				
13: Digital Drive & A4												75												100											
14: Digital Drive & A2																								50											

Agenda Item No: 3.4

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 4, Amendments, changing when General Plan amendments are allowed to be processed.

Suggested Action:

Attachments:

Chapter 4 Development Code Amendment 1.pdf

Chapter 4 Development Code Amendment 2.pdf

CHAPTER 4 DEVELOPMENT CODE AMENDMENT

PLANNING COMMISSION REPORT

Applicant	Lehi City
Meeting Date	July 27, 2023
Requested Action/Purpose	Review and recommendation on proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	June 7, 2023

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant requests review and recommendation of a proposed development code amendment to Chapter 4, Amendments to the City General Plan, Development Code and District Map. The proposed text amendment specifies that applications for a General Plan amendment may only be accepted during the months of February and August, unless initiated by the City.

This Development Code amendment will make the Code consistent with the General Plan section that specifies the same limitation on submittals.

The DRC had no comments on the proposed Code amendment.

SCOPE OF APPROVAL

Development Code Amendments are Legislative items with a high level of discretion. Meaning that the Planning Commission can consider if they want to propose a positive or negative recommendation or include any changes. The City Council ultimately will decide if it gets approved and in what form.

The public can speak on this item. They can share any concerns or support for the proposed amendment. The Planning Commission or City Council may choose to include changes suggested by the public in their motion.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

Chapter 4 Development Code Amendment
DRC Redline Comments

Lehi City – requests review of a Lehi City Development Code Amendment to Chapter 4 amending when General Plan amendments are allowed to be processed.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth, Luke Seegmiller
Assigned Planner: Kim/Jacob
Representatives of the Applicant Present: N/A
Date of Plans Reviewed: 8/23/23
Time Start: 10:49 am
Time End: 10:52 am

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary – Building/Inspections: No comments
Matt – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 27, 2023.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

CHAPTER 04

(Amended 11/14/17; 11/16/21)

AMENDMENTS TO THE CITY GENERAL PLAN, DEVELOPMENT CODE AND ZONING DISTRICT MAP

Section 04.010. Amendments to Lehi City General Plan; General Procedures.
Section 04.020. Procedures for Amending the Lehi City General Plan and Maps.
Section 04.030. Criteria for Approval of General Plan Text and Map Amendments.
Section 04.040. Effect of General Plan Amendment.
Section 04.050. Procedure for Amending the Lehi City Development Code and Lehi City Zoning District Map.
Section 04.060. Criteria for Approval.
Section 04.070. Effect of an Amendment to the Lehi City Development Code and Lehi City Zoning District Map.

Section 04.010. Amendments to Lehi City General Plan; General Procedures.

(Amended 09/08/08; 12/13/16)

A. A proposed amendment to the Lehi City General Plan may be initiated by any property owner, any person residing in the City, any business owner, the Hearing Examiner, the Planning Commission, the City Council, the Reviewing Departments, or the City Staff by filing an application for a General Plan amendment.

B. An application for an amendment to the Lehi City General Plan or General Plan Land Use Map shall be filed with the City on the applicable application form as established pursuant to the provisions of this Code. Applications shall only be accepted during the months of February and August unless the amendment is initiated by the City.

C. If such amendment is approved, the applicant may then proceed to file an application for development approval if the development is consistent with the approved General Plan amendment.

Section 04.020. Procedures for Amending the Lehi City General Plan Text and Maps.

(Amended 07/10/07; 07/10/12)

A. The Planning Division shall prepare a report of the findings of the Reviewing Departments within 21 days and not less than seven days prior to the meeting with the Commission indicating whether the proposed amendment is consistent with the Elements of the General Plan including, the effect of the proposed amendment on the existing goals, objectives and policies of the General Plan, and listing any revisions to this Code that would be needed to implement the proposed amendment.

B. Prior to recommending the adoption, rejection or revision of any General Plan amendment, the Planning Commission shall hold a public hearing in accordance with the procedures of this Code and the Utah Code, after receiving the report of the findings of the Reviewing Departments and providing at least ten days' notice.

C. After the Planning Commission has reviewed the application and made its recommendation, the Planning Division shall submit a copy of the General Plan amendment as recommended by the Commission, the report of the findings of the Reviewing Departments, and the transcripts or minutes of the proceedings before the Commission to the City Council. The City Council shall then schedule a public meeting to consider the Planning Commission recommendation. The City Council shall consider the proposed General Plan amendment and the recommendation of the Commission pursuant to the procedures established by this Code and the Utah Code including the required notice for a public meeting. The City Council shall approve the amendment, revise and approve the proposed amendment, or reject the proposed amendment. If the City Council approves the proposed amendment as submitted or as revised, the City Council shall adopt the General Plan amendment by ordinance.

Section 04.030. Criteria for Approval of General Plan Text and Map Amendments.

In considering a proposed amendment to the Lehi City General Plan, the applicant shall identify, and the City Staff, Reviewing Departments, Planning Commission, and the City Council will consider the following factors, among others:

1. the effect of the proposed amendment on the character of the surrounding area;

2. consistency with the goals and policies of the General Plan;

3. consistency and compatibility with the

Agenda Item No: 3.5

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 11, Application Requirements, amending when site plans go to Planning Commission for approval.

Suggested Action:

Attachments:

Chapter 11 Development Code Amendment 1.pdf

Chapter 11 Development Code Amendment 2.pdf

CHAPTER 11 SITE PLAN APPROVALS
DEVELOPMENT CODE AMENDMENT
PLANNING COMMISSION REPORT

Applicant	Lehi City
Meeting Date	July 27, 2023
Requested Action/Purpose	Review and recommendation on proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	June 14, 2023

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant requests review and recommendation of changes to Chapter 11 Development Code Application Requirements for Stie Plans. The proposal will change the approval process for site plans. Currently site plans valued about $500,000 or more must go to Planning Commission for approval. The proposed changes would allow the Reviewing Departments (DRC) to approve any site plans that do not ask for exceptions and that are permitted uses. The Planning Commission would still review all plans that request an exception or are a conditional use.

Permitted use site plans are administrative and if they meet the Code they must be approved. City Staff knows the Development Code requirements the best and can best do this review.

Conditional uses and exceptions require a level of discretion, this can better be provided by the Planning Commission.

The DRC reviewed the proposed amendment and had two comments to add specific language. Including a comment to allow the Reviewing Departments to forward any site plan to the Planning Commission.

SCOPE OF APPROVAL

Development Code Amendments are a legislative item with full discretion. The Planning Commission can freely approve, deny or request any modifications.

This is also a public hearing item, the public can also make any comments and request any changes. The Planning Commission would have to choose to include any changes in their motion.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code will better use Planning Commission time and also leave fully administrative items to City Staff.
2. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
3. Additional findings based upon information presented during the public hearing.

Chapter 11 Application Requirements Site Plan's that go to Planning Commission
DRC Redline Comments

Lehi City- requests review of an amendment to Chapter 11 Application Requirements amending when site plans go to Planning Commission for approval.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present:
Date of Plans Reviewed:
Time Start: 1:14pm
Time End: 1:15pm 11

DRC REDLINE COMMENTS:
Glade – Power:
1. Add language to check-off list "easements for line extensions, distribution lines and related equipment"

Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary – Building/Inspections: No comments
Matt – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning:
2. Add: The Reviewing Departments may require that the approval of a site plan be forwarded to the Planning Commission if they determine the standards in the Development Code are unclear, or that the project is likely to have extenuating or unforeseen impacts beyond what would normally be expected on issues such as traffic, lighting, or compatibility of uses.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 13th

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

determine the amount of subbase required on the cross section;
(e) location of power line extensions, streetlights, domes, and transformers;
(f) street signs and traffic control signs;
(g) two eight-inch utility casings where required at intersections and utility crossings;
(h) a note stating that three sets of as-built drawings shall be submitted to the City upon completion of the public improvements;
(i) all other specifications, details, and references required by the Design Standards and Public Improvements Specifications and Standard Drawings.

C. Additional Information Required. In addition to the site plan, the applicant shall provide:

1. proposed building elevations including dimensions, colors, and proposed building materials with a breakdown showing percentages of each material;

2. a development phasing schedule if applicable, including the sequence for each phase, approximate size in area of each phase, and proposed phasing of construction of public improvements, recreation, and common open space areas;

3. drainage system calculations and an explanatory narrative sealed by a licensed engineer, and for detention and retention basins, calculations to justify sizing based on 100-year design storm;

4. a statement from the appropriate agency accepting responsibility for all surface and subsurface drainage that is directed into channels owned by the agency;

5. a written statement from the appropriate agency such as irrigation companies and private land owners, regarding the effect of the proposed subdivision on any irrigation channels or ditches, and any piping or other mitigation required;

6. a letter from the Army Corp of Engineers regarding any wetland areas within the boundaries of the proposed plat;

7. if the site plan is proposed as a PUD, an application for a PUD providing detailed information regarding proposed features including building elevations, materials, and amenities;

8. where required, three copies of the California bearing ratio test results;

9. prepared easements for any necessary offsite water, sewer, or drainage easements across privately owned land, and for temporary turnarounds;

10. any deeds or boundary line agreements necessary for approval of the site plan;

11. any required UDOT approvals for access;

12. an engineer's estimate of costs for construction of all required public improvements;

13. a preliminary title report covering all the property located within the site plan, prepared or updated within 30 days of the date of the site plan approval;

14. a final copy of any restrictive covenants, reservations, or private easements;

15. a letter from the Utah County Health Department regarding any proposed septic tanks or leach fields;

28. prior to issuance of a building permit, staking of the new property line adjacent to existing roads; and

29. other information required by the Reviewing Departments, Commission, or City Council necessary to evaluate the merits of the proposed site plan.

Section 11.250. Site Plan Approval Process.
(Amended 5/22/01; 08/13/02; 11/09/04; 10/11/22)
The review and approval process for a site plan shall be as follows:

A. Permitted Uses.

~~1.~~ Site plans associated with a permitted use ~~and with a total valuation, including building and all associated site improvements, of less than $500,000~~ require review and approval by ~~the~~ the Reviewing Departments~~Zoning Administrator and Public Works Director~~. ~~The Zoning Administrator or the Public Works Director may request that the approval of a site plan be forwarded to the Planning Commission following a Reviewing Departments review, if they determine a project is likely to have a significant impact on traffic, environmental quality, lighting, compatibility of uses, or the health, safety, or general welfare of the surrounding properties, property values, or residents.~~ Site Plans requesting exceptions to

Code requirements require approval by the Planning Commission for the requested exceptions.

~~2.~~1. ~~Site plans associated with a permitted use and with a total valuation, including building and all associated improvements, of $500,000 or more require approval by the Planning Commission, following a review by the Reviewing Departments. The Planning Commission may require that the approval of a site plan be forwarded to the City Council if they determine a project is likely to have a significant impact on traffic, environmental quality, lighting, compatibility of uses, or the health, safety, or general welfare of the surrounding properties, property values, or residents. The Planning Commission and or City Council may hold a public hearing on any project likely to have a significant impact on the surrounding property, values, or residents.~~

B. Conditional Uses. The approval process for Site Plans associated with a Conditional Use shall be the same as that required for the issuance of a Conditional Use Permit as outlined in Section 09.020, including review by the Reviewing Departments and approval by the Planning Commission following a public hearing.

C. All new development projects or exterior renovations to existing buildings located within the boundaries of the Historic District shall receive additional review by the Historic Preservation Commission. The Commission, acting in an advisory role, provides input to assist in the implementation of the vision of the Historic District. If input from the Commission is provided, it shall be submitted prior to final review and approval.

Section 11.260. Lack of Site Plan Information. *(Amended 08/13/02)*
The lack of information under any item specified in Section 11.210, or improper information supplied by the applicant, may be cause to find the application incomplete or for disapproval of a site plan application.

Section 11.270. Multiple Sheets and Plan Accuracy.
Multiple sheet site plans may be used. All sheets shall be numbered and referenced to an index map, and all required certificates shall appear on a single sheet along with the index and vicinity maps. Bearings shall be shown to the nearest second, lengths to the nearest hundredth foot, and areas to the nearest hundredth acre.

Section 11.280. Nature and Effect of Site Plan Approval. *(Amended 08/13/02)*
It is the intent of this Code that approval of a site plan be a ministerial action by the City assuring compliance with the requirements of Section 11.210 and Section 11.250 of this Code and any conditions imposed by the Reviewing Departments, Planning Commission or City Council for site plan approval. After a site plan has been approved by the Reviewing Departments, Planning Commission, or City Council and no subdivision plat is required, the applicant may apply for building permits consistent with the approved site plan. No building permit application may be approved by the Chief Building Official unless the approved building permit conforms to the approved site plan.

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Section 11.290. Effective Period of Site Plan Approval. *(Amended 08/13/02; 07/28/09)*
The approval of a site plan shall be effective for two years from the date that the site plan is approved by the City, by the end of which time construction shall have commenced or a building permit application shall have been submitted and a building permit issued. If site improvements have not commenced within the two-year period or as extended according to the provisions of Section 10.120, or if a building permit application has not been submitted and a building permit issued, the site plan approval shall be void and the applicant shall be required to submit a new site plan for review and approval subject to the then existing provisions of this Code and General Plan.

Section 11.300. Proceeding With Construction. *(Amended 2/13/01; 08/13/02; 08/09/16)*
Following the approval of a site plan the developer or owner may proceed with construction in accordance with the applicable provisions of the Lehi City Design Standards and the Public Improvement Specifications. A grading permit application is not required for an approved site plan to proceed with construction if all preconstruction meeting prerequisites have been satisfied, including posting the bond. A grading permit may be obtained in advance of site plan approval in accordance with Development Code Chapter 12-B, Grading Permits.

Section 11.310. Guarantees and Bonds.
(Amended 02/13/01; 3/11/03; 11/18/03; 11/15/05; 05/22/07; 01/08/08:07/28/09; 04/26/11; 02/28/17)

A. Based on a cost estimate submitted by the developer's or owner's engineer, the City Engineer or designee shall prepare the bond estimate, revising the costs as required to match prevailing conditions for the construction and installation of all required public

Agenda Item No: 3.6

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 12, clarifying requirements for Rehabilitation and Treatment Facilities and reasonable accommodation exceptions for Group Homes.

Suggested Action:

Attachments:

Chapter 12 Development Code Amendment 1.pdf

Chapter 12 Development Code Amendment 2.pdf

CHAPTER 12 DEVELOPMENT CODE AMENDMENT

PLANNING COMMISSION REPORT

Applicant	Lehi City
Meeting Date	July 13, 2023
Requested Action/Purpose	Review and recommendation on proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	June 7, 2023

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant requests review and recommendation of a proposed development code amendment to Chapter 12, clarifying requirements for rehabilitation and treatment facilities and reasonable accommodation exceptions for group homes.

The proposed text amendment clarifies the requirement that a reasonable accommodation exception for a group home requires approval by the Planning Commission following a public hearing. Group homes are permitted uses in residential zones, so the Code amendment also clarifies that the Reviewing Departments (DRC) are the final approving authority except in the case of the reasonable accommodation exception request.

Section 12.170 of the Code was updated to clarify that the rehabilitation and treatment facilities are for persons with current chemical dependencies. This change was meant to clearly distinguish between the group home use and the rehabilitation and treatment facilities use. The rehabilitation and treatment facility use is restricted to the light industrial zone, and is not allowed in any residential zoned area.

The DRC had three minor grammatical and text recommendations on the proposed Code amendment which were updated prior to this meeting. The version included in the agenda packet reflects the updates.

Please consider the DRC comments in the motion.

SCOPE OF APPROVAL

Development Code Amendments are Legislative items with a high level of discretion. Meaning that the Planning Commission can consider if they want to propose a positive or negative recommendation or include any changes. The City Council ultimately will decide if it gets approved and in what form.

The public can speak on this item. They can share any concerns or support for the proposed amendment. The Planning Commission or City Council may choose to include changes suggested by the public in their motion.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

Chapter 12 Development Code Amendment
DRC Redline Comments

Lehi City- requests review of amendments to the Lehi City Development Code Chapter 12, clarifying requirements for Rehabilitation and Treatment Facilities and reasonable accommodation exceptions for Group Homes.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth, Luke Seegmiller
Assigned Planner: Jacob
Representatives of the Applicant Present:
Date of Plans Reviewed: 5/18/23
Time Start:
Time End:

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary – Building/Inspections: No comments
Matt – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning:
1. These do not need to be capitalized. Other references in Chapter 12 to these applications are lower case.
2. Update page 29 of the text too. See image.
3. add a comma

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 13, 2023

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

with a disability resides and is licensed or certified by the Department of Human Services under Utah Code Title 62A, Chapter 2, Licensure of Programs and Facilities.

5. "Group Home" does not include a health care facility as defined by Section 26-21-2 of the Utah State Code, as the same may be amended from time to time. This includes, but is not limited to, assisted living facilities and nursing homes.

C. Use.

1. A group home is a permitted use in any zoning area where residential dwellings are allowed.

2. Group homes will be regulated according to the standard residential zoning requirements applicable to the subject property.

3. A permitted group home use may be revoked under the following circumstances:
   (a) The facility is devoted to a use other than a group home as approved by the Reviewing Departments; or
   (b) Any license or certification issued by the Utah Department of Health or the Department of Human Services for such a facility is revoked or terminated; or
   (c) The facility fails to comply with the requirements set forth in this chapter.

4. A group home is limited to up to four unrelated persons (see the definition of "Family," Chapter 39), with the allowance of up to eight unrelated persons with a reasonable accommodation exception in the case of a Group Home for Persons with Disabilities. A reasonable accommodation exception requires approval by the Planning Commission following a public hearing.

5. Any group home facility shall provide off-street parking as per Table 37.090: Table of Off-Street Parking Requirements. The creation of a parking area shall not change the residential character of the property.

6. Any group home facility shall comply with development standards, design standards, and building, safety, and health regulations applicable to similar residential structures within the zone in which the facility is located.

7. Any group home facility shall not fundamentally alter the structure's residential character or the character of the neighborhood where the facility is located.

D. Reasonable Accommodation. Reasonable accommodation exceptions may be made to rules, policies, practices, and/or services when the request is reasonable and necessary to afford a person with disability an equal opportunity to use or enjoy a dwelling.

1. A group home may have up to eight unrelated residents if the scope and magnitude of the requested accommodation does not alter the character of the surrounding neighborhood. Such considerations may include impacts on parking, traffic, noise, utility use, architectural compatibility, and other typical concerns of zoning.

2. Exceptions based on reasonable accommodations shall be based on the following factors:
   (a) The residence shall be inhabited by an individual or individuals with disabilities protected under fair housing laws;
   (b) The request shall be necessary to afford persons with a disability equal opportunity to use and enjoy a dwelling compared to similarly situated persons or groups without a disability;
   (c) The request shall not impose undue financial or administrative burden on the City;
   (d) The request shall not fundamentally alter the City's land use, zoning, or building regulations;
   (e) The request shall be reasonable;
   (f) The request makes a dwelling available to an individual whose tenancy would not result in substantial physical damage to the property of others; and
   (g) The request abides by any other relevant considerations under federal or state law.

3. The applicant bears the burden of proof to demonstrate that the requested accommodation is necessary and reasonable under the standards and definitions set forth in federal and state law, including federal and state case law.

E. Approval Process.

1. The applicant shall provide evidence of compliance with all applicable requirements to the City, as well as regulations and standards of the Department of Human Services of the State

of Utah governing the licensing and operation of the facility.

~~2. The Reviewing Departments shall be the final approving authority, subject to the applicant's right of appeal pursuant to Section 12.190. Upon determination of compliance with all of the requirements of this section, the Reviewing Departments shall provide notice of approval for the proposed facility. However, where, in the opinion of the Reviewing Departments, the information provided by the applicant is insufficient or the facility is not in compliance with the requirements of this section, the application may be denied.~~

~~3.~~2. The Reviewing Departments shall be the final approving authority except in the case of a reasonable accommodation exception request. A reasonable accommodation exception requires approval by the Planning Commission following a public hearing.

~~4.~~3. A permit to operate a group home is non-transferable.

~~5.~~4. The operator of the facility will provide assurances that the residents of the facility will be properly supervised on a 24-hour basis.

~~6.~~5. The applicant shall obtain and maintain all licenses from the State of Utah Department of Human Services required to operate the facility and shall provide the City with proof of such licenses.

F. Noncompliance.

1. Reviewing Departments. If there is cause to believe that grounds for revocation or modification of a group home permit exists, the Reviewing Departments shall hold a meeting on the question of modification or revocation of a permit granted pursuant to the provisions of this Chapter 12.

2. Revocation. A group home permit may be revoked if the Reviewing Departments find, by a preponderance of the evidence, that:

(a) the group home permit was obtained in a fraudulent manner;

(b) the use for which the group home permit was granted has now ceased for at least six consecutive calendar months; or

(c) the basis for reasonable accommodation for the Group Home permit has not been substantially met.

3. Modification. A group home permit granted may be modified by the Review Departments without the consent of the property owner or operator if the Reviewing Departments find, by a preponderance of the evidence, that the group home constitutes or is creating a nuisance.

Section 12.160. Supplementary Requirements for Juvenile Group Facilities. *(Amended 01/26/16)*

A. As used in this section, a juvenile group facility means a 24-hour group living environment for adolescents under the age of 18, unrelated to an owner or operator that offers room, board, or specialized services to residents.

B. Special Permit Standards and Approval Process.

1. Any person, business or entity desiring to establish a juvenile group home shall obtain approval by following the procedures set forth herein. This process shall be initiated by submitting an application to the Reviewing Departments and paying a fee in the amount of $300.00.

2. The application shall include sufficiently detailed site plans, building plans, or remodeling plans, and other information necessary to determine compliance with building, safety, and health regulations and standards applicable to similar dwellings. The Reviewing Departments shall review the site and building or remodeling plans and specify any modifications and improvements necessary to bring the structure and site into compliance with all applicable local and state codes. Any alterations shall be approved by the Planning Commission before a conditional use permit is approved. Additionally, the facility shall conform to all applicable building, fire, health, and safety codes and requirements for facilities of this type.

3. Occupancy of the structure shall be such that each resident is provided adequate personal space. A residential facility shall ensure that each bedroom space in the facility has a floor area, exclusive of closet space, of at least 74 square feet for an initial occupant and an additional 50 square feet for each other occupant of this space. In the event that state laws, regulations or guidelines exceed these requirements, compliance with state requirements will be enforced.

4. The applicant shall verify compliance with all applicable requirements, regulations, and standards of the Department of Human Services of the State of Utah governing the licensing and operation of juvenile group facilities.

5. The application, together with comments and conditions required by the Reviewing Departments, shall be submitted to the Planning Commission for a public hearing for the purpose of receiving public input regarding the application and for final approval. At least 14 days before the public hearing, the applicant shall provide written notification, either in person or by first class mail, to all citizens living within or owning property within 1000 feet of the proposed site of the group home.

6. The Planning Commission shall be the final approving authority, subject to the applicant's right of appeal pursuant to this section. Upon determination of compliance with all of the requirements of this section, the Planning Commission shall provide notice of approval for the proposed facility. However, where, in the opinion of the Planning Commission, the information provided by the applicant is insufficient or the facility is not in compliance with the requirements of this section, the application may be denied.

7. A permit to operate a juvenile group home shall be:
   (a) nontransferable; and
   (b) terminable if at any time it is demonstrated to the Planning Commission, or City Council, that:
      (i) the structure is devoted to a use other than as a juvenile group home; or
      (ii) the structure fails to comply with the requirements of this section; or
      (iii) the program has failed to operate in accordance with the requirements of this section.

8. If the Planning Commission specifically finds that the tenancy of an individual in a juvenile group home would constitute or pose a direct or serious threat to the health or safety of other individuals, or whose tenancy would result in substantial physical damage to the property of others, based on the reasonable medical judgment of health care professionals, and the judgment of such other professionals as the Planning Commission may deem necessary, it may impose appropriate conditions or deny occupancy to that individual. The Planning Commission shall have authority to request sufficient information to make an informed judgment with respect to this provision, but such information shall not become a matter of public record and shall be obtained in a manner which respects the privacy of the individual resident or occupant of the facility. The applicant's refusal to provide such information shall be justification for denial of occupancy of the individual in question.

9. The facility shall provide one off-street parking space for each four residents, plus adequate parking for visitors and staff as determined by the Reviewing Departments in accordance with applicable City codes. The facility shall at a minimum provide three parking spaces. Tandem parking will not be considered in this determination.

10. The operator of the facility will provide assurances that the residents of the facility will be properly supervised on a 24-hour basis.

11. Placement in the facility is on a strictly voluntary basis and is not part of or in lieu of, confinement, rehabilitation, or treatment in a correctional facility.

12. The applicant shall obtain and maintain all licenses from the State of Utah Department of Human Services required to operate a juvenile group home and provide the City with proof of such licenses.

C. The responsibility to license programs or entities which operate juvenile group homes, as well as to require and monitor the provision of adequate services to persons residing in those facilities, shall rest with the Department of Human Services as provided in Utah Code Section 62A-2-114.

Section 12.170. Supplementary Requirements for Rehabilitation and Treatment Facilities, Drug and Alcohol. *(Amended 4/14/09; 01/26/16)*

As used in this section, a rehabilitation and treatment facility means a 24-hour group living environment for individuals, unrelated to an owner or operator, that offers room or board and specialized treatment, rehabilitation, or habilitation services for persons with current chemical dependencies. ~~that offers room, board, or specialized services to residents. Any such facility that has up to four residents, or up to eight residents if reasonable accommodation is required, falls under the regulations of a group home.~~

A. Special Permit Standards and Approval Process.

1. Any person, business, or entity desiring to establish a rehabilitation and treatment facility shall obtain approval by following the procedures set forth herein. This process shall be initiated by submitting ~~a~~ complete site plan and conditional use applications, including all applicable fees, to the City.

2. The site plan application shall include sufficiently detailed site plans, building plans, or remodeling plans, and other information necessary to determine compliance with building, safety, and health regulations and standards applicable to similar dwellings. The Reviewing Departments shall review the site and building or remodeling plans and specify any modifications and improvements necessary to bring the structure and site into compliance with all applicable local and state codes. Any alterations shall be approved by the Planning Commission before a conditional use permit is approved. Additionally, the facility shall conform to all applicable building, fire, health, and safety codes and requirements for facilities of this type.

3. Occupancy of the structure shall be such that each resident is provided adequate personal space. A residential facility shall ensure that each bedroom space in the facility has a floor area, exclusive of closet space, of at least 74 square feet for an initial occupant and an additional 50 square feet for each occupant of this space. In the event that state laws, regulations or guidelines exceed these requirements, compliance with state requirements will be enforced.

4. The applicant shall verify compliance with all applicable requirements, regulations, and standards of the Department of Human Services of the State of Utah governing the licensing and operation of drug and alcohol treatment facilities.

5. The application, together with comments and conditions required by the Reviewing Departments, shall be submitted to the Planning Commission for a public hearing for the purpose of receiving public input regarding the application and for final approval. At least ten days before the public hearing, the applicant shall provide written notification, either in person or by first class mail, to all citizens living within or owning property within 300 feet of the proposed site of the group home.

6. The Planning Commission shall be the final approving authority, subject to the applicant's right of appeal pursuant to this section. Upon determination of compliance with all of the requirements of this section, the Planning Department shall provide notice of approval for the proposed facility. However, where, in the opinion of the Planning Commission, the information provided by the applicant is insufficient or the facility is not in compliance with the requirements of this section, the application may be denied.

7. A permit to operate a rehabilitation and treatment facility shall be:
   (a) nontransferable; and
   (b) terminable if at any time it is demonstrated to the Planning Commission, or City Council, that:
      (i) the structure is devoted to a use other than as was approved;
      (ii) the structure fails to comply with the requirements of this section; or
      (iii) the program has failed to operate in accordance with the requirements of this section.

8. If the Planning Commission specifically finds that the tenancy of an individual in a rehabilitation and treatment facility would constitute or pose a direct or serious threat to the health or safety of other individuals, or whose tenancy would result in substantial physical damage to the property of others, based on the reasonable medical judgment of health care professionals, and the judgment of such other professionals as the Planning Commission may deem necessary, it may impose appropriate conditions or deny occupancy to that individual. The Planning Commission shall have authority to request sufficient information to make an informed judgment with respect to this provision, but such information shall not become a matter of public record and shall be obtained in a manner which respects the privacy of the individual resident or occupant of the facility. The applicant's refusal to provide such information shall be justification for denial of occupancy of the individual in question.

9. The facility shall provide one off-street parking space for each four residents, plus adequate parking for visitors and staff as determined by the Reviewing Departments in accordance with applicable City codes. The facility shall at a minimum provide three parking spaces. Tandem

parking will not be considered in this determination.

10. The operator of the facility will provide assurances that the residents of the facility will be properly supervised on a 24-hour basis.

11. The applicant shall obtain and maintain all licenses from the State of Utah Department of Human Services required to operate a rehabilitation and treatment facility and provide the City with proof of such licenses.

12. Rehabilitation and Treatment Facilities for Drug and Alcohol shall not be allowed in any zone that allows for residential uses.

B. The responsibility to License programs or entities which operate rehabilitation and treatment facilities, as well as to require and monitor the provision of adequate services to persons residing in those facilities, shall rest with the Department of Human Services as provided in Utah Code Section 62A-2-114.

Section 12.180. Denial of Group Home Application *(Amended 01/26/16)*

Upon denial of an application for a group home, the applicant shall have 30 days to file an appeal of the decision of the Reviewing Departments or Planning Commission directly to the City Council.

A. The applicant shall file a notice of appeal with the city recorder.

B. At least 14 days before City Council hears the appeal of the denial of the application for the group home, the applicant shall provide all bases for the appeal to the City and notice thereof by first-class mail to all citizens living within or owning property within 1000 feet of the proposed site of the group home.

C. Any decision by the City Council on an appeal of a denial of an application for a group home, shall:

1. be issued in writing within 14 days of the City Council meeting at which the appeal was heard;

2. shall set forth the findings of the City Council; and

3. shall be delivered in person or by first-class mail to the applicant.

12.190. Zoning Requirements for Sexually-Oriented Businesses. (New 03/26/02)

A. Purpose. The purpose of this Section is to establish requirements that reasonably govern the location of sexually-oriented businesses in order to avoid adverse secondary effects which may result from the operation of such businesses. This Section shall be construed to protect the governmental interests recognized by this Code in a manner consistent with protections provided by the United States Constitution and the Utah Constitution. These provisions shall not be construed as permitting any use or activity that is otherwise prohibited or made punishable by law.

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B. Definitions. Terms involving sexually-oriented businesses shall have the meaning set forth in Title 4, Chapter 5 – Sexually Oriented Business and Employee Licensing Ordinance of the Lehi City Municipal Code.

C. Zoning and Location Requirements.

1. Sexually-oriented businesses, including any business licensed as an adult business, outcall service business, or semi-nude entertainment business, shall be permitted only within the Light Industrial, Industrial, or Technology and Manufacturing Zones, as shown on the Zone Map of Lehi City.

2. No sexually-oriented business shall be constructed or operated within 1,000 feet of any of the following:

(a) an Agriculture, Residential/Agriculture, Residential, Mixed Use, or Planned Community Zoning District boundary line as shown on the Zone Map of Lehi City;

(b) the property boundary of any church, public park, public library, or public or private school; or

(c) the boundary of any property for which a sexually-oriented business license earlier has been issued and has not expired.

3. No church, public park, public library, or school shall be established closer than 1,000 feet from any sexually-oriented business.

4. For the purpose of this Section, the distance from any church, public park, public library, or school shall be measured in a straight line from the nearest point of the line of any property on which a sexually-oriented business is operating, or is proposed to operate, to the nearest residential zone boundary line or property boundary line of any church, public park, public library, or school, as the case may be.

Agenda Item No: 3.7

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 26, Accessory Uses, Buildings and Structures, clarifying height and setback requirements for accessory buildings and requirements for Accessory Dwelling Units.

Suggested Action:

Attachments:

Chapter 26 Development Code Amendment 1.pdf

Chapter 26 Development Code Amendment 2.pdf

CHAPTER 26 ACCESSORY USES
DEVELOPMENT CODE AMENDMENT
PLANNING COMMISSION REPORT

Applicant	Lehi City
Meeting Date	July 13, 2023
Requested Action/Purpose	Review and recommendation on proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	June 7, 2023

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant requests review and recommendation of a proposed development code amendment to Chapter 26, clarifying height and setback requirements for accessory buildings.

The proposed text amendment clarifies that as accessory buildings and structures increase in height, they must have a larger setback. It was determined by staff that structures less than 16 feet in height could have a minimum setback of 18 inches. Structures in height between 16 and 24 feet could have a minimum setback of 5 feet. And, the threshold was determined that for structures larger than 24 feet in height, the minimum rear and side yard setback should increase to eight feet. A table was added after the DRC reviewed the amendment to further clarify the breakdown of the side and rear setback requirements relating to the height of the accessory structure. Staff is also looking to add figures to give a visual representation of what an applicant can do within the parameters of the setbacks.

The DRC had two grammatical recommendations on the proposed Code amendment which were updated prior to this meeting. The version included in the agenda packet reflects the updates.

Please consider the DRC comments in the motion.

SCOPE OF APPROVAL

Development Code Amendments are Legislative items with a high level of discretion. Meaning that the Planning Commission can consider if they want to propose a positive or negative recommendation or include any changes. The City Council ultimately will decide if it gets approved and in what form.

The public can speak on this item. They can share any concerns or support for the proposed amendment. The Planning Commission or City Council may choose to include changes suggested by the public in their motion.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

Chapter 26 Development Code Amendment
DRC Redline Comments

Lehi City- requests review of amendments to the Lehi City Development Code Chapter 26, Accessory Uses, Buildings and Structures, clarifying height and setback requirements for accessory buildings and requirements for Accessory Dwelling Units.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth, Luke Seegmiller
Assigned Planner: Jacob
Representatives of the Applicant Present:
Date of Plans Reviewed: 5/18/23
Time Start:
Time End:

DRC REDLINE COMMENTS:
Glade – Power:
1. four
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary – Building/Inspections:
2. pg4 5 or 8'
Matt – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 13, 2023

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

CHAPTER 26

ACCESSORY USES, BUILDINGS AND STRUCTURES *(Amended 11/28/06; 01/20/23)*

Section 26.010. Purpose.
Section 26.020. General Requirements.
Section 26.030. Internal Accessory Dwelling Units
Section 26.040. Detached Accessory Dwelling Units
Section 26.050. Location of Accessory Buildings.
Section 26.060. Maximum Coverage of Accessory Buildings.
Section 26.070. Maximum Height of Accessory Buildings.
Section 26.080. Architectural Considerations for Accessory Buildings and Structures.
Section 26.090. Handicapped Access.
Section 26.100. Accessory Uses.
Section 26.110. Accessory Dwelling Unit Restricted Areas Map

Section 26.010. Purpose.

This Chapter identifies the requirements and general provisions, applicable in all zoning districts, for accessory uses, buildings and structures which are incidental and subordinate to the principal use and which are located on the same lot.

Accessory uses, buildings and structures, incidental and subordinate to an established and authorized use as defined in Chapter 39, may be approved by the Zoning Administrator, provided that such accessory use, building and structure conform to the requirements of this Chapter. Approval of an accessory use, building or structure may be reviewed and approved concurrently with the review and approval of the principal use or as an independent review and approval following the establishment of the principal use.

Section 26.020. General Requirements.

(Amended 11/18/08; 01/12/21)

In addition to the use limitations and other regulations for the zoning district in which the accessory use, building or structure is proposed, no accessory use, building or structure shall be allowed unless it complies with the following requirements:

A. All accessory use(s), building(s) or structure(s) shall be incidental and subordinate to the principal use or structure in area, extent, and purpose.

B. An accessory use, building or structure shall be under the same ownership or control as the principal use or structure.

C. No accessory use, building or structure shall be established or constructed before the principal use is in operation or the structure is under construction in accordance with the requirements of this Code.

D. No signage shall be approved or maintained in connection with an accessory use or structure.

E. An accessory detached garage may be allowed to have an accessory dwelling unit subject to the conditions listed in Section 26.030 and Section 26.040.

F. Agricultural buildings used for agricultural purposes only, such as barns, silos, bins, and farm machinery sheds in the TH-5, A-5, A-1 and RA-1 Agricultural zoning districts shall not be considered accessory buildings. Such buildings are principal agricultural buildings and shall comply with the bulk and intensity requirements of the zoning district they are located in.

~~F.~~G. Accessory buildings and structures must comply with any applicable requirements of the International Building Code and International Fire Code.

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Section 26.030. Internal Accessory Dwelling Units.

(New 08/28/18; amended 03/26/19; 06/11/19; 12/08/20; 9/14/21; 07/12/22)

One Accessory Dwelling Unit (ADU) may be allowed in an owner-occupied single-family detached home after obtaining all required permits and approvals. Any person constructing or causing the construction of an ADU shall first obtain a permit from the Planning Division. As long as the unit is rented and in use, an active ADU license is required, and the ADU shall meet the following:

A. Owner Occupancy Required. The owner of the primary residence shall live in the dwelling in which the ADU was created. The owner shall sign an affidavit therein stating that the primary dwelling will be owner occupied. This affidavit shall be recorded against the property and is required for all owners of the property who operate an accessory dwelling unit.

B. Appearance. The ADU shall not alter the appearance of the structure as a single-family residence. The structure shall not show external

evidence of occupancy by more than one family.

C. Parking. ADUs shall provide one off-street parking stall. The parking stall shall be separate from, and not in tandem with the required parking for the primary dwelling. The minimum stall size is 9x20 feet. A lighted walkway must connect from the parking area to the entrance of the ADU. Parking areas shall be constructed of an appropriate material as set forth in Section 37.070(B)(4).

D. Zoning. ADUs shall only be allowed in single-family detached residential homes. ADUs shall not be allowed in any areas identified on the ADU Restricted Area Map.

E. Lot Size. The lot for a single-family home with an ADU shall be a minimum of 6,000 square feet in size.

F. Connection between units. There must be a physical connection (such as a locking door) between the primary dwelling and the ADU. The connection must be such that if the ADU was discontinued, the ADU living space could be accessed and used as part of the primary dwelling.

~~F.~~G. Building Division Approval. In addition to the approval required from the Planning Division, all ADUs shall be required to obtain a building permit from the Building Division and shall conform to all applicable standards in the City's adopted building codes. The applicant shall obtain all necessary building permits and pay all applicable fees, including impact fees, prior to constructing the ADU.

~~G.~~H. Both an Accessory Dwelling Unit and a Short-Term Rental permit may be obtained; however, only one of these uses may be active at a time. Only one accessory dwelling unit shall be in service at any given time per single-family dwelling lot.

Section 26.040. Detached Accessory Dwelling Units. *(Amended 07/27/21; 01/11/22)*

1. All accessory buildings with an accessory dwelling unit require:
   (a) A minimum 22,000 square foot lot size
   (b) Only one accessory dwelling unit is allowed per lot, meaning an ADU cannot be approved in the main structure and in a detached building.
   (c) All lighting shall comply with Section 12.110.
   (d) A separate address (assigned by the City) is required to be displayed in a size and location that is clearly visible from the street
   (e) All utility services shall be connected to the primary dwelling.
   (f) Adequate all-weather access shall be provided for emergency service vehicles and utilities.
   (g) The accessory dwelling must meet all other requirements of Section 26.030 for Accessory Dwelling Units.

2. New build construction will be a permitted use if it meets the following requirements:
   (a) must meet the side and rear yard setbacks of the zone.
   (b) The height of the accessory building shall be no greater than the primary structure to a maximum of 35 feet.
   (c) The dwelling portion of the accessory building must be at least 300 square feet and attached (either above or on the rear or side) to at least a 12x20 foot one-car garage.
   (d) Review of a new build ADU will be done by the Reviewing Departments to determine adequate access, utilities, address location, and other design features.

3. Conversion of an existing accessory building (permitted prior to 2021) into an ADU requires a Conditional Use Permit
   (a) The dwelling portion of the accessory building must be at least 300 square feet and does not require a garage
   (b) The dwelling portion of the building must have a minimum setback of 5 feet from the property line.
   (c) If the building is built within the required setback for the zone no windows can be on the side(s) of the structure within the required setback.
   (d) The conditional use approval will include review by the Reviewing Departments to determine adequate access, utilities, address location, and other design features.

Section 26.050. Location of Accessory Buildings. *(Amended 10/25/05; 7/10/07; 05/08/18)*

A. Accessory buildings and structures shall not be located within any required utility easement(s).

B. Accessory buildings and structures shall not be located closer than 12 feet to a dwelling on an

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adjacent lot or property.

C. All required setbacks include any eave, overhang, or projection.

D. Detached accessory dwelling units shall comply with the location standards in Section 26.040.

~~A.~~E. ~~Front Yards.~~ All accessory buildings and structures are prohibited in any required front yard area.

~~B.~~F. ~~Side Yards.~~ The location of all accessory buildings and structures in side yards shall be as follows:

1. Agriculture, Residential, Mixed Use and Planned Community Districts.

(a) ~~All a~~Accessory buildings and structures shall maintain the side yard required for the principal building as identified in Table 05-040A except for the following:

~~(a)~~ Accessory buildings and structures with a total height of less than sixteen (16) feet~~, except that accessory buildings and structures~~ that are located either at least six (6) feet to the rear of the principal building or have a minimum 10 foot side-yard setback from the principal building can~~may~~ have a minimum side yard of ~~sixteen~~ eighteen (~~16~~18) inches. This also applies to accessory buildings and structures with an area of six hundred (600) square feet or less, of light-frame construction, with an eave height of ten (10) feet or less,~~, provided the accessory building or structure complies with the requirements of the International Building Code and International Fire Code.~~

(b) Accessory buildings and structures with a total height of sixteen (16) feet to twenty for (24) feet that are located either at least six (6) feet to the rear of the principal building or have a minimum 10 foot side-yard setback from the principal building can have a minimum side yard of five (5) feet.

(c) Accessory buildings and structures with a total height greater than twenty four (24) feet that are located either at least six (6) feet to the rear of the principal building or have a minimum 10 foot setback from the principal building can have a minimum side yard of eight (8) feet.

~~(b)~~(d) ~~Accessory buildings and structures shall not be located closer than 12 feet to a dwelling on an adjacent lot or property and shall not be located within any required utility easement(s).~~

2. Other Districts.

(a) Accessory buildings and structures may be built to the side lot line in the Commercial (C), Technology and Manufacturing (T-M), Business Park (BP), Light Industrial (LI), Historical/Industrial (HI) and Industrial (I) districts provided the building and structure complies with all applicable requirements of the International Building Code, the International Fire Code and is not located within any required utility easement(s) and is not subject to the requirements of Section 12-080(A)(2) of this Code.

3. Corner Lots.

(a) Notwithstanding Section 26.~~030~~ 050 (~~B~~E) (1) and Section 26.030 (~~B~~E) (2) all accessory buildings and structures shall maintain the minimum corner side yard required for the principal building as identified in Table 05-040-A, Table 05-040-B and Table 05-040-C.

~~C.~~G. ~~Rear Yards.~~ The location of accessory buildings and structures in rear yards shall be as follows:

1. Agriculture, Residential, Mixed Use and Planned Community Districts.

(a) Accessory buildings and structures shall maintain the rear yard requirements for the principle structure as identified in Table 05-040-A except for the following:

(b) Accessory buildings and structures with a total height of less than sixteen (16) feet that are located at least six (6) feet to the rear of the principal building can have a minimum rear yard of eighteen (18) inches. This also applies to accessory buildings and structures with an area of six hundred (600) square feet or less, of light-frame construction, with an eave height of ten (10) feet or less,

(c) ~~, but may be located within sixteen (16) inches of the rear property line provided that the accessory building or structure is not subject to the requirements of Section 12-080 of this Code and it meets all the applicable requirements of the International Building Code and the International Fire Code; except that~~

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(d) Accessory buildings and structures with a total height of sixteen (16) feet to twenty four (24) feet that are located at least six (6) feet to the rear of the principal building can have a minimum rear yard of five (5) feet.
(e) Accessory buildings and structures with a total height greater than twenty four (24) feet that are located at least six (6) feet to the rear of the principal building can have a minimum rear yard of eight (8) feet.
(f)

Setbacks of Secondary Structure

Building Height	Side Yard	Rear Yard
Less than 16 ft	18 inches	18 inches
16-24 ft	5 ft	5 ft
Greater than 24 ft	8 ft	8 ft

Accessory buildings must be 10 feet to the side or 6 feet to the rear of the primary dwelling for the setbacks of this table to apply. If the 10-foot side or 6-foot rear setbacks are not met then the standard setbacks for the zone apply to the accessory building.

~~(a) accessory buildings and structures located in the rear yards of corner lots, located adjacent to the side yard of an adjacent lot shall not be closer than ten (10) feet to the rear property line and is not located within any required utility easement(s).~~

2. Other Districts.
(a) Accessory buildings and structures may be built to the rear lot line in the Commercial (C), Technology and Manufacturing (T-M), Business Park (BP), Light Industrial (LI), Historical/Industrial (HI) and Industrial (I) districts provided the building or structure is not subject to the requirements of Section 12-080 of this Code and it complies with all applicable requirements of the International Building Code and the International Fire Code and is not located within any required utility easement(s).

Section 26.060. Maximum Coverage of Accessory Buildings and Structures.
No accessory building(s) or structure(s) shall cover more than 30% of the rear yard of any lot or parcel as identified in Table 05-040-A, Table 05-040-B and Table 05-040-C, consistent with the requirements of Section 12-020(G) of this Code.

Section 26.070. Maximum Height of Accessory Buildings and Structures.
(Amended 11/18/08; 07/27/21; 01/11/22)

A. A~~ll a~~ccessory buildings and structures shall be limited to one story except where the property is greater than 22,000 square feet or an accessory dwelling unit has been approved.

B. The maximum height of an accessory building shall be according to the following table:

Zone District Classification	Max. bld. Height
TH-5, A-5, A-1, RA-1(>22,000 sq. ft.), R-1-22	No taller than the principle structure,~~Mat h the primary home~~ with a 35 ~~foot~~ft. maximum
RA-1 (< 22,000 sq. ft.), R-1-15, R-1-12, R-1-10, R-1-8, R-2, R-2.5, R-3, MU, PC, RC, all other non-residential zones.	No taller than the principle structure with a 24 ft. maximum
Detached Accessory Dwelling Units (with 22,000 square foot lot)	No taller than the principle structure,~~Mat h the primary home~~ with a 35 ~~foot~~ ft maximum

Section 26.080. Architectural Considerations.
(New 11/18/08)
Exterior building materials including roofing and architectural designs and colors used for accessory buildings and structures shall be comparable to, or architecturally harmonious with, the existing main residential structure.

Section 26.090. Handicapped Access.
(Amended 11/28/06)
Uncovered handicapped access ramps are required to comply with the provisions of Section 12-020(E)(1). Covered handicapped ramps or any other covered facilities for handicapped access that encroach into required setback and yard areas may be authorized by

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the Planning Commission as a Conditional Use by following the requirements and procedures of Chapter 9.

Section 26.100. Accessory Uses.
(Amended 10/14/03)
Tennis courts are required to maintain a minimum setback from side and rear property lines of fifteen feet and must not be located within any required utility easements. Swimming pools are required to maintain a minimum setback from side and rear property lines of four feet as identified in Section 12.020(E)(2) and must not be located within any required utility easements.

Agenda Item No: 3.8

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 37, Design Standards, changing the bike parking requirements. (Tabled from the February 23rd meeting)

Suggested Action:

Attachments:

Chapter 37 Development Code Amendment Bike Parking 1.pdf

Chapter 37 Development Code Amendment Bike Parking 2.pdf

CHAPTER 37 BIKE PARKING DEVELOPMENT CODE AMENDMENT

PLANNING COMMISSION REPORT

Applicant	Lehi City
Meeting Date	July 27, 2023
Requested Action/Purpose	Review and recommendation on proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	June 14, 2023

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant requests review and recommendation of changes to the bike parking requirements in Chapter 37 of the Development Code. The proposed changes increase a bike parking table. The table includes all of the uses included in the vehicle parking table and specify the amount of parking required as both short and long term parking.

It also specifies the location, type of racks allowed, and the spacing between racks. It includes graphics to illustrate the requirements.

The DRC reviewed the proposed changes and had one redline comment to change the language for one of the types of racks.

SCOPE OF APPROVAL

Development Code Amendments are a legislative item with full discretion. The Planning Commission can freely approve, deny or request any modifications.

This is also a public hearing item, the public can also make any comments and request any changes. The Planning Commission would have to choose to include any changes in their motion.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

Chapter 37 Design Standards
DRC Redline Comments

Lehi City- requests review of a Development Code amendment to Chapter 37 Design Standards, changing the bicycle parking requirements.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Assigned Planner: Brittney/Mike
Representatives of the Applicant Present:
Date of Plans Reviewed: 06/02/23
Time Start: 1:15pm
Time End: 1:16pm

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
Trent – Parks: No comments
Gary – Building/Inspections: No comments
Matt – Public Works: No comments
Ross – Engineering:
1. Remove but they are not recommended since bikes cannot easily be locked to the frame and bike wheels can be bent.

Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 13th

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

County Recorder.

4. The building entrances shall be no greater than 300 feet from the nearest edge of the parking lot.

5. The applicant shall provide a parking analysis completed by a licensed traffic engineer with the following information:

a. projected peak parking hours for each use;

b. number of required parking stalls for each use; and

c. number of existing and proposed parking stalls.

H. Bicycle Parking Standards. Active transportation continually becomes more popular as a healthy alternative to automobiles and as such the demand for bicycle parking facilities has grown. The following standards are to provide secure and accessible bicycle parking facilities and to encourage continual growth in active transportation ~~and~~ to lessen~~ing of~~ traffic congestion, provide mobility options, increase quality of life, and reduce land consumption for vehicular parking.

1. Required Number of Bicycle Parking Stalls. The minimum number of required bicycle parking stalls shall conform to Table 37.100 Table of Bike Parking Requirements, including the number of short and long-term bike parking for each listed use. ~~for any use shall be five percent of the total required number of vehicular parking stalls with a minimum two stalls. Where a project is located within a half mile of a permanent transit station or located adjacent to a master planned trail or other regional bicycle facility, a minimum ten percent bicycle parking stalls of the total required vehicular parking shall be provided. In all cases, the number of bicycle parking stalls shall be exclusive of required vehicular parking stalls.~~

2. Bicycle Parking Design Standards.

a. Required bicycle parking shall be located on the same site as the principal use and shall be easily accessible from adjacent public streets, bike lanes, and trails.

b. Outdoor bicycle parking shall be located within 50 feet of ~~near~~ the building entrance in a visible location, but not to interfere with the entrance or outdoor plazas (see Figure 179) ~~or if located away from the entrance a pedestrian path leading to the entry shall be provided. In addition, outdoor bicycle parking shall be located such that it is visible to help prevent theft~~. Multi-building projects shall distribute bike parking to ensure convenient parking near building entrances. Excetions may be allowed to the 50-foot distance requirement if it can be shown the bicycle parking location is still convenient to use and visible.



Figure 179. Bicycle parking is in a visible location near the building entrance in such a way it does not interfere with pedestrian traffic and has easy access to a protected bike lane.~~Bicycle parking is located near the building entrance in such a way it does not interfere with pedestrian traffic.~~

c. Outdoor bicycle parking pads and rack spacing shall meet the following:
   a. Racks shall be placed on a hard surfaced pad;
   b. Racks shall be placed parallel to each other and be spaced a minimum of 36 inches apart;
   c. Racks shall be placed a minimum of 36 inches from the edges of the pad on all four sides; and
   d. Where there are multiple rows of racks, the rows shall be placed a minimum of 8-feet apart;
   e. Other parking configurations may be approved by the Zoning Administrator if it provides the needed space for access.

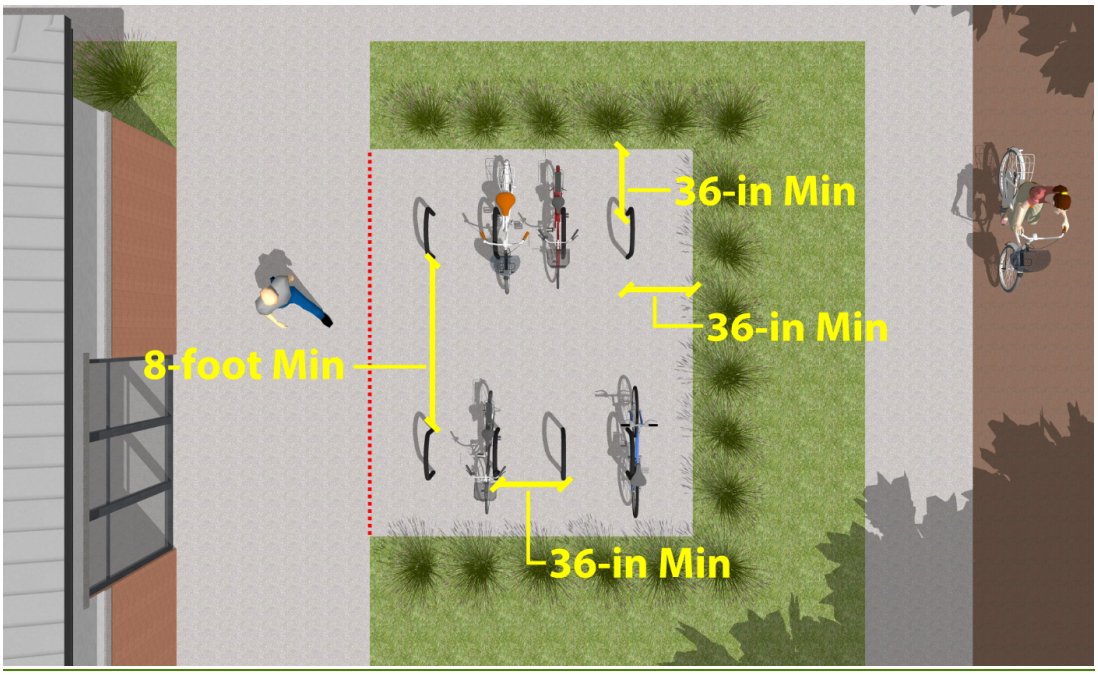

Figure 180. Bicycle parking must meet spacing requirements to ensure ease of access for people to park at any rack.

~~a.~~d. Bicycle racks shall be an inverted "U" or wheelwell secure design that allows for bicycles to be locked on the frame (see Figure 180). Bicycle racks shall be anchored to the ground to resist rust and prevent removal by vandalism. Schools and churches may utilize schoolyard type bike racks, but they are not recommended since bikes cannot easily be locked to the frame and bike wheels can be bent. ~~Other creative or artistic bicycle racks may be approved by the Zoning Administrator if the subject rack provides two locking points for the parked bicycle.~~



Figure 180. Inverted U and wheelwell secure bicycle racks are basic, intuitive to use, and allows the frame to be locked. Inverted "U" racks better accommodate different bike types, such as cargo bikes.
~~*Inverted U bicycle rack is basic and provides two locking points with space for two bicycles.*~~

~~b.~~e. Long-term bicycle parking is required for uses that create the need for parking beyond two hours and includes uses such as transit stations, office, and institutional uses. ~~Long Term Bicycle Storage. Uses such as office or institutional uses where a person may stay for a long period of time and benefit from long term bicycle parking.~~ Long term and secure bicycle parking encourages an increased number of bicycle trips and helps to prevent theft. ~~Office or institutional uses with a vehicular parking requirement greater than 250 stalls~~ Long-term bike parking shall be placed ~~required bicycle parking either~~ within a secure covered parking area (see Figure 181), bike lockers, or an indoor bicycle storage room or area (see Figure 182). ~~It is encouraged to provide secure bicycle parking areas or indoor bicycle storage rooms for office uses with less than 250 required vehicular stalls as well as other uses with a long term bicycle storage need.~~ Long-term bike parking shall be convenient to use within a building and accessible from the street, bike lane, or trail to ensure it encourages use.



Figure 181. Covered secure bicycle parking area allows access only to those who use it to prevent theft.

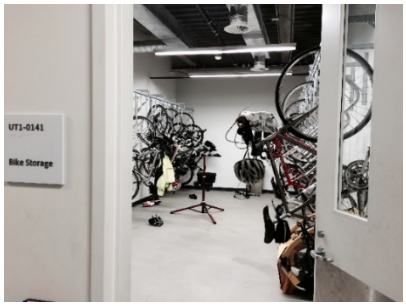

Figure 182. Indoor bicycle storage room provides maximum security for stored bicycles and encourages bicycle use.

~~c.~~f. Reduction in Vehicular Parking. A reduction in the required vehicular parking for office and institutional uses is allowed at a reduction rate of one vehicular stall for every two indoor bicycle parking stalls provided in addition to any required indoor or secure bicycle

parking stalls. A maximum ten percent reduction in vehicular parking stalls shall be allowed for additional indoor bicycle parking.

~~d.~~g. It is highly encouraged to provide bicycle user end facilities for uses that have long term bicycle parking and higher bicycle use. User end facilities include showers, lockers, and dressing areas. A five percent reduction in vehicular parking stalls in addition to other reductions or a two percent reduction in parking lot landscape area may be approved if user end facilities are provided within the principal building. User end facilities shall provide separate showers, lockers, and dressing rooms specifically for the use of bicycle users.

I. Reduction in Required Parking.

1. For all uses and activities located within the Mixed Use or Historic Commerce Districts, no minimum parking requirements are identified. It is the policy of the City to maintain all existing uses that do not meet the parking requirements of this Code within the Mixed Use or Historic Commerce Districts and to encourage additional uses and activities. However, in reviewing and approving new uses within the Mixed Use (MU) and Historic Commerce (HC) districts the Zoning Administrator, Reviewing Departments, and Planning Commission shall be guided by the parking requirements as contained in Table 37.090. Parking requirements for the Mixed Use (MU) and Historic Commerce (HC) districts shall be as approved by the Zoning Administrator, Reviewing Departments, and Planning Commission.

2. In all other zones, an applicant may request a reduction in the amount of parking stalls. The applicant shall demonstrate by clear and convincing evidence that the required number of parking stalls is unnecessary for the proposed use and any possible future use of the building. Requests to lower the amount of parking stalls shall be approved by the Planning Commission following a recommendation by the Reviewing Departments. Any request which lowers the amount of parking stalls by more than 20 percent shall not be approved by the Planning Commission.

J. Landscaping.

1. Minimum parking lot landscaping. An area equal to ten percent of the total size of the parking lot shall be landscaped and pervious, exclusive of all required open space, perimeter plantings and required setback areas (see Figure 183). For uses requiring less than 20 parking stalls, the ten percent requirement shall not be required to be located within the parking area but shall be added to and provided within the other required landscape, buffer and screening areas.

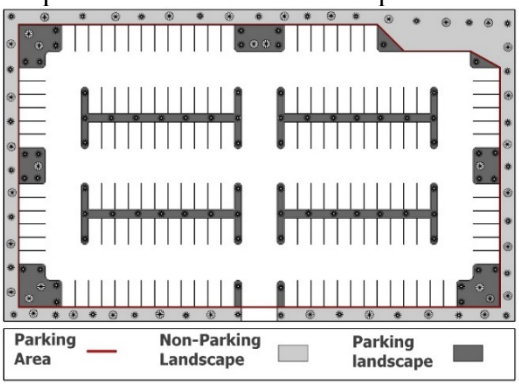

Figure 183. Shaded areas indicate what landscape areas are included in parking lot landscape requirement.

2. Landscaped islands and peninsulas shall be included in the design of parking areas. Landscaped islands shall be a minimum of ten feet in width and are required at the ends of parking rows at a

TABLE 37.100
TABLE OF BIKE PARKING REQUIREMENTS

USE	SHORT-TERM SPACES	LONG-TERM SPACES
RESIDENTIAL USES		
Single Family Dwelling	No spaces required	No spaces required
Two-Family Dwelling	No spaces required	No spaces required
Three Family Dwelling	No spaces required	No spaces required if the unit has a fully enclosed garage; If no garage, 0.5 spaces per unit with minimum of two per development
Four-Family Dwelling	No spaces required	No spaces required if the unit has a fully enclosed garage; If no garage, 0.5 spaces per unit with minimum of two per development
Multi-Family 4< Dwellings	0.05 spaces per unit	0.5 spaces per unit with minimum of two per development
Townhouses	0.05 spaces per unit	No spaces required if the unit has a fully enclosed garage; If no garage, 0.5 spaces per unit with minimum of two per development
Condominiums	0.05 spaces per unit	No spaces required if the unit has a fully enclosed garage; If no garage, 0.5 spaces per unit with minimum of two per development
Clubhouse	1 space per 300 square feet of clubhouse area; 1 space per 200 square feet of pool area	No spaces required
Manufactured Home	No spaces required	No spaces required
Group Homes	No spaces required	No spaces required if the unit has a fully enclosed garage; If no garage, 0.5 spaces per unit with minimum of two per development
Nursing Home/Assisted Living Facility	0.05 spaces per patient bed	0.05 spaces per patient bed
Retirement Home/Center	0.05 spaces per unit	0.1 spaces per unit
PUBLIC/CIVIC USES		
Churches	1 for every 8 seats in the assembly area	No spaces required
Civic/Public Buildings/Public Facilities/Museums	As approved by the Planning Commission	0.2 spaces per employee
Elementary Schools	5 spaces per classroom	0.2 spaces per classroom
Junior High Schools	5 spaces per classroom	0.2 spaces per classroom
High Schools	5 spaces per classroom	0.2 spaces per classroom
Parks and Playgrounds	As approved by the Planning	No spaces required

	Commission	
Open Space, Trails, and Greenways	As approved by the Planning Commission	No spaces required
NON RESIDENTIAL/OTHER USES		
Athletic Instruction, including Dance, Gymnastics, and Martial Arts	1 per 5,000 square feet of gross floor area	1 space per 10 employees
Automobile Sales	1 space per 10,000 square feet of gross floor area	1 space per 10 employees
Automobile Service and Repair	1 space per service bay	1 space per 10 employees
Bed and Breakfast Inn	1 space per 10 sleeping units	1 space per 10 employees
Commercial Recreational Facility – Without tournament seating	1 space per each 2,000 square feet of gross floor area	1 space per 8 employees
Commercial Recreational Facility – With tournament seating	1 space per each 2,000 square feet of gross floor area plus 1 space per each 6 seats at maximum capacity	1 space per 8 employees
Corporate Offices, Business Offices, Business Offices and Financial Institutions	1 space per each 10,000 square feet of gross floor area	1 space per each 3,000 square feet of gross floor area
Day-care (in home)	No spaces required	No spaces required
Day-care (commercial)	1 space for each 6,000 square feet of gross floor area	1 space per 10 employees
Funeral Homes	1 space for each 3,000 square feet of total assembly areas	1 space per 10 employees
Hospitals	1 space for each 10 patient beds	1 space per each 5 employees
Grocery Store	1 space for each 2,000 square feet of gross floor area	1 space per each 5,000 square feet of gross floor area
Hotels/Motels	1 space for each 40 sleeping units	1 space per each 10 employees and 1 space for each 20 sleeping units
Manufacturing, Industrial, Wholesale establishments	1 space for each 20,000 square feet of gross floor area	1 space for each 5 employees
Medical Clinics	1 space for each 5,000 square feet of gross floor area	1 space for each 5,000 square feet of gross floor area
Night Club	1 space for each 3,000 square feet of gross floor area	1 space for each 3,000 square feet of gross floor area
Personal Services	1 space per each 1,500 square feet of gross floor area	1 space per each 1,500 square feet of gross floor area
Plant Nursery with Outdoor Display	1 space per acre	1 space per 5 employees
Research and Development Facilities/Medical or Dental Laboratory	1 space per each 10,000 square feet of gross floor area	1 space for each 3,000 square feet of gross floor area
Restaurants Dine-in/Brew Pub	1 space per each 400 square feet of gross floor area	1 space per 2,000 square feet of gross floor area
Restaurants – Drive-thru (Food establishment with large proportion of take-out business)	1 space per each 600 square feet of gross floor area	1 space per 2,000 square feet of gross floor area
Retail stores	1 space per each 1,500 square feet of gross floor area	1 space per each 1,500 square feet of gross floor area
Schools – Vocational and Technical	1 space per each 4 students	1 space per each 5 employees
Short Term Rentals	No spaces required	No spaces required
Sports Fields, Sporting Facilities	As approved by the Planning Commission and should be sufficient to encourage convenient	No spaces required

37-113 Bike Parking

	use by bike	
Theaters, Sports Arenas, Public Assembly Areas	1 stall per each 5 seats at maximum capacity or otherwise approved by the Planning Commission	1 stall per each 5 employees
Veterinary Office	1 space per each 5,000 square feet of gross floor area	1 space for each 5 employees
Other non-residential uses not otherwise listed	As approved by the Planning Commission and should be enough to encourage convenient bike use	As approved by the Planning Commission and should be enough to encourage convenient bike use
MIXED-USES		
Mixed Use – Residential/Commercial	Spaces shall be provided according to the sum of required spaces for all uses. Bike racks shall be place in the furniture zone of streets and shall be placed coordinated with any utilities in the space. Additional bike parking may need to be located off-street on the edges of plazas or other visible locations that do not impede pedestrian walking paths.	Spaces shall be provided according to the sum of required spaces for all uses.
Transit Oriented Development – As defined by Chapter 38 of the Development Code	Spaces shall be provided according to the sum of required spaces for all uses. Bike racks shall be place in the furniture zone of streets and shall be placed coordinated with any utilities in the space. Additional bike parking may need to be located off-street on the edges of plazas or other visible locations that do not impede pedestrian walking paths.	Spaces shall be provided according to the sum of required spaces for all uses.

Agenda Item No: 3.9

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 37, Design Standards, adding a height limit of 3 stories in the Historic Downtown Design District.

Suggested Action:

Attachments:

Chapter 37 Development Code Amendment Height Limits 1.pdf

Chapter 37 Development Code Amendment Height Limits 2.pdf

CHAPTER 37 DEVELOPMENT CODE AMENDMENT

PLANNING COMMISSION REPORT

Applicant	Lehi City
Meeting Date	July 27, 2023
Requested Action/Purpose	Review and recommendation on proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	June 7, 2023

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant requests review and recommendation of a proposed development code amendment to Chapter 37, Design Standards. The proposed development code amendment only includes two changes to the Historic District.

The first change in the proposed text amendment is to limit building heights to three stories. This was meant to mitigate concerns over the perceived scale of buildings in the Historic District and to avoid buildings feeling too imposing.

The second change was to require building frontages along Main Street, State Street, and 100 East to have non-residential uses planned on the first floor. This requirement does not include vehicular parking. This proposal is meant to provide spaces for residents to shop, play, or congregate when not at home. The introduction of more nonresidential space on the ground floor serves to make areas more active and give people places to stay and visit.

The DRC had no comments on the proposed Code amendment.

SCOPE OF APPROVAL

Development Code Amendments are Legislative items with a high level of discretion. Meaning that the Planning Commission can consider if they want to propose a positive or negative recommendation or include any changes. The City Council ultimately will decide if it gets approved and in what form.

The public can speak on this item. They can share any concerns or support for the proposed amendment. The Planning Commission or City Council may choose to include changes suggested by the public in their motion.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

Chapter 37 Development Code Amendment
DRC Redline Comments

Lehi City- requests review of amendments to the Lehi City Development Code Chapter 37, Design Standards, adding a height limit of 3 stories in the Historic Downtown Design District.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth, Luke Seegmiller
Assigned Planner: Jacob
Representatives of the Applicant Present:
Date of Plans Reviewed: 5/18/23
Time Start:
Time End:

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary – Building/Inspections: No comments
Matt – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 13, 2023

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

a. Purpose and Vision:

i. The purpose of the Historic District is to create a vibrant and walkable downtown center of Lehi with housing, offices, retail, restaurants, entertainment uses, and municipal buildings. The Historic District is designated as along Main Street from 500 West to 500 East, or along State Street from Center Street to 400 East.

ii. The built environment of the Historic District is envisioned to preserve and build on the existing historic commercial buildings by orienting new buildings to the public sidewalks, providing quality outdoor public gathering spaces, engaging the street with outdoor dining and sidewalk sales, and incorporating municipal buildings. The architecture is envisioned to include a traditional style with ornamental features, brick, awnings, and large panes of glass facing the public street. The Historic District is intended to provide opportunities to live, work, play, and visit in a unique and inviting atmosphere. The mixture of uses may require a shared and off-site parking, and parking may ultimately be provided by a future public parking structure.

iii. All new development projects or exterior renovations to existing buildings located within the boundaries of the Historic District shall receive additional review by the Historic Preservation Commission. The Commission, acting in an advisory role, provides input to assist in the implementation of the vision of the Historic District. If input from the Commission is provided, it shall be submitted prior to final review and approval.

~~iii.~~iv. Building frontages along Main Street, State Street and 100 East shall have space planned for a non-residential use on the first floor. This does not include vehicle parking.

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b. Architectural standards. New developments in the Historic District shall comply with the following architectural standards:

i. Street transparency:

1. The facades facing street frontages shall include large clear glass windows on the street level with smaller windows allowed on the upper floors. Opaque, heavily tinted, or reflective glass is inappropriate, and shall not be used. When glass is tinted, it shall allow for a minimum 60 percent light to pass through into the building.

2. A minimum of 50 percent of the facade area on the first floor facing Main Street and State Street shall consist of glass (see Figure 2).

3. A minimum of 40 percent of the facade area on the first floor facing other public streets and walkways shall consist of glass.

i. Other comparable architectural features as approved by the Zoning Administrator and Planning Commission.

iii. Massing:

1. Building rooflines shall be flat without visible pitch from the public right-of-way other than for parapet extensions or a corner tower feature (see Figure 3).



Figure 3. Building rooflines are flat other than on the corner tower feature.

2. Features such as parapet extensions, corner towers, or recessed upper floors shall be used to create a varied roofline (see Figure 4).



Figure 4. Building rooflines are flat with parapet extensions to create a varied roofline.

3. Buildings located on corner lots shall be a minimum of two stories in height.

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~~3.~~4. Building height shall be limited to three stories in height.

~~4.~~5. Buildings shall include breaks in the facade and design with a maximum 100-foot spacing to reduce the perceived scale of buildings (see Figures 5 and 6). Breaks in the facade may include articulations, balconies, changes in material, compatible changes in architecture, or other features as approved by the Planning Commission.

Agenda Item No: 3.10

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and recommendation of Lehi City's request for review of an amendment to the Lehi City Development Code Chapter 38, Transit Oriented Development, adding a requirement for for-sale housing as a part of the residential mix.

Suggested Action:

Attachments:

Chapter 38 Development Code Amendment 1.pdf

Chapter 38 Development Code Amendment 2.pdf

CHAPTER 38 DEVELOPMENT CODE AMENDMENT

PLANNING COMMISSION REPORT

Applicant	Lehi City
Meeting Date	July 27, 2023
Requested Action/Purpose	Review and recommendation on proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	June 7, 2023

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant requests review and recommendation of a proposed development code amendment to Chapter 38, Transit Oriented Developments. The proposed text amendment requires that at least ten percent of the housing units in a TOD be a for-sale product. The Code amendment would serve to ideally provide more stability and affordability in TOD areas with owners who potentially choose to live there in contrast to solely being owned by management companies renting out units.

The DRC had two grammatical recommendations on the proposed Code amendment which were updated prior to this meeting. The version included in the agenda packet reflects the updates.

Please consider the DRC comments in the motion.

SCOPE OF APPROVAL

Development Code Amendments are Legislative items with a high level of discretion. Meaning that the Planning Commission can consider if they want to propose a positive or negative recommendation or include any changes. The City Council ultimately will decide if it gets approved and in what form.

The public can speak on this item. They can share any concerns or support for the proposed amendment. The Planning Commission or City Council may choose to include changes suggested by the public in their motion.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

Chapter 38 Development Code Amendment
DRC Redline Comments

Lehi City- requests review of amendments to the Lehi City Development Code Chapter 38, Transit Oriented Development adding a requirement for for-sale housing as a part of the residential mix.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth, Luke Seegmiller
Assigned Planner: Jacob
Representatives of the Applicant Present: None
Date of Plans Reviewed: 5/18/23
Time Start:
Time End:

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary – Building/Inspections: No comments
Matt – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning:
1. Shall
2. percent

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 13, 2023

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

allowed by traditional zoning within the City. It is the sole responsibility and burden of the applicant to convince the Planning Commission and City Council that the proposed TOD zone is preferable to traditional zoning. Approval is at the discretion of the City Council.

Section 38.020. TOD Zoning Description.

(Amended 02/28/17)

Each TOD shall include a cohesive mixture of complementary land uses, including retail, office, institutional, entertainment, restaurant and other service-oriented uses, which will provide service and employment opportunities to residents within the community (see Figure 1).

Residential uses shall employ a variety of housing types and unit sizes and shall be pedestrian-oriented neighborhoods, designed in a manner as to encourage walkability and transit uses. At least 10 percent of the housing shall be a for-sale product. The highest densities should be centered adjacent to transit stops. Open spaces should be designed to enhance the pedestrian experience and enable the use of public transit opportunities. The incorporation of one or two of these elements does not make a TOD; the combination of all of these elements is necessary for a TOD.



Figure 1. A mixture of uses and intensity of uses are centered around a transit station.

Section 38.030. Minimum Eligibility Requirements. *(Amended 02/28/17)*

In order to achieve the purposes of this Chapter, the establishment of a TOD requires that the site must be:

B. Within one half mile walking or biking distance of an existing or future transit station along a rail line; and

C. designated as TOD on the Lehi City General Plan Land Use Map.

Section 38.040 Allowed Uses.

A. Any use identified as a permitted or conditional use by this Code, or other use proposed by the applicant, may be an allowed use in a TOD; however each requested use must be authorized through a TOD land use plan as defined herein, which has been approved and adopted by the City Council. Proposed uses will be reviewed for compatibility within the TOD as well as compatibility with allowed uses in adjacent zones.

Agenda Item No: 3.11

Planning Commission Agenda Item Report

Meeting Date: July 27, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public hearing and recommendation of Lehi City's request for review of a comprehensive amendment to the Lehi City Development Code Chapter 39, Definitions.

Suggested Action:

Attachments:

Chapter 39 Development Code Amendment 1.pdf

Chapter 39 Development Code Amendment 2.pdf

CHAPTER 39 DEVELOPMENT CODE AMENDMENT

PLANNING COMMISSION REPORT

Applicant	Lehi City
Meeting Date	July 27, 2023
Requested Action/Purpose	Review and recommendation on proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	June 7, 2023

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant requests review and recommendation of a proposed development code amendment to Chapter 39, Definitions. The proposed development code amendment is a comprehensive update meant to bring the Code definitions into consistency with the Table of Uses.

The DRC had four comments on the proposed Code amendment, including the following:

1. The development code has preschool included with in-home child instruction. Do you want the two to match? Change to Child In-Home Instruction.
2. Ch. 39 Definitions – any wall, not just load bearing. (For Addition)
3. include field, court, or similar facility (Look at Sporting Facilities)
4. Look at other cities for definition options on structure, building and structure, other

Please consider the DRC comments in the motion.

SCOPE OF APPROVAL

Development Code Amendments are Legislative items with a high level of discretion. Meaning that the Planning Commission can consider if they want to propose a positive or negative recommendation or include any changes. The City Council ultimately will decide if it gets approved and in what form.

The public can speak on this item. They can share any concerns or support for the proposed amendment. The Planning Commission or City Council may choose to include changes suggested by the public in their motion.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or denial of the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

Chapter 39 Development Code Amendment
DRC Redline Comments

Lehi City- requests review of amendments to the Lehi City Development Code Chapter 39, Definitions comprehensive update.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Matt Meier, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth, Luke Seegmiller
Assigned Planner: Jacob
Representatives of the Applicant Present: None
Date of Plans Reviewed: 6/29/23
Time Start: 10:52 am
Time End: 11:07 am

DRC REDLINE COMMENTS:

Garion – Fire:
1. The development code has preschool included with in-home child instruction. Do you want the two to match? Change to Child In-Home Instruction.

Glade – Power:
2. Ch. 39 Definitions – any wall, not just load bearing. (For Addition)

Ryan – Water/Sewer: No comments

James – Parks: No comment

Gary – Building/Inspections: No comments

Matt – Public Works: No comments

Ross – Engineering: No comments

Luke- Traffic: No comments

Kim – Planning:
3. include field, court, or similar facility (Look at Sporting Facilities)
4. Look at other cities for definition options on structure, building and structure, other

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON JULY 27, 2023

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

CHAPTER 39

DEFINITIONS

(Amended 5/27/97; 5/25/99; 3/26/02; 7/09/02; 2/14/06; 3/11/08; 3/25/08; 4/22/08; 7/08/08; 7/29/09; 12/08/09; 4/27/10; 7/27/10; 11/15/11; 4/24/12; 5/22/12; 09/11/12; 01/08/13; 11/12/13; 3/11/14; 05/13/14; 07/08/14; 08/26/14; 01/13/15; 01/12/16; 01/26/16; 09/13/16; 1/16/18, 4/10/18; 05/22/18; 08/28/18; 01/08/19; 01/22/19; 3/12/19; 8/27/19; 03/31/20; 08/11/20)

Abandon or Abandonment - To leave, desert, or discontinue a use for a period of at least twelve (12) months.

Accessory - Refers to a minor use or structure that is clearly secondary~~subordinate~~ to a principal use or structure that has been issued a permit under this Code; includes signs.

Accessory Building - A structure detached from a principal or primary building located on the same lot and incidental and ~~subordinate~~secondary to the principal building or use.

Accessory Dwelling Unit, Internal – A completely independent dwelling, occupied by a separate family/housekeeping unit, that is located within or added to an existing dwelling, and that contains all of the following features:

1. separate entrance.
2. physical separation from the primary dwelling that does not allow passage between the units such as a wall, a locking door or other means of separation.
3. separate cooking, eating, sanitation and sleeping facilities.

Accessory Dwelling Unit, Detached – An independent dwelling not attached to the primary dwelling, occupied by a separate family/housekeeping unit, that is located on the same parcel as the primary existing dwelling, and that contains separate cooking, eating, sanitation and sleeping facilities.

~~**Accessory Building** - A structure detached from a principal or primary building located on the same lot and incidental and subordinate to the principal building or use.~~

Accessory Use - A use of a portion of land or structure ~~or portion~~ related to the principal use but ~~thereof customarily~~ incidental and secondary~~subordinate~~ to the principal use of the land or structure and located on the same parcel ~~with~~as ~~the principal use~~. ~~No additional dwelling unit built on the lot either attached or separate from the principal unit without a conditional use permit authorizing such use shall be considered an accessory use.~~

Addition - Any walled or roofed expansion of a building connected to an existing building by a common load-bearing wall ~~other than a firewall~~. ~~Any walled and roofed addition that is connected by a fire wall or is separated by independent perimeter load bearing walls in new construction.~~

Adjacent - All properties immediately contiguous to a ~~development~~subject property ~~site~~, ~~including those that are separated from the site only by a road or other right-of-way or easement.~~

Adult Day Care - A non-medical facility for the daytime care of adult persons, and not exceeding twelve (12~~)~~ hours, who due to age or disability require assistance, companionship, association and or supervision during the day by staff members.

Agriculture (Horticultural) - An operation~~establishment~~ devoted to the tilling of the soil, the raising of crops, horticulture, orchards and gardens, but not including any agricultural industry or business such as fruit packing plants, canneries or agricultural processing facilities. ~~Agriculture (horticultural production) includes agricultural support housing, including the occupancy of any dwelling unit by the owner or agricultural employees and their families, without regard to duration, which occurs exclusively in association with the performance of agricultural labor.~~

Agriculture (Livestock) - An operation~~establishment~~ devoted to ~~the tilling of the soil, the raising of crops, pasture, and~~ livestock, but not including any agricultural industry or business such as fur farms, animal hospitals, feed lots or similar uses. ~~, and include~~~~ing~~Includes such uses as ~~crop farms,~~ dairy farms, livestock farms, poultry farms, general farms, horse farms, and similar uses. Agriculture (livestock production) includes agricultural support housing, including the occupancy of any dwelling unit by the owner or agricultural employees and their families, without regard to duration, which occurs exclusively in association with the performance of agricultural labor.

Alter or Alteration - To change, rearrange, enlarge, extend, or reduce any structure or part thereof on the same site.

Animal Rights – The right to keep animals on a property, including the number and type of animals allowed ~~on a property~~.

~~**Appliance Store** – An establishment primarily engaged in the retail sale of household appliances, radio or television supplies, or music supplies. Typical uses include establishments providing the following products or services; vacuum cleaners; radios; television sets; electric and gas appliances for household use; air-conditioning units; freezers; kitchen appliances including ranges, stoves and refrigerators; sewing machines; tape recorders; video cameras and recorders; computers and computer software.~~

Applicant - The property owner, or authorized agent of the property owner who files an application for development approval pursuant to this Code.

Application for Development Approval or Application - Any written request for approval or issuance of a development order, permit, or license including but not limited to General Plan or Development Code amendments, subdivision plats, site plans, building and development permits, variances, area plans and conditional use permits.

Apartment - Any room or suite of rooms in a multiple-family structure which is arranged, designed or used as a single housekeeping unit and has bathroom and kitchen facilities permanently installed.

Artisan Shop – A small shop, no larger than ~~one thousand five hundred~~five thousand (~~1,500~~5,000) square feet, involving the limited on-site production of custom prepared goods ~~by hand manufacturing, which involves only the use of hand tools,~~ and the incidental direct sale to customers. Typical production includes, but is not limited to: custom furniture, ceramic studios, glass blowing, candle making, custom jewelry, stained and leaded glass, woodworking, shoe repair, arts studio, photography studio, custom textile manufacturing, and crafts production.

Assisted Living Facility – A residential facility with a home-like setting that provides an array of coordinated supportive personal and healthcare services, available ~~twenty-four (~~24~~)~~ hours per day, to residents who have been assessed under Utah State Department of Health rules to need any of these services. Each resident shall have a service plan based on the assessment which may include:

1. specified services of intermittent nursing care;
2. administration of medication; and
3. support services promoting residents' independence and self-sufficiency.

For the purpose of defining assisted living facilities and associated words and terms, the following words shall have the following meanings:

1. Assisted Living Facility, Large Capacity – An assisted living facility accommodating more than eight residents, excluding staff. A large capacity assisted living facility is regulated under the assisted living facility use.
2. Assisted Living Facility, Limited Capacity – An assisted living facility accommodating not more than eight residents, excluding staff. All residents must be ambulatory which means a person who is capable of achieving mobility sufficient to exit a structure without the assistance of another person. If such a facility is located in an existing home and/or in a residential zone, this use is regulated as a Group Home as per Section 12.150. A limited capacity assisted living facility that does not meet the requirements of a Group Home use must be regulated under the assisted living facility use.

Athletic Instruction- The instruction of one or more types of athletic activities including dance, gymnastics, martial arts, sports and other related activities.

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Authorized Agent - Any person with valid authority provided by the Owner, as evidenced by a document, filed with the City, authorizing the Agent to represent the Owner, and acting on behalf of the Owner of land seeking a development order or development permit approval.

Automobile Rental - The business of renting, or leasing ~~or bailing of~~ vehicles for a term not exceeding four months and for a fixed rate or price.

Automobile Service and Repair ~~Services~~ - An establishment primarily engaged in the repair of automobiles, trucks less than 10,000 pounds of ~~G.V.W.~~gross vehicle weight, motorcycles, motor homes, recreational vehicles, or boats, including the sale, installation, and servicing of equipment and parts. Typical uses include muffler shops, auto repair garages, tire sales and installation, wheel and brake shops, body and fender shops, and similar repair and service activities, but excluding dismantling or salvage.

Automobile Service and Repair, Large - An establishment primarily engaged in the repair of large vehicles greater than 10,000 pounds of gross vehicle weight, including the sale, installation, and servicing of equipment and parts. Typical uses include large equipment repair, semi-truck repair, and similar repair and service activities, but excluding dismantling or salvage.

Automobile Sales - An establishment primarily engaged in the sale or rental of automobiles, noncommercial trucks, motorcycles, motor homes, recreational vehicles, or boats, including incidental storage, maintenance, and servicing. Typical uses include new and used car dealerships, motorcycle dealerships, and boat, trailer, or recreational vehicle dealerships.

~~**Automotive and Equipment Services** - An establishment primarily engaged in automotive-related or heavy equipment services. The following are automotive and equipment use types: automobile rentals, automobile washing, automotive repair services, commercial off-street parking, equipment repair services, equipment sales, service stations, and vehicle storage.~~

Auxiliary - Functioning in a subsidiary capacity.

Bakery, Retail – An establishment that produces and sells flour-based foods baked for consumption including bread, cookies, cakes, pastries, and pies.

~~**Bar**~~ **Private Club** - An establishment serving alcoholic beverages for consumption on the premises. ~~The term "bar" shall also include taverns, discotheques, nightclubs, private liquor clubs, and saloons.~~

~~**Barns, Stables, Stalls** - A roofed structure, with or without walls, used to shelter and keep horses, sheep, or other Category 1, 2, or 3 animals allowed in Section 12.120 D of this Code.~~

Basement - That portion of a building elevation in which 50% or more of the height (as measured from top of finished floor to top of foundation) is below finished grade.

Bed and Breakfast Inn - An owner-occupied detached single-family residence in which rooms are rented out separately for overnight lodging, and where at least a breakfast meal is served to the guests at no extra cost and where an innkeeper or employee is present at all times. Length of stay cannot exceed 30 consecutive days.

Bee Colony – An aggregation of bees in any type of hive that includes queens, workers, drones, or brood.

Bee Hive – A frame hive, box hive, box, barrel, log, gum skep, or other artificial or natural receptacle that may be used to house bees.

Berm - A man-made mound of earth contoured so as to form a mound above the general elevation of the adjacent ground or surface and used to shield and buffer various land uses or other activity.

Billboard – See Section 23.030 of the Lehi City Development Code. ~~A freestanding sign used, designed or intended to direct attention to a business, product, or service that is not sold, offered, or existing on the property on which the sign is located.~~

~~**Boarding House** - A single family dwelling where rooms are provided for lodging for definite periods of times to one or more unrelated individuals. Meals may or may not be provided, but there is one common kitchen facility. No meals are provided to outside guests.~~

Body Art - The practice of physical body adornment by permitted establishments, operators, and registered body art technicians utilizing, but not limited to the following techniques: tattooing, branding, and scarification. This definition does not include microblading, fine-line tattoos, permanent cosmetics or body piercing, nor shall it include practices that are considered medical procedures by the state medical board, such as implants under the skin, which shall not be performed by a body art facility. Also excluded from this definition are semi-permanent tattoos such as henna.

Brewpub – A restaurant-type establishment that also has a beer brewery, producing beer in batch sizes not less than seven ~~(7)~~ U.S. barrels (31 gallons) on the same property which produces only enough beer for sale and consumption on-site or for retail carryout sale in containers holding less than two ~~(2)~~ liters. Automated bottle or canning production is prohibited. Revenue from food sales shall constitute at least ~~fifty~~ 50 percent ~~(50%)~~ of the total business revenues, including retail carryout sales of beer.

Building - Any walled structure used or intended for supporting or sheltering any use or occupancy.

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Building, Accessory - A building or walled structure which is ~~subordinate~~secondary to, and the use of which is incidental to, that of the principal building, structure or use on the same lot.

Building Area - The portion of a lot which is within the envelope formed by the required yards or setbacks and non-critical areas.

Building Frontage - That side of a building which faces and is parallel to or most nearly parallel to a public or private road.

Building Height - A vertical distance from the average finished grade to the highest point of the building.

Building and Property Maintenance Services - An establishment primarily engaged in the provision of maintenance and custodial services to firms or dwelling units. Typical uses include exterminating services, disinfecting services, janitorial services, landscape maintenance, or window cleaning services.

Building Material Supply Store - An establishment primarily engaged in retail or wholesale sale of materials used in the construction of buildings; lumber, paint, fixtures and hardware; but excludes those classified as one of the Automotive and Equipment Services use types. Typical uses include building material stores, tool and equipment rental or sales, and incidental storage.

~~**Building Material Storage and Wholesaling:**~~

Building Official - An employee of the City authorized to issue Building Permits and Certificates of Occupancy.

Building, Principal - A building in which is conducted the principal use of the lot on which it is situated. In a residential zoning district, any dwelling is deemed to be the principal building on the lot on which it is situated.

~~**Building Sign** - Any sign attached to and supported by a wall of a building or a wall of a structure, including a mansard roof. Any permanent sign placed on or behind glass or within a building and located in such a manner as to have an obvious intent to capture interest of those outside the building, shall be considered a building sign and shall be treated in the same manner.~~

Building Site - That part of a parcel of land designed to be occupied by the principal building and any accessory buildings.

Bulk - The size and shape of buildings, structures, and non-building uses; and the relationship of their exterior walls or their location to lot lines and other buildings or structures; and all open spaces required in connection with a building or structure. Bulk regulations include regulations dealing with lot area, ~~lot area per d~~welling units per acre, lot frontage, lot width, building height, required yards, ~~courts,~~ usable open space, the ratio of aggregate gross floor area to the area of the lot, spacing between buildings on a single lot, and the length of buildings in a row.

~~**Business Office** - An establishment primarily engaged in the provision of executive, management, or administrative services. Typical uses include administrative offices and services including real estate, insurance, property management, investment, personnel, travel, secretarial services, telephone answering, photocopy and reproduction, and business offices of public utilities, organizations and associations, or other use classifications when the service rendered is that customarily associated with administrative office services.~~

Cabinet and Woodworking Shop - a large-scale commercial (over 5,000 square feet) establishment for the purpose of manufacturing, sales, refinishing, or repair of cabinets, furniture, or other wood products.

Cannabis Cultivation - See Section 12.130 of the Lehi City Development Code

Cannabis Production - See Section 12.130 of the Lehi City Development Code

Capital Improvement - An existing public facility or improvement with a life expectancy of six or more years, owned and/or operated by or on behalf of the City, a public entity or a private service provider.

Carport - A roofed automobile structure open and unobstructed on two (2) or more sides.

Car Wash - An establishment primarily engaged in the washing and cleaning of passenger or recreational vehicles using automated equipment operated by one or more attendants or self-service facilities using customer operated equipment activated by a coin, token, card, or other similar means.

Cemetery - The use or intended use of land for the burial of the dead and dedicated for cemetery purposes, including columbaria, crematoriums, mausoleums, and mortuaries when operated in conjunction with and within the boundaries of such cemetery.

Change of Use - Any use which substantially differs from the previous use of a building or land or is classified as a different use on the Table of Uses., ~~*i.e.*, the previous use is in a different zoning district, as defined in this Code, than the proposed use.~~

Check cashing, Title Loans & Other Credit Services – An establishment engaging in the business of a check casher as defined in the Utah Check Cashing Registration Act, Utah Code Section 7-23-101 et.seq. (as amended). Check cashing is also defined as providing loans, cash advances, or other forms of credit upon presentation of a personal check or title to a vehicle to be held by the person or entity making the loan, cash advance, or providing the credit. Check cashing includes uses commonly known as payday advances/loans, deferred deposit loans, title loans, and other businesses of a similar nature. However, the definition of check cashing does not include the providing of credit to finance the initial purchase of personal property or the sale of such debt obligations to a factor or financial institution that purchases debt instruments connected with such transactions in the normal course of its business. Banks, credit unions, and pawnshops are not included in the definition of check cashing.

Child Day Care, Home Occupation - Is any activity that meets the requirements of Utah Admin. Code § R430-50-3, including the number of children allowed. ~~described in Utah Admin. Code § R430-50-3. The number of children allowed in attendance at one time must conform to the Utah State Regulations for residential child care found at Utah Admin. Code § R430-50-1, *et seq*. Any child day care must also comply with all other requirements set forth in Utah Admin. Code § R430-50-1, *et seq*.~~ The facility must also comply with any applicable IFC and IBC Codes.

Child Day Care, Commercial - Is the care of children within a residential or nonresidential structure providing for the care, supervision and protection for 13~~seven (7)~~ or more children and complying with all the requirements as licensed and monitored by the State of Utah Department of Human Services. For the purposes of this Code Child Day Care (Commercial) includes preschools offering educational programs to ~~thirteen (~~13~~)~~ or more children at any one time. The facility must also comply with any applicable IFC and IBC Codes.

Child Preschool, Home Occupation – Is the care of children within a residential structure, providing for the instruction and/or education of no more than ~~twelve (~~12~~)~~ children for less than three ~~(3)~~ hours at one time. All children participating in a preschool program must be a minimum of three ~~(3)~~ years of age. The facility must also comply with any applicable IFC and IBC Codes.

Church - An institution that persons regularly attend to participate in religious services, meetings, and other related activities.

~~**Cleaner** – An establishment primarily engaged in providing the following services: pressing and finishing, dry cleaning, tailoring, or clothing repair or alteration.~~

~~**Clothing Store** – An establishment primarily engaged in the retail sale of apparel and clothing.~~

~~**Climate Controlled Indoor Storage** – A fully enclosed facility providing temperature regulated individual and private storage spaces of varying sizes, leased or rented on individual leases for varying periods of time. All units must be accessible from an interior hallway and located inside of a larger structure. Wholesale or resale uses are prohibited. Any climate controlled indoor storage development must have the appearance of a storefront from all pubic roadways the development fronts upon.~~

Club - An association of persons for the promotion of some common object, members of which are admitted only upon invitation, and the chief activity of which is not conducted for profit.

Cluster - A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, other open space and for preservation of environmentally-sensitive and critical areas.

Commercial Campgrounds - Any plot of ground upon which two or more campsites are located, established, or maintained for occupancy by camping units as temporary living quarters for recreation, education, or vacation purposes.

Commercial Entertainment Facility – A recreation facility operated as a business on private or public property and open to the public for a fee, such as an

~~skating rink, mini-golf,~~ amusement park, laser tag facility, indoor go-cart race track, water park, paintball facility, or substantially similar uses, and support facilities customarily associated with the development.

Commercial Laundries, Linen Service- An industrial scale establishment where clothing, linens, rags, rugs, or other articles are washed.

Commercial Recreational Facility -A recreation facility operated as a business on private or public property and open to the public for a fee, such as a golf course, driving range, tennis court, skating rink, equestrian center, or substantially similar uses, and support facilities customarily associated with the development.~~, skating rink, mini-golf, amusement park, water park, or substantially similar uses, and support facilities customarily associated with the development.~~

~~**Commercial Storage or Distribution** -~~

Commercial Uses - Retail business and service establishment, professional and governmental offices, and developed recreational uses.

Communications Tower - A structure intended for transmitting or receiving television, radio, or telephone communications.

Common Open Space - Facilities, land and yard areas identified within projects for the use and enjoyment of residents and maintained and operated by the City or an organization accepted by the City.

Commission - The planning commission of the City of Lehi, Utah.

Communications Facilities and Towers – See Section 12.140 of the Lehi City Development Code.~~, **Communication Systems, Cellular and Mobile Phone Towers and other Antennas and Facilities**~~;

~~Antenna – A transmitting or receiving device used in telecommunication that radiates or transmits radio or phone signals.~~

~~Guyed Wire Tower – An open framed structure supported by guyed wires which extend away from the structure and are fastened to the ground, building or structure.~~

~~Lattice Tower – a self-supporting, multiple sided open framed structure used to support telecommunications equipment.~~

~~Low Power Radio Services Facility – An structure consisting of equipment used to transmit, receive, and transfer voice or data through radio wave or radio transmissions. Such facilities typically require the construction of support structures to which antenna equipment is attached.~~

~~Monopole – A single cylindrical pole that acts as the support structure for antennas.~~

~~Roof Mounted Antenna – An antenna or series of antenna mounted on an existing roof or mechanical room.~~

~~Wall Mounted Antenna – An antenna or series of antenna on the existing vertical wall of a building or structure.~~

~~Whip Antenna – An antenna that is generally cylindrical in shape that can be direction of omni-directional and which vary in size depending on the frequency and gain for which they are designed.~~

~~**Sketch Plan**~~**Concept Plan** - A sketch preparatory to the preparation of the preliminary plat or preliminary site plan to enable a property owner/developer to gain an understanding of City policies and development requirements that may be considered by the City in reviewing a development application.

Concrete Manufacture - an operation that produces concrete products used in construction including the stockpiling of bulk materials used in the production process or a finished product manufactured on the premise.~~:~~

Conditional Use - A use requiring special consideration and review in the manner identified in Chapter 9 of this Code.

Condominium - Any structure or group of structures, in which units are owned individually, and the structure(s), common areas and facilities are owned by all the owners on a proportional, undivided basis and which has been submitted to condominium ownership under the provisions of the Utah Condominium Ownership Act.

Conference Center, Convention Center, Reception Center – Facilities designed to host conferences, exhibitions, trade shows, receptions,~~-~~ and other similar large group events. This use may also provide office

facilities and a range of leisure activities but does not include any residential, housing, or lodging uses, even on a temporary basis.

~~**Constitutional Taking** – Actions by the city involving the physical taking or exaction of private real property that might require compensation to a private real property owner because of:~~

1. ~~The Fifth or Fourteenth Amendment to the Constitution of the United States;~~
2. ~~Article I, Section 22, of the Utah Constitution;~~
3. ~~Any Court ruling governing the physical taking or exaction of private real property by a government entity.~~

~~Actions by the city involving the physical taking or exaction of private real property are not a Constitutional Taking if the physical taking or exaction:~~

1. ~~Bears an essential nexus to a legitimate governmental interest; and~~
2. ~~Is roughly proportionate and reasonably related, on an individualized property basis, both in nature and extent, to the impact of the proposed development on the legitimate government interest.~~

~~**Construction Sales** – An establishment primarily engaged in retail or wholesale sale of materials used in the construction of buildings; the wholesale sales of paint, fixtures and hardware; but excludes those classified as one of the Automotive and Equipment Services use types. Typical uses include building material stores, tool and equipment rental or sales, and incidental storage on lots other than construction sites.~~

Construction Service - An establishment providing services relating to the construction, maintenance or repair of dwellings and buildings, including plumbing, heating, air conditioning, painting, electrical services, masonry, carpentry, and roofing. Typical uses include building contractors, sub-contractors, and handyman services.

Construction Storage Yard - storage of large equipment, vehicles, or other materials commonly used for construction.

Convenience Store - A retail establishment smaller than 5,000 square feet offering for sale a limited range of prepackaged food products, ~~fast foods,~~ snacks, beverages, and household items.

Corral, Pen - A fenced, unroofed enclosure used to contain livestock or animals. The enclosure may be permanent or temporary and may consist of dirt or vegetation. Although similar to a corral, a pen is usually smaller in size and used to keep an animal(s) in a confined area such as a holding pen.

Country Club - A facility providing land area and buildings containing golf courses, recreational facilities, a clubhouse, and customary accessory uses, open only to members and their guests.

~~**Coving** - A method of subdivision design characterized by staggered setbacks with non-uniform home placement and lot shapes. Coving is used as an alternative to conventional "grid" subdivision layout to enhance aesthetics. When combined with winding roads, lot area can be increased while road area and infrastructure costs can be reduced.~~

Crematory- A place where the bodies of the dead are cremated.

Cultural and artistic uses – A facility for entertainment purposes that include but are not limited to museums, galleries, libraries, and performing art studios.

Day Treatment - A facility providing specialized treatment for less than 24 hours a day for four or more persons who are unrelated to the owner or provider and who have emotional, psychological, developmental, physical, or behavioral dysfunctions, impairments, or chemical dependencies. Day treatment is provided in lieu of, or in coordination with, a more restrictive residential or inpatient environment or service.

Dedication - The legal transference of land without sale by a property owner to a public agency.

Density - The number of dwelling units per acre with respect to residential land uses.

~~**Department Store** – A retail establishment offering a wide variety of merchandise and services usually organized in separate departments.~~

Developer - The owner or authorized agent of land proposed to be subdivided or developed who is responsible for any undertaking that requires review and/or approval pursuant to this Code.

Development or Development Activity - Any of the following activities requiring a permit pursuant to this Code:

1. Change in use.
2. Construction, clearing, filling, excavating,

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grading, paving, dredging, mining, drilling or otherwise significantly disturbing the soil of a site.

3. Building, installing, enlarging, replacing or substantially restoring a structure, impervious surface, or central water system and including the long-term storage of materials.
4. Erection of a permanent sign.
5. Alteration of a historic property for which authorization is required under this Code.
6. Any activity increasing the need for parking.
7. Construction, elimination or alteration of a driveway onto a public road.

Development Permit - Any building permit; conditional use permit; preliminary subdivision plat; final subdivision plat or other plat approval; preliminary site plan; final site plan; rezoning; or any other official action of the City or any state or local government commission, board, agency, department or official having the effect of permitting the development of land located within the corporate boundaries of Lehi City and subject to the provisions of this Code.

~~**District** - A portion of the city within which certain uses of land and buildings are permitted or prohibited and in which other buildings or land restrictions may be specified as set forth herein.~~

Dog Care Facility - A facility in which three or more dogs are trained, cared for, and boarded over-night. A dog care facility may include a permanent, fenced, outdoor enclosure used to contain dogs during daytime hours between 7:00 AM and 9:00 PM. Dogs shall be maintained indoors during over-night hours between 9:00 PM and 7:00 AM. As a requirement of approval, the Dog Care Facility shall conform with the standards set forth in Chapter 4 of the Municipal Code with respect to Kennel Standards and maintain a current Kennel Permit at all times.

Driveway - A way providing the most direct access for vehicles from a right-of-way to a garage, dwelling, other structure or parking space.

Drive Through Facility - A feature or characteristic of a use involving sales or products or provision of services to occupants in vehicles, including drive-in or drive- up windows.

Dwelling- Any structure designed or used for residential ~~purposes with~~purposes with cooking, sleeping and bathroom facilities that has been constructed to comply with all building codes of Lehi City, but not including hotels, ~~motels,~~ bed and breakfast, facilities nursing home rooms, etc., or structures used for short term residential leases.

Dwelling Unit - One or more rooms in a building or portion thereof designed, occupied, or intended as a residence for a family with complete and independent facilities for living, sleeping, eating, cooking, and sanitation provided within the dwelling unit. ~~See also Dwelling, Single Family.~~

Dwelling, Detached Single Family - A building arranged or designed to include only one dwelling unit occupied by one family (See definition of Family) located on a lot containing no other dwelling units other than an approved ADU (see definition for accessory dwelling unit) and containing no connected buildings across lot lines.

~~**Dwelling, Duplex** - A detached building under one ownership designed for, or altered to provide dwelling units for occupancy by two families living independently of each other with separate kitchens in each unit.~~

Dwelling, Two-Family (Duplex) - A building under single ownership designed for occupancy by two (2) families in separate dwelling units.

Dwelling, Three-Family - A building under one ownership arranged or designed to be occupied by three (3) families living independently of each other with each unit having its own kitchen, including apartment houses, but not including hotel ~~motels~~.

Dwelling, Four-Family - A building under one ownership arranged or designed to be occupied by four families living independently of each other with each unit having its own kitchen, including apartment houses, but not including hotel ~~motels~~.

Dwelling, Multi-Family - A building, or portion thereof, used and designed as a residence for Five (5) or more families living independently of each other with each unit having its own kitchen, including apartment houses, but not including hotel ~~motels~~. Individual units may be owned as condominiums or offered for rent.

Dwelling, Townhouse – An attached single-family dwelling unit constructed in a group of three or more attached units. Each unit extends from foundation to roof and with open space on at least two sides.

Dwelling, Twin Home – An attached single-family dwelling unit constructed in a group of two attached

units with each unit on its own lot with differing ownership. Each unit extends from foundation to roof and with open space on at least two sides.

Dwelling, Condominium - A single unit in a multi-unit project or structure which is separately owned which may be combined with an undivided interest in the common areas and facilities of the property.

Easement - An authorization by a property owner for the use by another or others, and for a specified purpose of any part of the property.

Electrical Substations and Power Transmission Lines, Municipal- Facilities used to transmit or distribute electricity which are owned by the City.

Electrical Substations and Power Transmission Lines, Non-Municipal- Facilities used to transmit or distribute electricity which are not owned by the City.

Equipment Sales and Rental - An establishment primarily engaged in the sale or rental of trucks of one ton or greater capacity, tractors, construction equipment, agricultural implements, or similar equipment, including incidental storage, maintenance, and servicing. Typical uses include truck dealerships, construction equipment dealerships, and mobile home sales establishments.

~~External~~ **Buffer** - A vegetated area along the exterior boundaries of a development which is maintained as open space in order to eliminate or minimize conflicts between such development and adjacent land uses.

Family – A person living alone or one, but not more than one, of any of the following groups living together as a single, nonprofit housekeeping unit, sharing common living, sleeping, sanitation, cooking, and eating facilities:

1. A head of household and any number of people who are all related to the head of household by blood, marriage, adoption, or court sanctioned guardianship; or
2. No more than four (4) persons when at least one of the individuals is unrelated; or
3. No more than two (2) unrelated adults and their children and other related family members.

Fence - A man-made barrier of any material or combination of materials erected to enclose or screen areas of land.

~~Final~~ **Site Plan** - ~~The map of a proposed development to be filed after approval by the City and any accompanying material as described in this Code.~~ A detailed plan showing the proposed placement of structures, parking areas, open space, landscaping, and other development features.

Final Subdivision Plat - The map of a subdivision to be recorded after approval by the City and any accompanying material as described in this Code.

Financial Institution and Services - An establishment engaged in the business of lending money and/or guaranteeing loans. Typical uses include banks, savings and loan institutions, stock and bond brokers loan, and lending activities.

~~**Financial Services** - An establishment primarily engaged in the provision of financial and banking services. Typical uses include banks, savings and loan institutions, stock and bond brokers loan and lending activities.~~

Food Processing, Animal~~—~~ – An establishment including the slaughtering processing, and packaging of livestock (excluding feed lots, outdoor corrals or pes for the

~~An establishment in which foods, grains, or raw materials are processed or otherwise prepared for human consumption, including dairy manufacturing, canning and preserving foods, grain milling, bakery products and beverage manufacturing.~~

Food Truck - A business that serves food or beverages from a self-contained unit either motorized or towed, and conducts all or part of its operations and commercial transactions on premises other than its own and is readily movable, without disassembling, for transport to another location.

Lot Frontage - the width of a lot, measured parallel to the street right-of-way at the front building setback. ~~All property abutting on one side of a street, between two intersecting streets, measured along the street line.~~

Funeral Home - An establishment engaged in undertaking services such as preparing the ~~human~~ dead for burial and arranging and managing funerals. Typical uses include funeral home or mortuaries but exclude cremation services.

Furniture Store - An establishment primarily engaged in the retail sale of furniture and furniture accessories. Typical uses include establishments providing the following products: furniture, floor

coverings (including carpet), draperies, curtains, upholstery, china, glassware, metal ware, and fireplace screens and accessories.

Garage, Private - A detached accessory building, or a portion of a principal building, used for the storage of motor vehicles for the tenants or occupants of a specific building and not by the general public.

General Plan - A plan for the city, allowed by state law, prepared and adopted by the Planning Commission and City Council, and including maps, texts, charts, and graphs.

Golf Course - A parcel of land laid out for at least nine holes for playing the game of golf and improved with trees, greens, fairways, and hazards and that may include a clubhouse and shelter.

~~**Governmental** C~~ **Use** - A building or structure primarily used for the provision of services by governmental or public agencies, including the city, state or federal agencies. Typical uses include public administrative offices, animal shelters, maintenance facilities, active open space owned and operated by a public entity, fire stations, police stations, utility buildings and similar services.

Grade - The average of the existing ground level at the center of all walls of a building. In case walls are parallel to, and within five feet of, a sidewalk, the ground level shall be measured at the sidewalk.

Greenhouse, Commercial - A building with glass or plastic walls and roof in which plants are raised under controlled conditions for commercial use including experimental purposes, for transplanting, or for sale.

Greenhouse, Private - A building with glass or plastic walls and roof in which plants are raised under controlled conditions for personal use on the property where the greenhouse is located.

Grocery Store - A store that sells food and household supplies and is larger than 25,000 square feet in size.

Grocery Store - Small - A store that sells food and household supplies and is 25,000 square feet in size or smaller.

Group Home – A living arrangement where a group of unrelated individuals live together in a single dwelling unit and does not constitute a healthcare facility.

Group Home for Persons w~~W~~ith a Disability - A residence in which more than one person with a disability resides and is licensed or certified by the Department of Human Services under Utah Code Title 62A, Chapter 2, Licensure of Programs and Facilities.

Guarantee - Escrow bond in an amount and form satisfactory to the City. All guarantees shall be approved by the City wherever required by these regulations.

Hardware Store - An establishment primarily engaged in the retail sale of a number of basic hardware lines, such as tools, builders' hardware, paint and glass, house wares and household appliances, and cutlery.

Health/Fitness Facility - A facility that offers its users amenities for exercising and physical conditioning.

~~**Health Service** - An office, clinic, laboratory or any other facility engaged in furnishing medical, surgical or other services including a physician, dentist, dental technician, chiropractor, acupressurist, acupuncturist, therapist, counselor or other similar occupation.~~

Health Care Facility - ~~General acute hospitals, s~~Specialty hospitals, home health agencies, hospices, nursing care facilities, residential health care facilities, birthing centers, ambulatory surgical facilities, small health care facilities, facilities owned or operated by health maintenance organizations, and any other health care facility as defined by the Utah Health Care Facility Licensure and Inspection Act, Utah Code '26-1-2. Health care facility does not include the offices of private physicians or dentists, whether for individual or group practice.

Health Club - Private clubs (athletic, health or recreational), with full service facilities including but not limited to showers, lockers, pools and saunas.

Hedge - A compact planting of any type of plant or shrub, which acts or is intended to act as a fence.

Heliport - any helicopter landing area used, designed or intended to be used for the receiving or discharging of passengers and cargo and shall include any appurtenant facilities for passengers, cargo, or for the servicing, repair, shelter or storage of helicopters.

Hobby Garage - individual condominiumized units used for personal use that Is not considered a residential, business or retail use, such as a hobby or storage of vehicles and personal property.

Home Occupation - Is any gainful occupation or profession conducted in a dwelling unit engaged in by an occupant of the unit.

Hospital - An establishment providing primary health services and medical or surgical care to persons, primarily inpatients, suffering from illness, disease, injury, deformity, and other abnormal physical or mental conditions and including, as an integral part of the institution, related facilities, such as laboratories, emergency treatment facilities, diagnostic services, out-patient facilities, training facilities, medical offices, or staff residences.

Hotel - An establishment containing sleeping rooms for the temporary occupancy of guests including a lobby, meeting rooms, recreation facilities, group dining facilities and/or other facilities or activities customarily associated with hotels, but not including boarding houses or apartments. Hotels may include the use of extended stay facilities provided they meet the occupancy and design requirements of Section 12.130-B of this Code.

Indoor Shooting Range - a specialized facility designed for firearm usage qualifications, training, practice, or competitions.

~~**Indoor Entertainment and Theaters** - A permanent structure containing facilities for entertainment purposes for drama, dance, musical, or other live performances.~~

Juvenile Group Facility – A 24-hour group living environment for adolescents under the age of 18, unrelated to an owner or operator that offers room, board or specialized services to residents.

Kennel - Any lot or premises or portion thereof on which three (3) or more dogs, cats and other household domestic animals are maintained, boarded, bred or cared for in return for compensation or kept for sale.

Laboratory (Medical, Dental, Optical) - An establishment primarily engaged in commercial or noncommercial physical and biological research, development, and production of products for the medical, dental, or optical profession.

~~**Laundromat**~~**Laundry Services** - An establishment primarily engaged in providing the following services: pressing and finishing, dry cleaning, washing, tailoring, or clothing repair or alteration. The establishment can include ~~An establishment within which clothes~~ washing and drying machines, and clothes dry cleaning machines, either coin operated or attendant operated, and are provided on a rental basis for use by individuals doing their own laundry and dry cleaning. ~~Laundromat~~ Does not include outdoor drying facilities.

Light Manufacturing, Processing, and Assembly - An establishment engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, which are not obnoxious or offensive by reason of emission of odor, dust, smoke, noxious gases, noise, vibration, glare, heat or other impacts. Also, includesing the processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales and distribution. ~~Light manufacturing includes the manufacturing of the following items and similar goods: professional instruments, photographic equipment, watches/clocks, jewelry, musical instruments, toys/sporting goods, office supplies and equipment.~~This use does not include the processing of animal, vegetable or fish products or the rendering and refining of fats and oils. It also encloses all equipment, compressors, generators and other ancillary equipment within a building or structure. Light manufacturing includes the manufacturing of the following items and similar goods: professional instruments, watches/clocks, jewelry, musical instruments, toys/sporting goods, office supplies and equipment, and other similar products as approved by the Planning Commission.

Light Office/Warehouse Combination – A commercial building, no larger than thirty thousand (30,000) square feet, designed for office and light warehouse uses. Usable office space shall comprise a minimum of fifty percent (50%) of the total square footage, and usable warehouse space shall not exceed fifty percent (50%) of the total square footage. Facades fronting roadways shall have an office/storefront appearance. Roll-up doors shall be on facades not fronting roadways. Tilt-up concrete construction is prohibited.

~~**Limited Warehousing and Distribution** - An establishment offering wholesaling, storage and warehousing services within enclosed structures. Typical uses include wholesale distributors, storage warehouses,~~

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~~and moving and storage firms.~~

Liquor Store – A State-run facility engaged in the retail sale of packaged alcoholic beverages, such as ale, beer, wine, and liquor, for consumption off the premises.

Loading and Unloading Spaces - A permanently maintained space on the same lot as the principal building with access to a road and not less than ten (10) feet in width, twenty (20) feet in length, and fourteen (14) feet in height.

Lot - A parcel or unit of land described by metes and bounds and held or intended to be held in separate lease or ownership, or shown as a lot or parcel on a recorded subdivision, or shown on a plat used in the lease or sale or offer of lease or sale of land resulting from the division of a larger lot, parcel, or tract into two (2) or more smaller lots or units.

Lot Area - The area of a horizontal plane within the lot lines of a lot.

Lot, Corner - A lot which has an interior angle of one hundred thirty-five (135) degrees or less at the intersection of two (2) road lines. A lot abutting upon a curved road is considered a corner lot if the tangents to the curve at the points of intersection of the side lot lines intersect at an interior angle of one hundred thirty-five (135) degrees or less.

Lot Coverage - The percentage of the area of a lot that is occupied by all buildings, and other covered structures and impervious surfaces.

~~**Lot Depth** - For lots having front and rear lot lines which are parallel, the shortest horizontal distance between such lines; for lots having front and rear lot lines which are not parallel, the shortest horizontal distance between the midpoint of the front lot line and the midpoint of the rear lot line; and for triangular shaped lots, the shortest horizontal distance between the front lot line and a line within the lot parallel to and at a maximum distance from the front lot line, having a length of not less than ten (10) feet.~~

Lot, Double-Sided - A lot having frontage on two parallel or approximately parallel streets.

Lot, Interior - A lot other than a corner lot.

Lot Line - Any line defining the boundaries of a lot.

Lot Line, Front - The boundary of a lot that separates the lot from the road. In the case of the corner lot, the front lot line is the shorter of the two (2) lot lines separating the lot from the road except that where these lot lines are equal or within fifteen (15) feet of being equal, either lot line may be designated the front lot line but not both.

Lot Line, Rear - The boundary of a lot which is most distant from, and is most nearly, parallel to the front lot line; except that in the absence of a rear lot line as is the case of the triangular shaped lot, the rear lot line may be considered as a line within the lot, parallel to and at a maximum distance from the front lot line, having a length of not less than ten (10) feet.

Lot Line, Side - The boundary of a lot, which is not a front lot line or a rear lot line.

Lot of Record - A lot, which is part of a subdivision, the plat of which has been recorded in the office of the County Recorder. "Lot of record" does not include any subsequent conveyance that divides the lot into two or more parcels without a duly approved resubdivision.

~~**Lot Width** - For rectangular lots, lots having side lot lines not parallel, and lots on the outside of the curve of a road, the distance between side lot lines measured at the required minimum front yard line on a line parallel to the road or street chord; and for lots on the inside of the curve of a road, the distance between side lot lines measured at the required minimum front yard line on a line parallel to the road.~~

Lumber~~y~~ ~~Y~~ard - An establishment that contains facilities for the sawing, loading or storage of lumber or timber, but not including industrial milling or planning operations.

Main Floor - Split Entry - That portion of the building that fronts on a dedicated city street and is entered at or above finished grade between floors and is the upper level.

Main Floor - Split Level - That portion of the building that fronts on a dedicated city street and is entered at or above finished grade and includes the entry level and the next level up.

Main Floor - Two-Story - The level of that portion of the building that fronts on a dedicated city street and is entered at or above finished grade.

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Commented [KS1]: This is how we determine where the rear lot line is for building setbacks for a triangular shaped lot, but it's not really clear that this is what we are determining here. Maybe we need to combine this with a definition of rear lot line?

Commented [JC2R1]: Talk to Gary

Commented [KS3]: So what about Main Floor – single story?

Commented [JC4R3]: Talk to Gary

Manufacturing, Processing, and Assembly — An establishment specializing in the manufacture, processing or packaging of food and beverage products, technology products, electronic components, personal hygiene products and cosmetics, drugs and pharmaceuticals, and other similar materials or products as approved by the Planning Commission. Also includes the processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales and distribution.

Manufactured Home - A multisectional transportable mobile home not exceeding two (2) stories in height and manufactured after June 15, 1976, and Department of Housing and Urban Development approved which is subject to and complies with the federal manufactured home construction and safety standards (42 U.S.C. ' 5403), that when joined forms a residence for human occupancy that measures twenty (20) feet by forty (40) feet or larger and is designed to be installed on a permanent foundation system which can be a permanent foundation wall.

Manufactured Home Sales - A place where prefabricated housing (assembled in factories and transported to the site of use) is sold.

Marina - a harbor with docks, launching ramps, or other supporting facilities designed for small boats and other watercraft.

Medical Cannabis Pharmacy- See Section 12.130 of the Lehi City Development Code

Medical, Dental, and Optical ~~and Dental~~ Clinics – The office of practitioners of the healing arts, and the primary use is the delivery of health care services and where no overnight accommodations are provided.

~~**Medical Laboratory** - An establishment primarily engaged in providing professional analytic or diagnostic services to the medical profession, or to the patient on prescription of a physician.~~

~~**Medical Research Facility** - An establishment primarily engaged in commercial or noncommercial physical and biological research and development for the medical profession.~~

~~**Mixed Use Development or Mixed Use Project** - a proposed development that includes primary nonresidential and primary residential uses on the same development site.~~

~~**Mixed Use Residential/Commercial Structure**~~**Vertical Mixed Use** - A structure in which residential and commercial uses ~~permitted in a zoning district authorizing mixed use structures~~ are located within the same building ~~in any arrangement.~~with residential located above commercial.

Modular Home - A dwelling unit constructed in accordance with the standards set forth by the Department of Housing and Urban Development and composed of components substantially assembled in a manufacturing plant and transported to the building site for final assembly on a permanent foundation.

~~**Motel** - An establishment containing sleeping rooms for the temporary occupancy of guests, which may or may not have individual room entrances from outside. Motels may include a lobby, meeting rooms, recreation facilities, group dining facilities and/or other facilities or activities customarily associated with motels, but not including boarding houses, apartments, mobile home parks, or travel trailer parks. All motels must meet the occupancy and design requirements of Section 12.140 B of this Code.~~

Movie Theater - An establishment primarily engaging in the presentation of motion pictures.~~.~~

Moving and Storage Facilities – A facility engaged in the moving of household or office furniture, appliances, and equipment from one location to another, including the temporary indoor storage of those same items.

Nightclub/Dance Hall – Any establishment that provides dancing involving a dance floor with two hundred (200) square feet of floor area or greater with music or live entertainment and may include~~in conjunction with~~ the sale, service, or consumption of alcoholic beverages.

Nonconforming structure - A structure that does not conform to the yard coverage, height, setback or other physical dimensional requirement of the district but was legal when originally built.

Nonconforming use - An activity which is not an allowed use within the Zoning District and which may not conform to the use standards, including parking, regulations in the district in which it is situated but was legal when originally built.

Nursing Home - An establishment described also as a "rest home," or "convalescent home," other than a

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hospital, in which persons are lodged and furnished with care rather than diagnoses and treatment.

~~**Office** - A room or group of rooms used for conducting the affairs of a business, profession, service, industry or government; unless specifically excluded it includes financial institutions, health services and real estate offices.~~

Offices, Professional - A room or group of rooms used for conducting the affairs of a business, profession, service, industry, or government and generally furnished with desks, tables, files, and communication equipment.

Office Warehouse - A commercial building, no larger than one hundred thousand (100,000) square feet designed for office and warehouse uses. Usable office space shall comprise a portion of the total square footage.

Oil & Gas Transmission Lines- Utility lines used to transport oil and natural gas from their respective gathering systems to refining, processing, or storage facilities, as well as refined products to customers.

Open Space - means and refers to the following:

1. Active open space, or any park and recreational facility that is not dependent upon a specific environmental or natural resource, which is developed with recreation and support facilities that can be provided anywhere for the convenience of the user. Activity-based recreation areas include, but are not limited to, baseball or softball fields, football or soccer fields, basketball courts, tennis courts, picnic areas, playgrounds, and trails; and
2. Passive open space, or areas in and located due to the presence of a particular natural or environmental setting and which may include conservation lands providing for both active and passive types of resource-based outdoor recreation activities that are less formalized and more program-oriented than activity-based recreation. Resource-based outdoor recreation means and refers to activities requiring a natural condition that cannot easily be duplicated by man and includes, but is not limited to, boating, fishing, camping, enhancement areas, nature trails, nature study, and view areas.
3. Roadway areas including rights of way, parking lots, lawns, setback areas or other undisturbed portions of building lots shall not constitute open space.

Outdoor Sales and Display – The display of goods and materials, incidental to an allowed use, on the premises of the existing business. ~~–~~Items must be placed on a hard-surface, outside of public right-of-way ~~and required parking areas~~. For the purposes of this definition, occasional sidewalk sales shall not be considered as outdoor sales and display.

Outdoor Storage - ~~The keeping, in an unroofed area, of any products and equipment, excluding any company passenger vehiclesgoods, material, merchandise, in the same place for more than 24 hours.~~ The keeping, in an unroofed area, of any goods, supplies, equipment, or materials, in the same place for more than 24 hours.

~~**Outdoor Race Tracks for ATV and Motocross or other Motorized Sports Recreational Facilities** - **Motorized Sports Recreational Facilities (includes private or commercial)**- an outdoor track designated for recreational motorized sports, such as ATV's or Motocross.~~

~~**Outdoor Recreation** – An area used primarily for recreational activities occurring in an outdoor, unenclosed area, including amusement parks, fairgrounds, driving ranges, drive-in theaters, amphitheaters, and similar uses.~~

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Owner - Any person, or group of persons, firm or firms, corporation or corporations, or any other legal entity having legal title to or sufficient proprietary interest in the land sought to be developed or subdivided under these regulations.

Parking Lot - An unenclosed area, other than a road or right-of-way, devoted to parking spaces for four or more motor vehicles.

Parking Lot, Commercial - A parking lot used for the parking of automobiles for compensation.

Parking Space - An area maintained for the parking or storage of a motor vehicle, which is graded for proper drainage and is hard surfaced with asphalt, brick pavers, concrete or similar material~~porous paved~~.

Parking Structure - A fully enclosed structure designed and intended for parking or storage of more

than four vehicles.

Pasture – a fenced area of land covered with at least 50% grass or other living vegetation used or suitable for the grazing of livestock or animals.

Pawn Shop – An individual or business entity who loans money on deposits of personal property or deals in the purchase, exchange or possession of personal property, on condition of selling the same back again to the pledgor or depositor, or who loans or advances money on personal property by taking chattel mortgage security thereon and takes or receives such personal property into his possession, and who sells the unredeemed pledges together with such new merchandise as will facilitate the sale of the same.

Permitted Use - A use of allowed by right under the provision of the Code.

Personal Services - A business which provides a service, such as a beauty salon, a barbershop, hair, nail, massage services and tanning salons. Also includes microblading, fine line tattoos, henna tattoos, permanent cosmetics, and body piercings. Personal services does not include Sexually-oriented Businesses or Body Art Facilities; except that a licensed and approved personal services business may include body art as a portion of provided services, so long as body art does not comprise more than 10% (ten percent) of the total business and the body art facility is located towards the rear of the establishment in an area separated from the rest of the business by a door that can be shut.

Pet Grooming Facility – A business dedicated to the grooming and care of household pets, including dogs, cats, birds, and other similar animals. This use does not include overnight boarding (kennel) or medical care (veterinary office) for animals.

Pharmacy – A business where medicinal drugs and medicine are prepared, preserved, dispensed, and sold.

~~**Photo finishing Laboratory, Retail** - An establishment primarily engaged in developing film and in making photographic prints and enlargements for the general public.~~

~~**Photo finishing Laboratory, Commercial/Industrial** An establishment primarily engaged in developing film and in making photographic prints and enlargements for other commercial, industrial, service or retail businesses.~~

Plat Amendment - A change in a map of an approved or recorded subdivision plat if such affects any street layout in such map or area reserved thereon for public use, or any lot line; or if it affects any map or plan legally recorded prior to the adoption of any regulations controlling subdivisions.

Plant Nursery – A business where plants are grown for transplanting or for sale. ~~:~~

Point Source - Any discernible confined and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged.

Portable Storage Container - ~~A container that is either rented or purchased that is specifically designed and manufactured for use as a temporary storage device, not exceeding 8 feet in width by 40 feet in length or a total enclosed area of 320 square feet. This definition does not include truck trailers, used semi boxes or other similar containers that have been modified from a previous use.~~Generally a repurposed intermodal shipping container, which are available in various modular sizes that can be conveniently moved, and not exceeding 8 feet in width by 40 feet in length or a total enclosed area of 320 square feet. This definition does not include truck trailers, used semi boxes or other similar containers that have been modified from a previous use.

Portable Storage Container Sales- a location where portable storage containers are sold.

Preliminary Plat - The preliminary drawing or drawings, described in this Code, indicating the proposed manner or layout of the subdivision.

Preliminary Site Plan - The preliminary drawing or drawings, described in the Code, indicating the proposed manner or layout of a proposed nonresidential, attached residential or mixed-use development.

Premises - Land and/or buildings or other improvements thereon.

Principal Use - The main use of land or a building (as distinguished from an accessory use).

Printing and Publishing Facility - An establishment

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devoted to the processing, binding, or distribution of reading materials including newspaper, periodical, book publishing, commercial printing, business forms, greeting card manufacturing, book-binding, printing, typesetting and similar uses.

Private School - An educational institution, not operated by a political entity of the State for which entrance or tuition fees are charged for attendance.

Private Utilities - Includes power, telephone, natural gas, cable television and private water supply service.

~~**Public Dance:** Any dance other than those conducted and supervised by a church or public school to which admission can be had by the payment of a fee, or by the purchase, possession, or presentation of a ticket or token; or in which a charge is made for caring for clothing or other property; or by the payment of a fee for music for the dance; or any other dance to which the public generally gain admission, with or without payment of a fee.~~

~~**Public Dance Hall** – Any room, place or space in which a public dance may be held. The on-premise sales, service, or consumption of alcoholic beverages is not permitted in conjunction with this use. (see *nightclub* definition)~~

Public Improvement - Any drainage ditch or system, roadway, parkway, sidewalk, pedestrian way, tree, lawn, off-street parking area, lot improvement, water or sewer system, or any other facility for which the City may ultimately assume the responsibility for maintenance and operation, or which may affect an improvement for which City responsibility is established. All such improvements shall be properly guaranteed and installed as per City codes, specifications and regulations.

Public Use - A use operated exclusively by a public body, or quasi-public body, such use having the purpose of serving the public health, safety, or general welfare, and including uses such as public schools, parks, playgrounds, and other recreational facilities, administrative and service facilities.

Public Utility - Any company, or municipal department, duly authorized to furnish under public regulation, electricity, gas, steam, telephone, and transportation. water, or sewer service.

Public Utility Building - Any buildings or premises used for the administration of public utility repair, maintenance and installation crews, including parking for vehicles not to exceed two tons rated capacity, but not including warehouses or storage yards.

~~**Real estate** - The occupation of real estate broker or agent, title insurance, real estate investment, real estate management, real estate developer or similar business.~~

Recreation, Private - A recreation facility operated on private property and not open to the public, including recreation facilities owned by a homeowner or home~~property~~ owners association for private use by members.

Recreation, Public - A recreation facility or service provided through the use of recreational facilities, systems or improvements operated by a public agency and open to the public with or without a fee.

Recycling Center - A building, structure, or land area used for the collection, processing or transfer of recyclable materials such as glass, paper, plastic, cans, or other household scrap materials.

Recycling Collection ~~Center~~Station – A building or structure used for the collection of recyclable materials such as glass, paper, plastic, cans, or other household scrap materials.

Rehabilitation and Treatment Facility, Drug and Alcohol - A 24-hour group living environment for individuals unrelated to the owner or operator that offers room or board and specialized treatment, rehabilitation, or habilitation services for persons with current chemical dependencies.

Research and Development Facilities – An establishment or complex of structures located in a building whose dimension are intended to foster physical, chemical, and biological research and/or experimentation involving but not limited to controlled simulation of factors, development of prototypes, chemicals, commodities, pharmaceuticals, information technology, electronics and instrumentation for academic and industrial purposes. Light manufacturing may be included as an ancillary use depending on the impact of activity on neighboring property and scale of the premises.

Restaurant - A building in which food is prepared and served for consumption within the premises. Typical uses include buffets; cafes; cafeterias; caterers; coffee shops; dairy bars; diners; dining rooms;

dinner theaters; fast food restaurants; food bars; frozen custard, ice cream and yogurt stores; luncheonettes; pizza parlors and pizzerias; sandwich bars; and snack shops. Alcohol may be served on the premises; however revenue from food sales shall constitute at least fifty percent (50%) of the total business revenue.

~~**Restaurant, Drive-in, or Drive-up Window** - A building in which food is prepared and served for consumption on the premises, and which includes a facility which allows food to be ordered and taken from the premises for consumption elsewhere, without leaving a vehicle.~~

Retail Sales, General - An establishment primarily engaged in the sale or rental of commonly used goods and merchandise for personal or household use, but excluding those classified more specifically in this section. Typical uses include department stores~~, grocery stores~~, sporting goods stores, home furnishings, electronics and appliances, wallpaper, carpeting and floor-covering, or automotive parts and accessories excluding service and installation. ~~(excluding service and installation)~~.

Ridgeline - An area including the crest of a hill or slope and a vertical, perpendicular distance of one-hundred and fifty (150) feet on either side of the crest.

Right-of-Way - Land acquired and owned by a governmental agency or public utility and reserved for public use.

Rock, Sand, Gravel, and Topsoil Storage and Distribution - a facility that stores and sells rock, sand, gravel, and topsoil. This use includes all associated screening, transportation, and distribution infrastructure, but does not include mining.

School - Any building or part thereof that is designed, constructed or used for education or instruction, whether public or private, in any branch of knowledge, and which is State licensed and accredited by the Northwest Association of Schools and Colleges.

Schools- Vocational and Technical - An educational facility that offers an organized sequence of courses which directly relate to preparing individuals for employment in a specialized field.

~~**Service Station** - An establishment in which gasoline and other petroleum products are sold and/or light maintenance activities such as engine tune-ups, lubrication, minor repairs, and carburetor cleaning are conducted. Service stations shall not include premises where heavy automobile maintenance activities such as engine overhauls, automobile painting, and body fender work are conducted.~~

Setback - The shortest distance between the property and the closest projection of the building excluding uncovered steps or roof eaves, but including pillars or posts supporting roofs or patio covers. A roof overhang may extend a maximum of 18 inches beyond the hardwall, pillar or post from which the setback is measured. To the extent that such overhang exceeds 18 inches, the setback is calculated from the 18-inch overhang line.

Setback line - The line which is the required minimum distance from the property line that establishes the area within which any structure may be erected or placed.

Sexually-oriented Business – For the purpose of defining sexually-oriented businesses and associated words and terms see Title 4, Chapter 5 – Sexually Oriented Business and Employee Licensing Ordinance of the Lehi City Municipal Code. ~~, the following words shall have the following meanings:~~

~~(1) "Adult Bookstore", "Adult Novelty Store" or "Adult Video Store" means a commercial establishment:~~

~~(a) Which excludes minors from more than fifteen percent of the retail floor or shelf space of the premises; or~~

~~(b) Which, as one of its principal purposes, offers for sale or rental, for any form of consideration, any one or more of the following: books, magazines, periodicals, or other printed matter; or photographs, films, motion pictures, video cassettes, or video reproductions, slides, or other visual representations, the central theme of which depicts or describes "specified sexual activities" or "specified anatomical areas"; or instruments, devices, or paraphernalia which are designated for use in connection with "specified sexual activities," except for legitimate medically recognized contraceptives.~~

~~(2) "Adult Business" means an adult motion picture theater, adult theater, adult bookstore, novelty store or adult video store.~~

~~(3) "Adult Motion Picture Theater" means~~

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a commercial establishment which:

(a) Excludes minors from the showing of two consecutive exhibitions (repeated showings of any single presentation shall not be considered a consecutive exhibition); or

(b) As its principal business, shows, for any form of consideration, films, motion pictures, video cassettes, slides, or similar photographic reproductions which are primarily characterized by the depiction or description of "specified sexual activities" or "specified anatomical areas."

(4) "Adult Theater" means a theater, concert hall, auditorium, or similar commercial establishment which:

(a) Holds itself out as such a business; or

(b) Excludes minors from the showing of two consecutive exhibitions (repeated performance of the same presentation shall not be considered a consecutive exhibition); or

(c) As its principal business, features persons who appear in live performances in a state of semi-nudity or which are characterized by the exposure of specified anatomical areas or by specified sexual activities.

(5) "Employ" means hiring an individual to work for pecuniary or any other form of compensation, whether such person is hired on the payroll of the employer, as an independent contractor, as an agent, or in any other form of employment relationship.

(6) "Escort" means any person who, for pecuniary compensation, dates, socializes, visits, consorts with, or accompanies or offers to date, consort, socialize, visit, or accompany another or others to or about social affairs, entertainment, or places of amusement, or within any place of public or private resort or any business or commercial establishment or any private quarters. "Escort" shall not be construed to include persons who provide business or personal services, such as licensed private nurses, aides for the elderly, or handicapped, social secretaries or similar service personnel whose relationship with their patron is characterized by a bona fide contractual relationship having a duration of more than twelve hours and who provide a service not principally characterized as dating or socializing. "Escort" shall also not be construed to include persons providing services such as singing telegrams, birthday greetings, or similar activities characterized by appearances in a public place, contracted for by a party other than the person for whom the service is being performed and of a duration not longer than one hour.

(7) "Escort Service" means an individual or entity who, for pecuniary compensation, furnishes or offers to furnish escorts, or provides or offers to introduce patrons to escorts.

(8) "Escort Service Runner" means any third person, not an escort, who, for pecuniary compensation, acts in the capacity of an agent or broker for an escort service, escort, or patron by contacting or meeting with escort services, escorts, or patrons at any location within the City, whether or not such third person is employed by such escort service, escort, patron, or by another business, or is an independent contractor or self-employed.

(9) "Operator" means the manager or other natural person principally in charge of a sexually-oriented business.

(10) "Outcall Services" means services of a type performed by a sexually-oriented business employee outside of the premises of the licensed sexually-oriented business, including but not limited to escorts, models, dancers and other similar employees.

(11) "Patron" means any person who contracts with or employs any escort services or escort or the customer of any business licensed pursuant to this Chapter.

(12) "Pecuniary Compensation" means any commission, fee, salary, tip, gratuity, hire, profit, reward, or any other form of consideration.

(13) "Person" means any person, unincorporated association, corporation, partnership, or other legal entity.

(14) "Semi-nude" means a state of dress in which:

(a) Fully opaque clothing completely covers the human female breast below a point immediately above the top of the areola, and in the case of a female performer, covers the areola and nipple of such performer in a shape and color other than the natural shape and color of the nipple and areola; and

(b) The male or female genitals, pubic region, buttocks, and anus, are covered by fully opaque clothing no narrower than four inches wide in the front and five inches wide in the back, which shall not taper to less than one inch wide at the narrowest point.

(15) "Semi-nude Dancing Agency" means any person, agency, firm, corporation, partnership, or any other entity or individual which furnishes, books, or otherwise engages or offers to furnish, book, or otherwise engage the service of a professional dancer licensed pursuant to this Chapter for performance or appearance at a business licensed for adult theaters.

(16) "Semi-nude Entertainment Business" means a business, including adult theater, where employees perform or appear in the presence of patrons of the business in a state of semi-nudity. A business shall also be presumed to be a semi-nude entertainment business if the business holds itself out as such a business.

(17) Sexually-oriented Business means semi-nude entertainment businesses, sexually-oriented outcall services, adult businesses, and semi-nude dancing agencies, as defined by this Chapter.

(18) "Sexually-oriented Business Employees" means those employees who work on the premises of a sexually-oriented business in activities related to the sexually-oriented portion of the business. This includes all managing employees, dancers, escorts, models, and other similar employees, whether or not hired as employees, agents, or as independent contractors. Employees shall not include individuals whose work is unrelated to the sexually-oriented portion of the business, such as janitors, bookkeepers, and similar employees. Sexually-oriented business employees shall not include cooks, serving persons, and similar employees, except where they may be managers or supervisors of the business. All persons making outcall meetings under this Chapter, including escorts, models, guards, escort runners, drivers, chauffeurs, and other similar employees, shall be considered sexually oriented business employees.

(19) "Specified Anatomical Areas" means the human male or female pubic area, genitalia, buttocks, or anus; or the human female breast below a point immediately above the top of the areola.

(20) "Specified Sexual Activities" means:

(a) Acts, whether real or simulated, of: (i) masturbation, (ii) human sexual intercourse, (iii) sodomy, (iv) fellatio, (v) cunnilingus, or (vi) bestiality.

(b) Manipulating, caressing, or fondling, or simulating the manipulation, caressing, or fondling by any person of: (i) the genitals of a human, (ii) the pubic area of a human, (iii) any part of the breast or breasts of a human female; or (iv) any part of the human buttocks or anus.

(c) Actual or simulated sadomasochistic acts, flagellation, or torture by or upon a person clad in undergarments, a mask or bizarre costume, or the condition of being fettered, bound or otherwise physically restrained on the part of the one so clothed.

(d) The actual or simulated display of human male genitalia in a discernibly turgid state, even if completely and opaquely covered.

Short Term Rental- An owner's primary residence that is also used, The use, occupancy occupied, rented or leased, for direct or indirect remuneration compensation, of a structure or any portion thereof constructed for single family or multi-family occupancy or of any other residential property or portion of the residential property for an effective term of thirty (30) days or less. Typical uses may include rentals such as Airbnb or Vrbo. Residential Lease, Short Term shall also mean the commercial use, by any person, of residential property for hostel, hotel, inn, lodging, motel, resort or other transient lodging uses where the term of occupancy, possession or tenancy of the property by the person entitled to such occupancy, possession or tenancy is for thirty (30) consecutive calendar days or less. For the purposes of this definition remuneration means compensation, money, rent, or other bargained for consideration given in return for occupancy, possession or use of real property.

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Shopping Center - A group of two (2) or more commercial establishments or functional units which are planned, built, and managed as one development with off-street parking provided on the property.

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Site Plan - A development plan of one or more lots on which is shown (1) the existing and proposed con-

ditions of the lot, including but not limited to topography, vegetation, drainage, flood plains, wetlands and waterways; (2) the location of all existing and proposed buildings, drives, parking spaces, walkways, means or ingress and egress, drainage facilities, utility services, landscaping, structures, signs, lighting and screening devices; (3) the location of building pads for all residential and nonresidential buildings; and (4) the location and extent of all external buffers from surrounding areas.

~~**Sketch Plan** – A sketch preparatory to the preparation of the preliminary plat or preliminary site plan to enable a property owner/developer to gain an understanding of City policies and development requirements that may be considered by the City in reviewing a development application.~~

Sign ~~–~~ – See Section 23.030 of the Lehi City Development Code.

~~Awning A shelter projecting from and supported by the exterior wall of a building constructed of non-rigid materials on a supporting framework.~~

~~Billboard A sign displaying advertisement for an offsite good or service.~~

~~Canopy Sign A sign affixed or applied to the exterior facing surface or surfaces of a building or freestanding canopy.~~

~~Changeable Sign A sign whose informational content can be changed or altered by manual or electric, electro-mechanical, or electronic means.~~
~~Copy The graphic content of a sign surface in either permanent or removable letter, pictographic, symbolic, or alphabetic form.~~

~~Frontage The length of the property line of any one premise along a public right-of-way on which it borders.~~

~~Height The height of a sign is the vertical distance measured from the highest point of the sign to the grade of the adjacent street or the surface grade beneath the sign, whichever is less.~~

~~Monument Sign A sign mounted directly to the ground with dimensions as allowed by this Code.~~

~~Nonconforming Sign A sign which was erected legally, but which does not comply with subsequently enacted sign restrictions and regulations.~~

~~Pole Coating A coating enclosing or decorating poles or other structural supports of a sign.~~
~~Political Sign A temporary sign used in connection with a local, state or national election or referendum.~~

~~Roof Sign Any sign erected over or on the roof of a building.~~

~~Snipe Sign A temporary sign or poster affixed to a tree, fence, etc.~~

~~Temporary Sign A sign not constructed or intended for longterm use.~~

~~Wall Sign A sign attached essentially parallel to and extending not more than eight (8) inches from the wall of a building with no copy on the sides or edges. This definition includes sign painted directly on the wall of a building.~~

~~**Small Breed Dog Care Facility** - A facility in which three or more small breed (under 30 pounds) dogs are trained, cared for, and boarded over night. A small breed dog care facility may include a permanent, fenced, outdoor enclosure used to contain dogs during daytime hours between 7:00 AM and 9:00 PM. Small breed dogs shall be maintained indoors during overnight hours between 9:00 PM and 7:00 AM. As a requirement of approval, the Small Breed Dog Care Facility shall conform with the standards set forth in Chapter 4 of the Municipal Code with respect to Kennel Standards.~~

Smoke Shop - a retail establishment that derives thirty-five percent (35%) or more of its gross revenue from the sale of loose tobacco, plants, or herbs and cigars, cigarettes, pipes, and other smoking devices for burning tobacco and related smoking accessories, including e-cigarettes and vapor cigarettes, as defined by the Utah State Code § 76-10-101.3, as may be amended from time to time and in which the sale of other products is merely incidental.

Sporting Facilities, Arenas- A sports field including permanent, or semi-permanent seating areas.

Sports Fields- A space designated for a specific sport or activity at a given time.

Storage Units, Outdoor – Access~~Mini~~ - A facility providing storage services with outdoor access primarily for personal effects and household goods

within enclosed storage areas having individual access, but excluding use as workshops, hobby shops, manufacturing, or commercial activity.
~~Typical uses include mini-warehousing.~~
Storage Units, Climate Controlled Indoor – A fully-enclosed facility providing temperature regulated individual and private storage spaces of varying sizes, leased or rented on individual leases for varying periods of time. All units must be accessible from an interior hallway and located inside of a larger structure. Wholesale or resale uses are prohibited. Any climate controlled indoor storage development must have the appearance of a storefront from all pubic roadways the development fronts upon.

Storage, Vehicles – A facility providing services primarily for storage of vehicles including personal automobiles, RVs, ATVs, trailers, boats, aircraft, trucks, tractor-trailers, and other similar items.

Story -That portion of any building included between the surface of any floor and the surface of the next floor or ceiling above it, or any portion of a building elevation in which 50% or more of the height (as measured from top of finished floor to top of foundation) is above finished grade.

Street - The land dedicated to, or established by, use as a public thoroughfare, or a public or private thoroughfare, which affords principal means of access to abutting property.

Structure - A building or other edifice that is constructed or ~~combination of materials to form a construction for use,~~ installed on, above, or below the surface of land ~~or water~~ including a walled and roofed building~~, as well as a manufactured home on a permanent foundation~~. The term includes a building while in the course of construction, alteration or repair. For the purposes of this Code, the term "structure" does not include un-walled yard features such as uncovered decks, and un-walled pergolas and trellises.~~, but does not include building materials or supplies intended for use in such construction, alteration or repair, unless such materials or supplies are within an enclosed building on the premises.~~

Subdivide - The act or process of creating a subdivision.

Subdivider - Any person who (1) having an interest in land, causes it, directly or indirectly, to be divided into a subdivision or who (2) directly or indirectly, sells, leases, or develops, or offers to sell, lease, or develop, or advertises to sell, lease, or develop, any interest, lot, parcel site, unit, or plat in a subdivision, or, who (3) engages directly or through an agent in the business of selling, leasing, developing, or offering for sale, lease, or development a subdivision or any interest, lot, parcel site, unit or plat in a subdivision, and who (4) is directly or indirectly controlled by, or under direct or indirect common control with any of the foregoing.

Subdivision - Any land, vacant or improved, which is divided or proposed to be divided or re-subdivided into two ~~(2)~~ or more lots, parcels, sites, units, plots, condominiums, tracts or other division for the purpose of offer, sale, lease or development whether immediate or future, either on the installment plan or upon any and all other plans, terms, and conditions. Subdivision includes the division or development of land, whether by deed, metes and bounds description, devise, intestacy, lease, map, plat or other recorded instrument. Subdivision includes re-subdivision and condominium creation or conversion.

Subdivision Plat - The final map or drawing, described in this Code, of a plan of subdivision to be presented to the City for approval and when approved, may be submitted to the Utah County Recorder for filing.

Tandem Parking - The parking of one vehicle behind another.

Temporary - Not to exceed a period of one (1) year.

~~**Theater** – An establishment primarily engaged in the presentation of plays, motion pictures, or other dramatic performances~~.

~~**Tobacco Products Shop** - Also commonly referred to as a "smoke shop", a Tobacco Sales Shop is a retail establishment that derives thirty-five percent (35%) or more of its gross revenue from the sale of loose tobacco, plants, or herbs and cigars, cigarettes, pipes, and other smoking devices for burning tobacco and related smoking accessories, including e-cigarettes and vapor cigarettes, as defined by the Utah State Code § 76-10-101.3, as may be amended from time to time and in which the sale of other products is merely incidental.~~

Towing and Impound Yard – An establishment engaged in the temporary storage of vehicles that have been towed, carried, hauled or otherwise moved from

public or private property for impoundment in a public or private impound yard. This use includes vehicle transport companies engaged in similar activities as described above. This use does not include vehicle rental or sales of new or used vehicles or parts (except for necessary sales of unclaimed impounded vehicles), vehicle repair, automobile wrecking yard, junk or salvage yard, or a freight terminal. All towing and impound yards must meet the requirements found in Section 12.1340 (G) of this Code.

~~**Tradesman Shop** - A business providing specialized services and/or products requiring skills and abilities generally acquired through training and apprenticeship, which does not maintain any outside storage of materials, supplies, or equipment. Tradesman shops may include limited retail or wholesale sales, as well as repair of furniture, electronics, or other items.~~

Trailer - A vehicle designed for carrying property or persons on its own structure and for being drawn by a motor vehicle.

Transit Station - A facility or area where trains, buses, and other forms of public transportation stop to load or unload passengers, freight, or both.

~~**Two-Family Dwelling (Duplex)** – A building designed for occupancy by two (2) families in separate dwelling units.~~

Unoccupied Structures - a structure that is not designed or intended for human occupancy and is only accessed occasionally for persons performing support services for the intended use of the structure and does not fall under any other use found in this Code.

Use - The purpose or purposes for which land or a building is occupied, maintained, arranged, designed, or intended.

Vehicle - A device by which any person or property may be propelled, moved or drawn upon a highway, excepting a device moved by human power.

Vertical Mixed Use (Residential Above Commercial)- A building that contains a mix of residential and commercial uses. Typically, commercial uses (i.e., retail shops, restaurants, offices) are located on the lower levels, while residential units (condominiums or apartments) are located on upper levels.

Veterinary Office - Any facility providing medical or surgical treatment, clipping, bathing or other services, including incidental boarding to dogs, cats, and other animals. Services are entirely within an enclosed building.

Warehousing and Wholesale Distribution - ~~An establishment primarily engaged in wholesaling, storage, distribution, and handling of materials and equipment other than live animals and plants, including Limited Warehousing and Distribution and General Warehousing and Distribution.~~ A commercial building primarily engaged in wholesaling, storage, distribution, and handling of materials and equipment other than live animals.

Water Wise Landscaping (Xeriscaping) – Landscaping in ways that conserves water and requires less supplemental irrigation. Ground covers used typically include native soils, bark mulch, and rock mulch without the use of turf sod. Plants used in water wise landscaping shall be drought tolerant and it is recommended that plants and trees are used that are native to our climate. See Section 35.230 for Water Efficiency Standards. ~~A minimum of 70 percent of the total landscaped area shall be covered with plant material at maturity. Plantings shall include a variety of coniferous and deciduous perennials, shrubs, and trees. Landscape boulders and varying types of ground cover shall be used in a water wise landscape.~~

Welding Shop – An establishment primarily engaged in the fabrication process of joining metals through the process of using high heat to melt the parts together and then allowing them to cool.

Wetland - Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands shall be designated in accordance with the procedures of the U.S. Army Corps of Engineers.

~~**Wholesale Trade** - An establishment or place of business primarily engaged in selling merchandise to retailers; to industrial, commercial, institutional, or professional business users; to other wholesalers; or acting as agents or brokers and buying merchandise for, or selling merchandise to, such individuals or companies.~~

Window - An opening in an exterior wall, normally

glazed, to admit light and/or air.

Yard - An open area between buildings, structures, or uses and the adjoining lot line, which is unoccupied and unobstructed by any building structure or use from the ground up except as otherwise provided in this Code.

Yard, Front (corner lot) - See Figure 15.

Yard, Front (interior lot) - See Figure 16.

Yard, Rear (corner lot) - See Figure 15.

Yard, Rear (interior lot) - See Figure 16.

Yard, Side (corner lot) - See Figure 15.

Yard, Side (interior lot) - See Figure 16.

~~**Yard, Front (interior lot)** - A yard extending across the front of the lot between the inner side lines and measured between the front line of the lot and the front line of the building.~~

~~**Yard, Rear (interior lot)** - A yard extending across the width of the lot and measured between the rear line of the lot and the rear line of the main building.~~

~~**Yard, Side (interior lot)** - A yard between the building and the sideline of the lot and extending from the street line of the lot to the rear yard.~~

Zoning Administrator - A person appointed by the City Council charged with the administration, management, and enforcement of this Code.

Zoning District - A mapped area to which a uniform set of regulations applies, and which are designed to implement the goals and policies of the Lehi City General Plan.

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HALES ENGINEERING
innovative transportation solutions

Point Ridge Holdings

Traffic Impact Study



Lehi, Utah

June 23, 2023

UT23-2435

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Point Ridge Holdings development located in Lehi, Utah. The development is located along Ridge Drive between Triumph Boulevard and Digital Drive.

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

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service													
		Existing (2023)						Future (2028)							
		Background		Plus Project		Plus Project Mitigated		Background		Background Mitigated		Plus Project		Plus Project Mitigated	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Digital Drive / Timpanogos Highway (S.R. 92)	C	C	C	C	C	C	C	C	C	C	C	C	C	C
2	Stockton Lane / Digital Drive	a	a	a	a	a	a	a	a	a	a	a	a	a	a
3	Hudson Avenue / Digital Drive	a	b	b	c	a	c	a	c	b	c	c	d	c	d
4	Ridge Drive / Digital Drive	A	A	A	A	A	A	A	A	A	A	B	B	B	B
5	Ridge Drive / Triumph Boulevard	b	d	d	f	A	B	f	f	B	C	B	C	C	C
6	Digital Drive / Triumph Boulevard	B	C	B	C	B	C	B	C	C	C	C	C	C	C
7	Thanksgiving Way / Triumph Boulevard	B	C	B	C	B	C	D	D	C	D	C	E	C	D
8	A1 Access / Ridge Drive			a	a	a	a					a	a	a	a
9	A2 Access / Ridge Drive			a	a	a	a					a	b	a	b
10	A3 Access / Ridge Drive			a	a	a	a					a	b	a	a
11	A4 Access / Ridge Drive			a	a	a	a					b	b	b	b
12	A5 Access / Ridge Drive			a	b	a	a					b	c	b	c
13	A4 Access / Digital Drive											b	b	b	c
14	A2 Access / Digital Drive											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)

Source: Hales Engineering, June 2023

Table ES-2: Recommended Storage Length

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
5	Ridge Drive / Triumph Boulevard	100	225	-	-	100	175	-	-	-	100	-	225	-	100	-	-
8	A1 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-
9	A2 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	100	-	-	-	100	-	100
10	A3 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-
11	A4 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-
12	A5 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	100	-	-	-	50	-	-

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2023

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

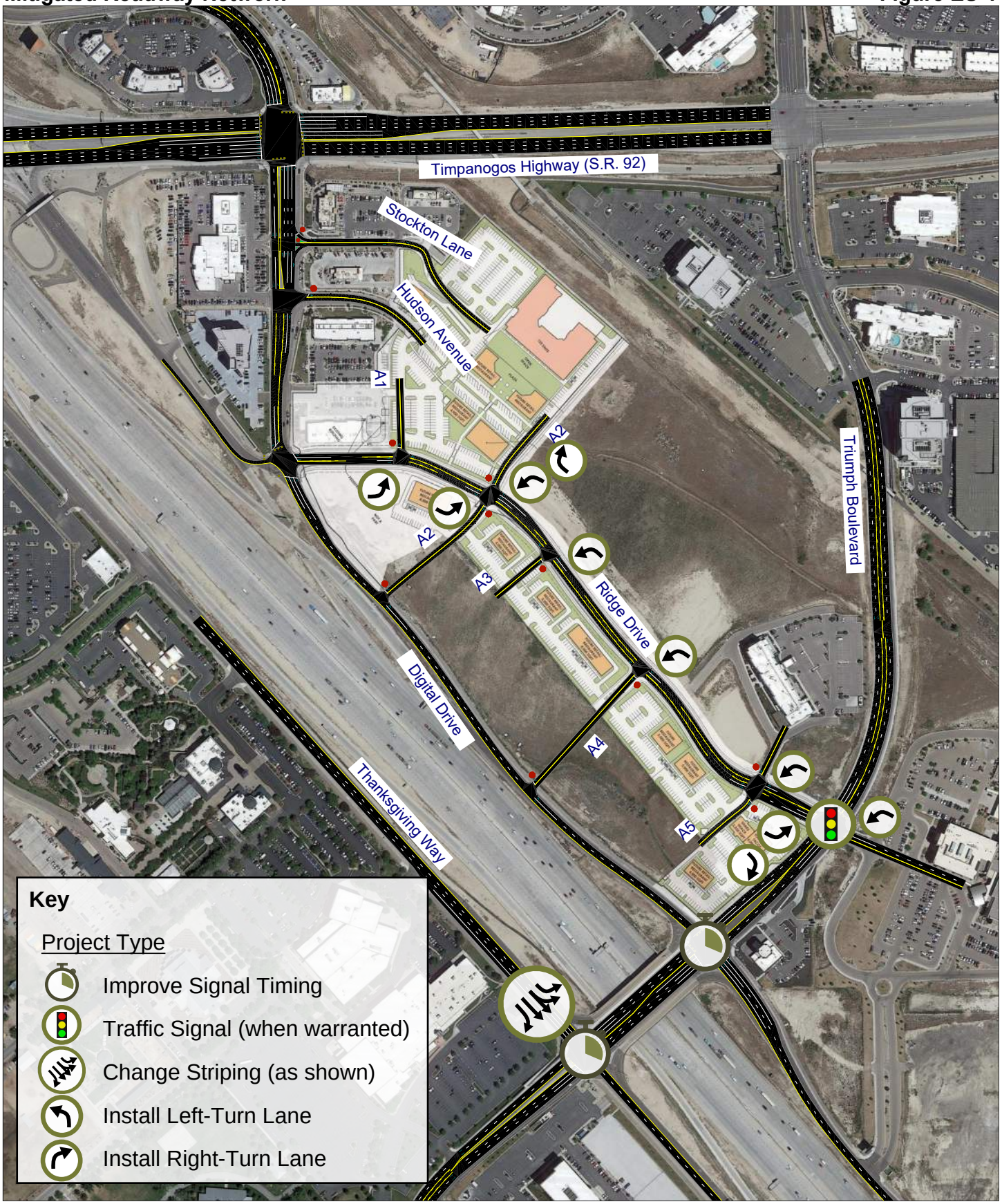
- The development will consist of a mixture of restaurants, retail, and residential
- The project is anticipated to generate approximately 11,763 weekday daily trips, including 800 trips in the morning peak hour, and 973 trips in the evening peak hour
- Auxiliary lane warrants are met for left turns at nearly all access points along Ridge Drive
  - A two-way left-turn lane is recommended to accommodate these left-turn movements as consistent with previous traffic impact studies along Ridge Drive. This will likely require striping lanes narrower than 12 feet each.
- The right-turn auxiliary lane warrant is anticipated to be met for the westbound approach of the A2 Access / Ridge Drive intersection

2023	Background	Plus Project
Assumptions	• None	• No connection with accesses from Ridge Drive to Digital Drive
Findings	• Acceptable LOS • Vehicles making illegal left turns at Stockton Lane / Digital Drive	• Poor LOS at Ridge Drive / Triumph Boulevard during evening peak hour

Mitigations	• Install raised center median along Digital Drive to physically restrict left turns to/from Stockton Lane	• **Ridge Drive / Triumph Boulevard**:
		  ○ Install signal with NB permissive/protected phasing and EB RT overlap phasing
		  ○ Assumed EB RT no turn on red

2028	Background	Plus Project
Assumptions	• Anticipated traffic volumes from nearby developments added to projected future traffic volumes	• A2 Access and A4 Access connect Ridge Drive to Digital Drive • Some background traffic anticipated to cut-through on A4 Access to get to I-15
Findings	• Poor LOS at Ridge Drive / Triumph Boulevard during morning and evening peak hour • Excessive queuing of over 1,000 feet on the northeast-bound approach of the Thanksgiving Way / Triumph Boulevard during the morning peak hour	• Poor LOS at Thanksgiving Way / Triumph Boulevard during evening peak hour
Mitigations	• **Ridge Drive / Triumph Boulevard**: o Install signal with NB permissive/protected phasing and EB RT overlap phasing o Assumed EB RT no turn on red • **Thanksgiving Way / Triumph Boulevard:** o Restripe SE approach to change dedicated through-lane to a shared through-left lane	• **Thanksgiving Way / Triumph Boulevard:** o Restripe SE approach to change shared through/right lane to a dedicated through lane o Implement a SE-bound right-turn overlap phase to allow simultaneous movement with NE through-movement

Lehi Point Ridge Holdings TIS
Mitigated Roadway Network **Figure ES-1**



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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Point Ridge Holdings development located in Lehi, Utah. The proposed project is located along Ridge Drive between Triumph Boulevard and Digital Drive. Figure 1 shows a vicinity map of the proposed development.

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



Figure 1: Vicinity map showing the project location in Lehi, 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:

- Digital Dr. / Timpanogos Hwy. (S.R. 92)
- Stockton Lane / Digital Drive
- Hudson Avenue / Digital Drive
- Ridge Drive / Digital Drive
- Ridge Drive / Triumph Boulevard
- Digital Drive / Triumph Boulevard
- Thanksgiving Way / Triumph Boulevard
- Project Accesses (A1-A5) / Ridge Drive
- A2 / Digital Drive
- A4 / Digital Drive

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), 6th Edition, 2016 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2023) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

Digital Drive – is a city-maintained roadway which is classified by the Lehi City Transportation Master Plan (2015) as a Major Arterial. The roadway is a one-way frontage road for I-15 and has two or more travel lanes in the northwest direction. The posted speed limit is 35 mph in the study area.

Ridge Drive – is a city-maintained roadway which is classified by the Lehi City Transportation Master Plan (2015) as a Minor Collector. The actual pavement is 36-feet wide and should be striped as one lane per direction with a two-way left-turn lane. The posted speed limit is 25 mph in the study area.

Hudson Avenue – is a city-maintained roadway which is classified by the Lehi City Transportation Master Plan (2015) as a Minor Collector. The roadway has one travel lane in each direction. There is no posted speed limit so a speed limit of 25 mph was assumed.

Stockton Lane – is a city-maintained roadway which is classified by the Lehi City Transportation Master Plan (2015) as a Minor Collector. The roadway has one travel lane in each direction. There is no posted speed limit so a speed limit of 25 mph was assumed.

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:

- Digital Dr. / Timpanogos Hwy. (S.R. 92)
- Stockton Lane / Digital Drive
- Hudson Avenue / Digital Drive
- Ridge Drive / Digital Drive
- Ridge Drive / Triumph Boulevard
- Digital Drive / Triumph Boulevard
- Thanksgiving Way / Triumph Boulevard

The counts were performed on Wednesday, January 25, 2023. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 25% 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 #302). In recent years, traffic volumes in January have been equal to approximately 95% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

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

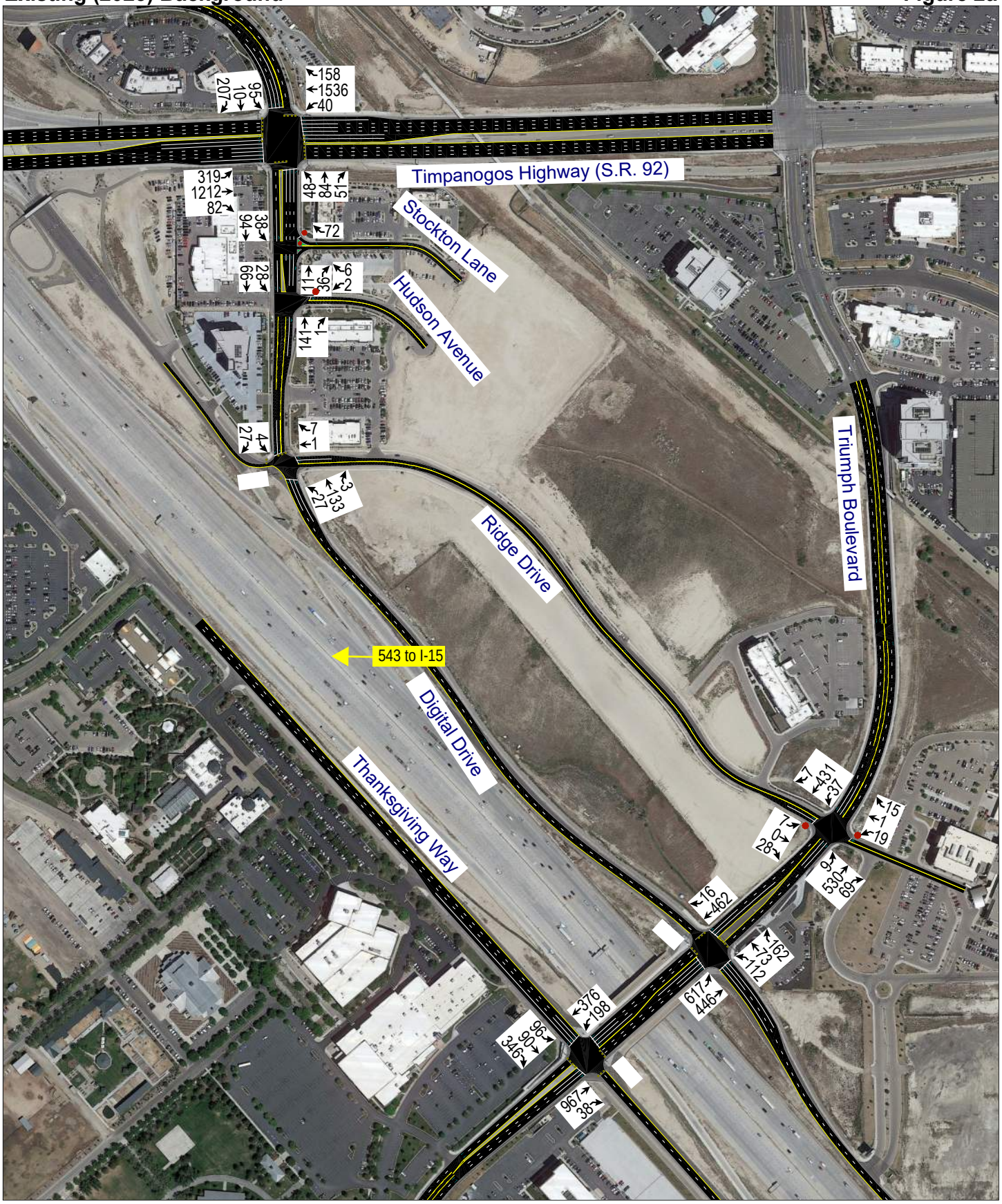
Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2023) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

Numerous vehicles were observed making left turns at the Stockton Lane / Digital Drive intersection. It is recommended that a raised center median be installed to restrict this movement and force vehicles to use Hudson Avenue or Ridge Drive to make left turns. In all future scenarios, vehicles that were counted making left turns at Stockton Drive are instead rerouted to Hudson Avenue.


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
543 to I-15
95
10
207
158
1536
40
319
1212
82
48
84
51
38
94
72
28
66
11
96
6
2
141
1
7
1
4
27
3
133
27
7
431
37
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967
38

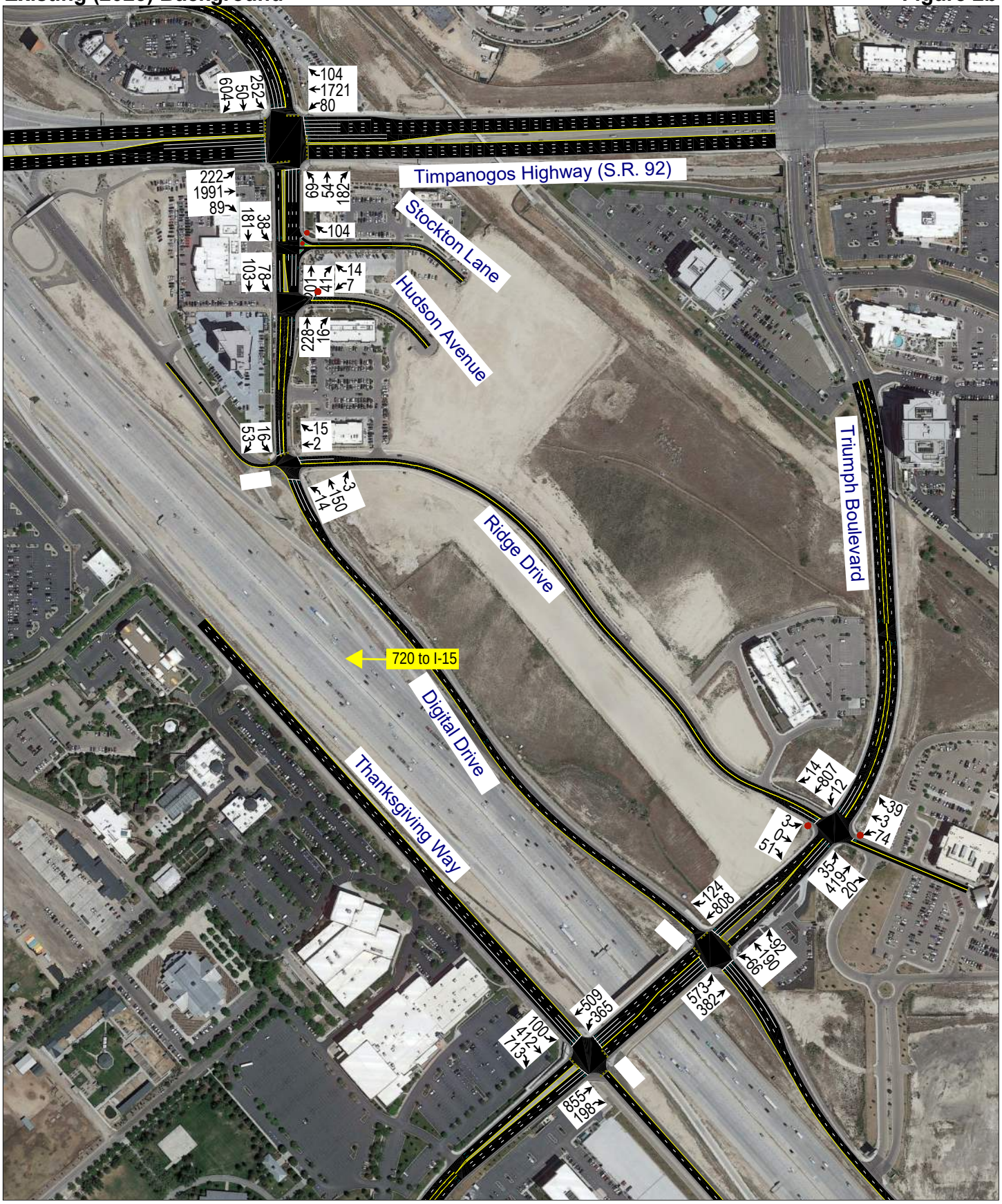

Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
720 to I-15
252 50 604
104 1721 80
222 1991 89
69 54 182
181 38
104
103 78
201 41 14 7
228 16
16 53
15 2
3 150 14
14 807 12
39 3 74
3 0 51
35 419 20
124 808
92 190 66
573 382
509 365
100 412 713
855 198

Table 2: Existing (2023) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (22.0)	C (25.7)
Stockton Lane / Digital Drive	WB Stop	a (3.7) / SBL	a (4.4) / SBL
Hudson Avenue / Digital Drive	WB Stop	a (5.4) / WBL	b (10.4) / WBL
Ridge Drive / Digital Drive	Signal	A (0.9)	A (0.9)
Ridge Drive / Triumph Boulevard	EB/WB Stop	b (14.4) / WBL	d (32.2) / WBT
Digital Drive / Triumph Boulevard	Signal	B (18.0)	C (21.9)
Thanksgiving Way / Triumph Boulevard	Signal	B (17.5)	C (27.5)

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, June 2023

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Point Ridge Holdings development is located along Ridge Drive between Triumph Boulevard and Digital Drive. The development will consist of a variety of restaurants and retail and will include a 125 unit multi-family residential building to the north. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Multi-family Mid-rise	125 Units
Fine Dining Restaurant	18,500 sq. ft.
Fast Casual Restaurant	17,250 sq. ft.
Fast-food w/ Drive-thru	15,800 sq. ft.
General Retail	22,000 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Since the development contains a mixed-use of restaurants, retail, and residential, and since the development is also surrounded by numerous other mixed-uses, estimates of the internal capture reductions were calculated using the National Cooperative Highway Research Program (NCHRP) Report 684 Internal Trip Capture Estimation Tool. The estimated internal capture reductions were then rounded down to a 5% reduction for the morning peak hour and a 10% reduction for the evening peak hour. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 11,763
- Morning Peak Hour Trips: 800
- Evening Peak Hour Trips: 973

Table 4: Trip Generation

Trip Generation Lehi - Point Ridge Holdings												
Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions	New Trips		
			Total	% In	% Out	In	Out	Internal Capture	In	Out	Total
Weekday Daily											
Multifamily Housing (Mid-Rise) (221)	125	DU	568	50%	50%	284	284	5%	270	270	540
Fast-Food Restaurant with Drive-Through Window (934)	15.8	KSF	7,388	50%	50%	3,694	3,694	5%	3,510	3,509	7,019
Fine Dining Restaurant (931)	18.5	KSF	1,552	50%	50%	776	776	5%	737	737	1,474
Fast Casual Restaurant (930)	17.3	KSF	1,676	50%	50%	838	838	5%	796	796	1,592
Strip Retail Plaza, <40k (822)	22	KSF	1,198	50%	50%	599	599	5%	569	569	1,138
TOTAL			**12,382**			**6,191**	**6,191**		**5,882**	**5,881**	**11,763**
AM Peak Hour											
Multifamily Housing (Mid-Rise) (221)	125	DU	44	23%	77%	10	34	5%	10	32	42
Fast-Food Restaurant with Drive-Through Window (934)	15.8	KSF	706	51%	49%	360	346	5%	342	329	671
Fine Dining Restaurant (931)	18.5	KSF	14	50%	50%	7	7	5%	6	7	13
Fast Casual Restaurant (930)	17.3	KSF	26	50%	50%	13	13	5%	13	12	25
Strip Retail Plaza, <40k (822)	22	KSF	52	60%	40%	31	21	5%	29	20	49
TOTAL			**842**			**421**	**421**		**400**	**400**	**800**
PM Peak Hour											
Multifamily Housing (Mid-Rise) (221)	125	DU	50	61%	39%	31	19	10%	28	17	45
Fast-Food Restaurant with Drive-Through Window (934)	15.8	KSF	522	52%	48%	271	251	10%	244	226	470
Fine Dining Restaurant (931)	18.5	KSF	146	67%	33%	98	48	10%	88	43	131
Fast Casual Restaurant (930)	17.3	KSF	218	55%	45%	120	98	10%	108	88	196
Strip Retail Plaza, <40k (822)	22	KSF	146	50%	50%	73	73	10%	65	66	131
TOTAL			**1,082**			**593**	**489**		**533**	**440**	**973**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.
SOURCE: Hales Engineering, February 2023

D. Trip Distribution and Assignment

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

Table 5: Trip Distribution

Direction	Street	% To Project	% From Project
North	I-15 Frontage Roads	10%	25%
	Digital Drive	5%	5%
	Triumph Boulevard	10%	10%
South	I-15 Frontage Roads	15%	20%
	Triumph Boulevard	20%	20%
East	Timpanogos Hwy	10%	10%
West	Timpanogos Hwy	30%	10%

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. Since there are potential connections between Ridge Drive and Digital Drive with the neighboring development to the southwest, separate trip assignments were completed for 2023 and 2028 conditions. Trip assignment for the development is shown in Figure 3.

E. Access

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

Ridge Drive:

- Access A1 will be located approximately 300 feet east of the Ridge Drive / Digital Drive intersection. It will access the project on the north side of Ridge Drive. It is anticipated that the access will be stop-controlled.
- Access A2 will be located approximately 650 feet east of the Ridge Drive / Digital Drive intersection. It will access the project on both sides of Ridge Drive. It is anticipated that the access will be stop-controlled. The southern leg of the approach was assumed to be a connection to Digital Drive in the future (2028) conditions.
- Access A3 will be located approximately 900 feet east of the Ridge Drive / Digital Drive intersection. It will access the project on the south side of Ridge Drive. It is anticipated that the access will be stop-controlled.
- Access A4 will be located approximately 750 feet west of the Ridge Drive / Triumph Boulevard intersection. It will access the project on the south side of Ridge Drive. It is anticipated that the access will be stop-controlled. The southern leg of the approach was assumed to be a connection to Digital Drive in the future (2028) conditions.
- Access A5 will be located approximately 200 feet west of the Ridge Drive / Triumph Boulevard intersection. It will access the project on the south side of Ridge Drive directly across from the Hilton Garden Inn access. It is anticipated that the access will be stop-controlled.

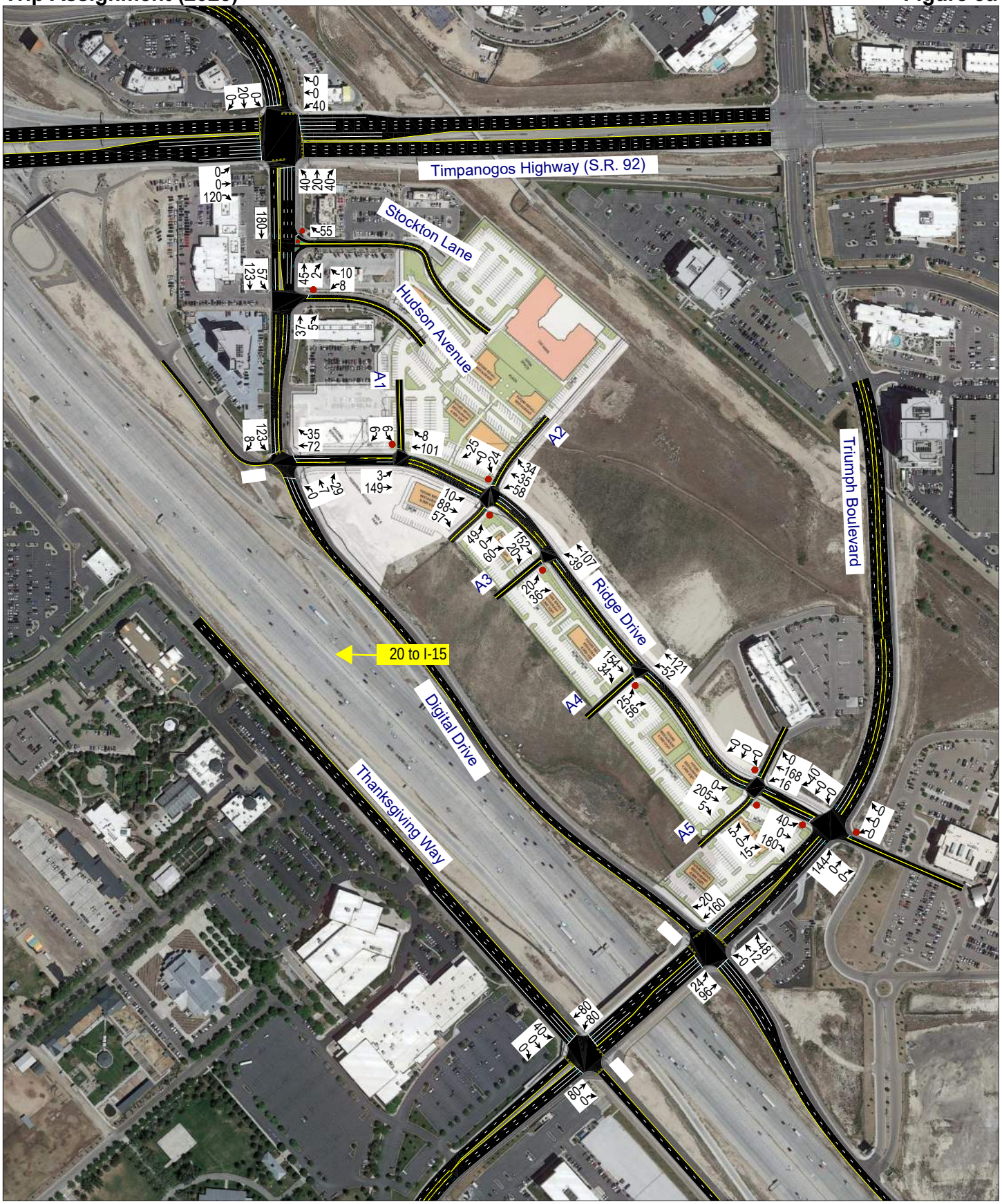
F. Auxiliary Lanes

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

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. Based on these guidelines and the anticipated project traffic, it may be beneficial to stripe a two-way left-turn lane (TWLTL) along Ridge Drive, since most access points are anticipated to meet, or be close to meeting, that guideline. With the existing roadway width of approximately 34 feet, a TWLTL along Ridge Drive will require more narrow lanes. The A2 access is also anticipated to meet the guideline for a westbound right-turn lane.

Lehi Point Ridge Holdings TIS
Trip Assignment (2023)

Morning Peak Hour
Figure 3a



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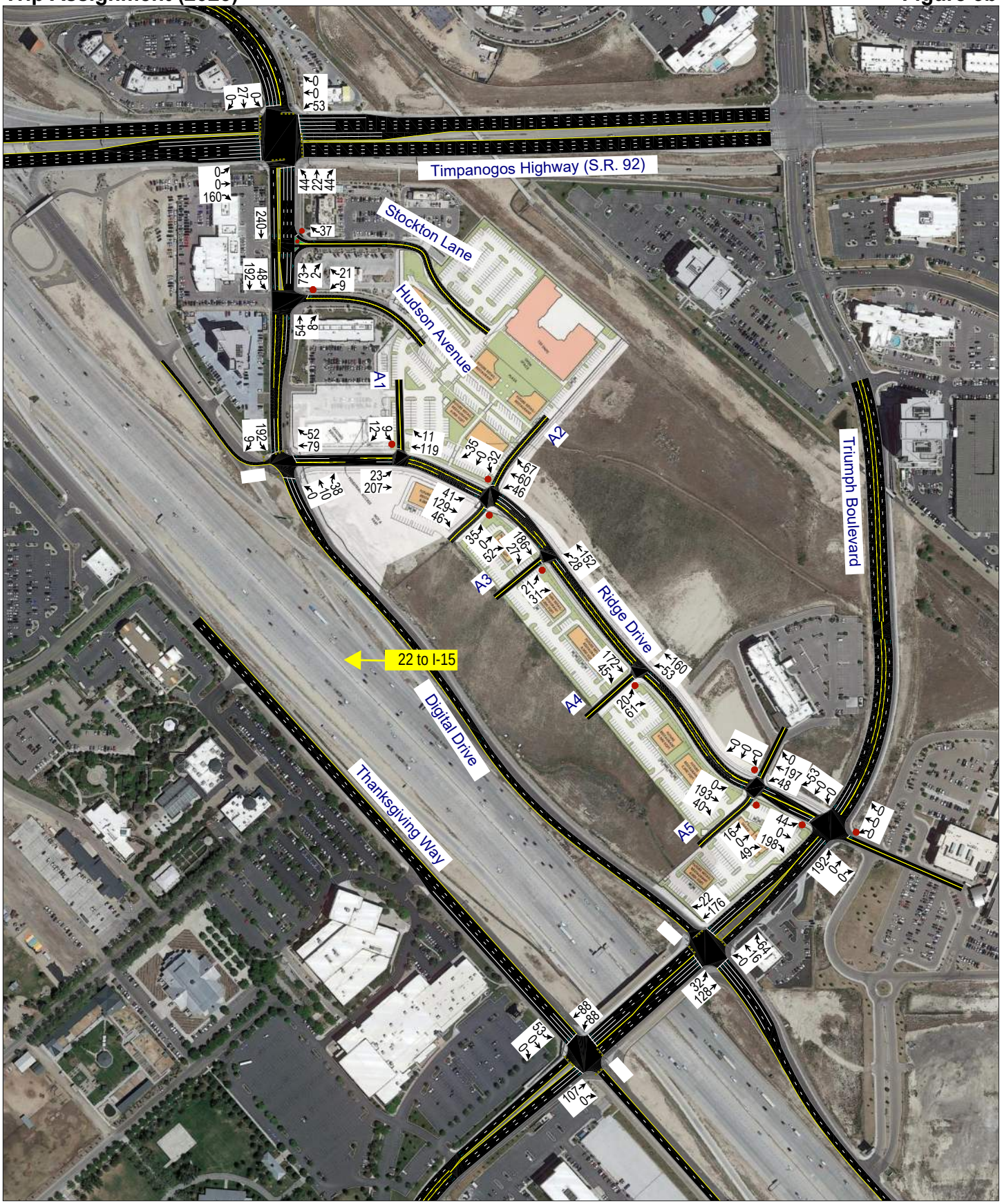
Lehi Point Ridge Holdings TIS
Trip Assignment (2023)

Evening Peak Hour
Figure 3b



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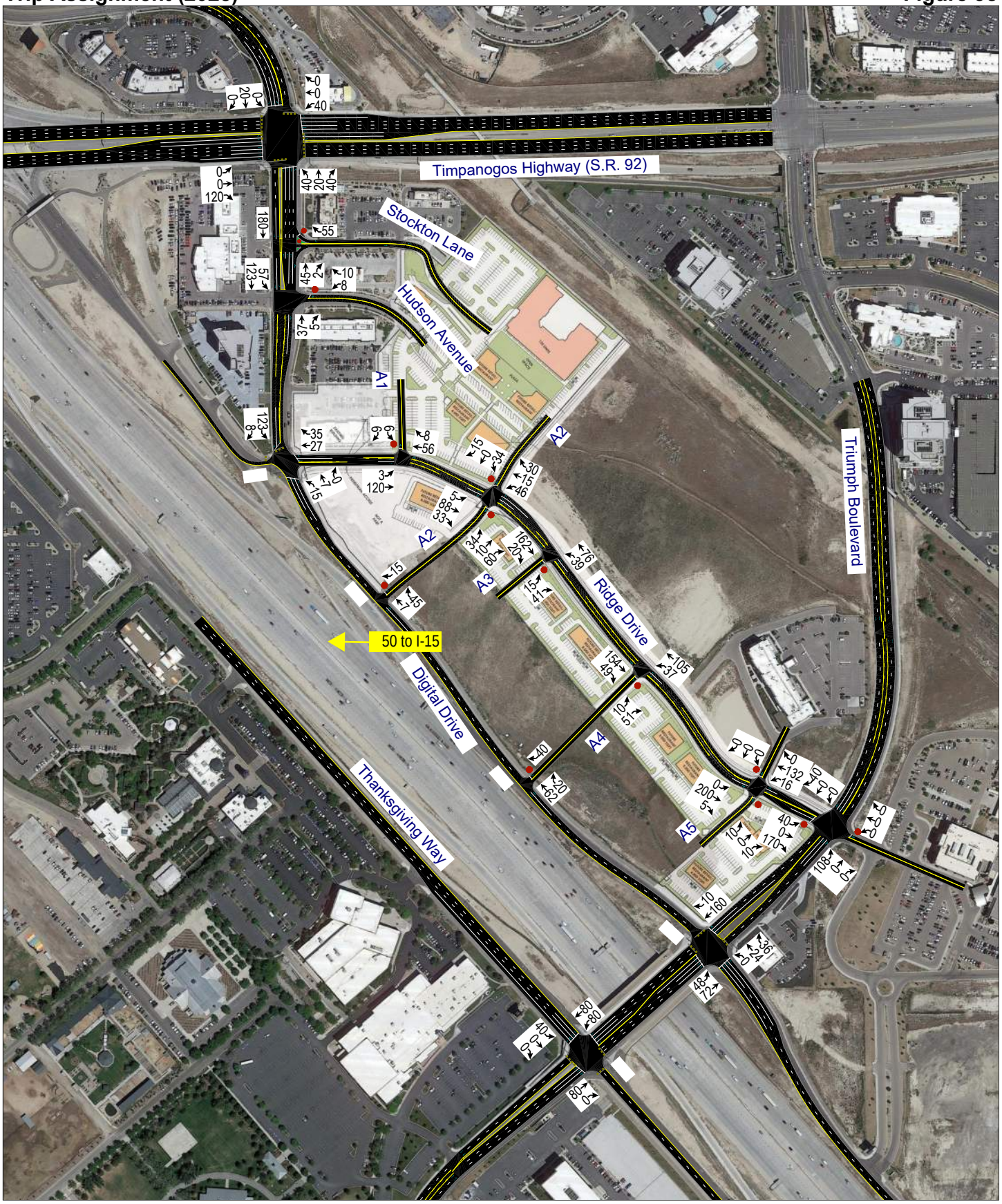
Lehi Point Ridge Holdings TIS
Trip Assignment (2028)

Morning Peak Hour
Figure 3c



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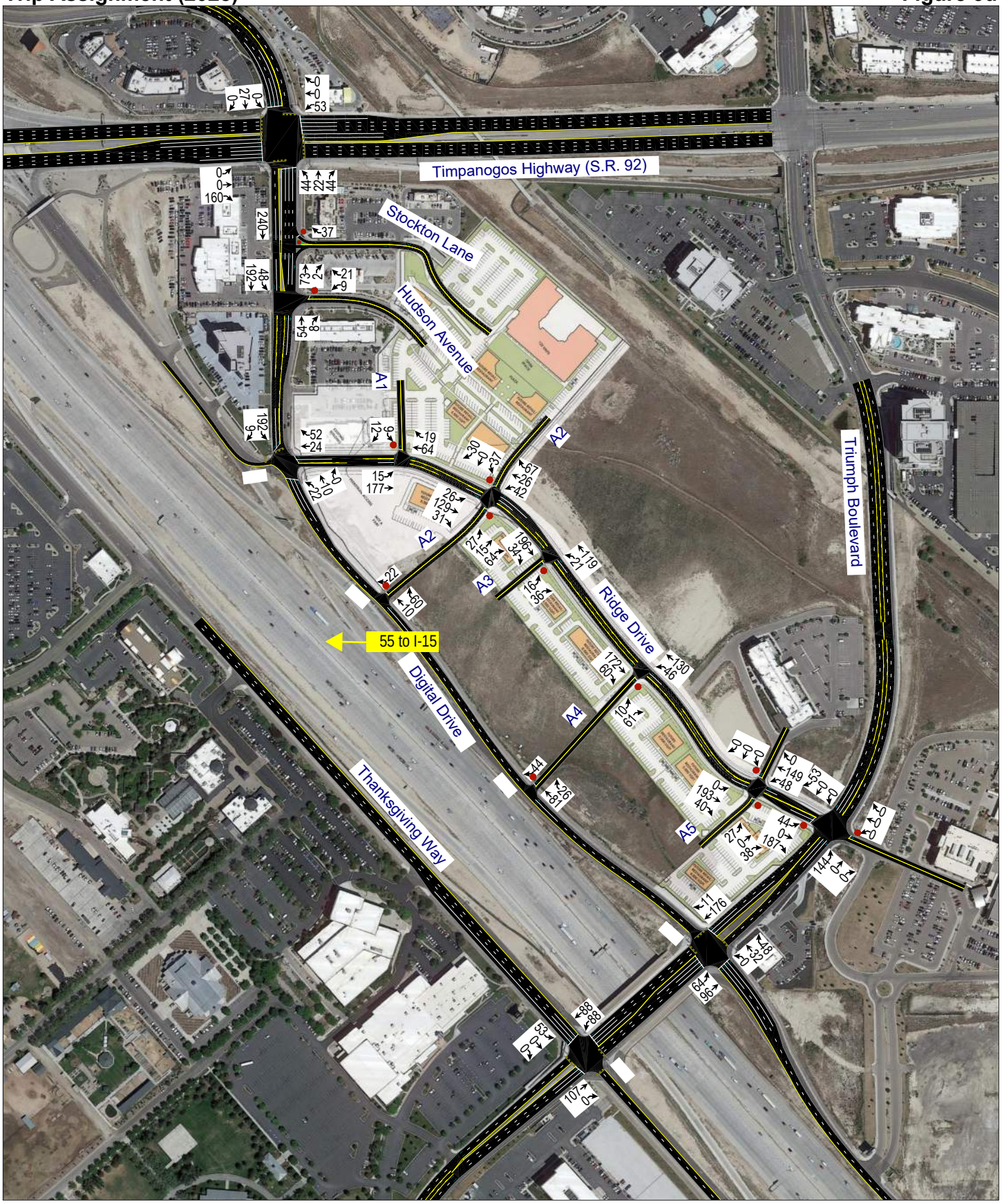
Lehi Point Ridge Holdings TIS
Trip Assignment (2028)

Evening Peak Hour
Figure 3d



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IV. EXISTING (2023) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2023) background traffic volumes to predict turning movement volumes for the morning and evening peak hour in existing (2023) plus project condition, which are shown in Figure 4.

C. Level of Service Analysis

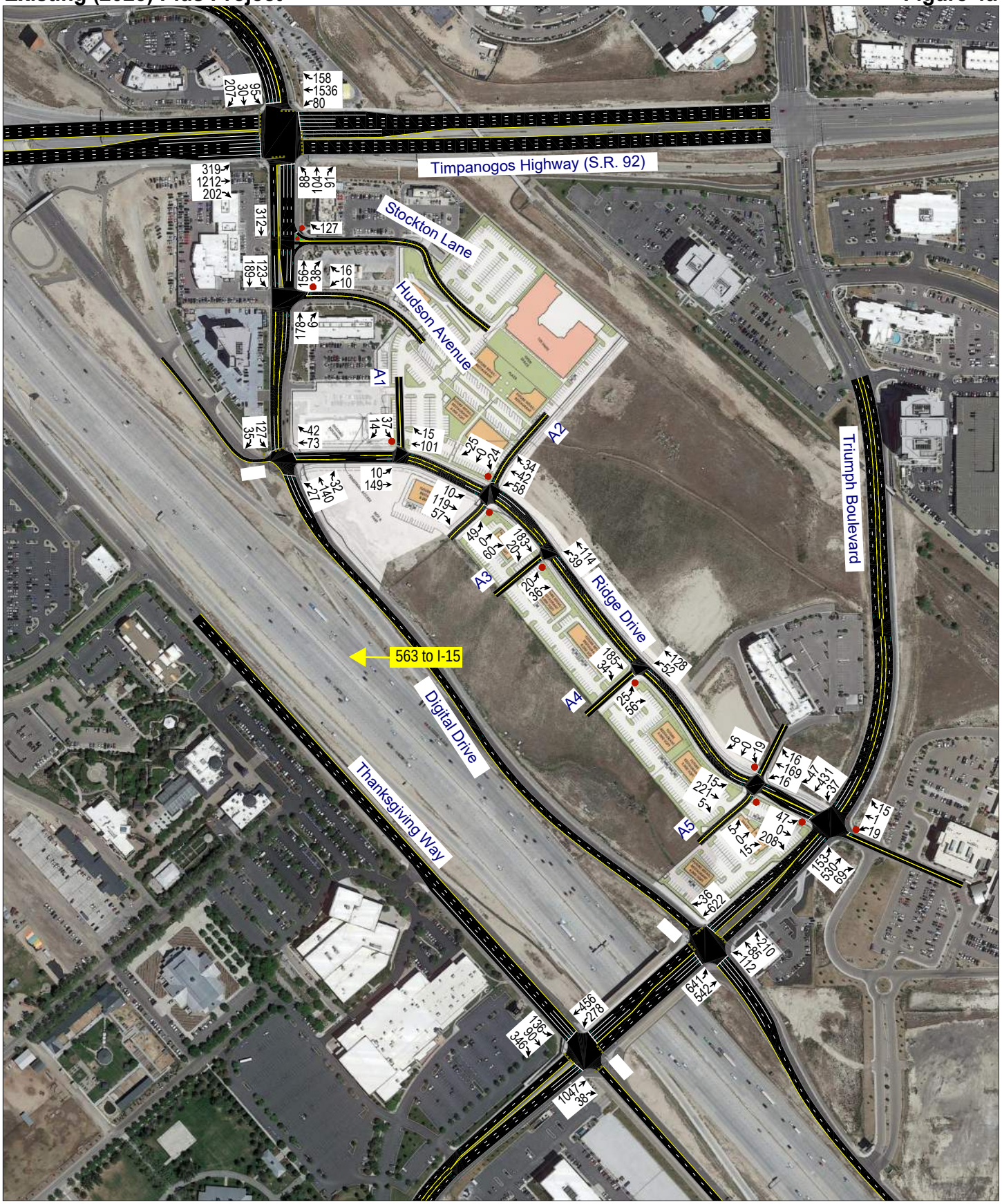
Hales Engineering determined that the Ridge Drive / Triumph Boulevard intersection is anticipated to operate at a poor level of service during the evening peak hour with project traffic added, as shown in Table 6.

Table 6: Existing (2023) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (23.0)	C (27.3)
Stockton Lane / Digital Drive	WB Stop	a (1.2) / WBR	a (1.3) / WBR
Hudson Avenue / Digital Drive	WB Stop	b (11.6) / WBL	c (19.5) / WBL
Ridge Drive / Digital Drive	Signal	A (4.5)	A (5.2)
Ridge Drive / Triumph Boulevard	EB/WB Stop	d (29.1) / WBL	f (>50) / WBL
Digital Drive / Triumph Boulevard	Signal	B (16.3)	C (23.9)
Thanksgiving Way / Triumph Boulevard	Signal	B (19.9)	C (29.5)
A1 Access / Ridge Drive	SB Stop	a (5.8) / SBL	a (7.0) / SBL
A2 Access / Ridge Drive	NB/SB Stop	a (6.3) / NBL	a (7.4) / SBL
A3 Access / Ridge Drive	NE Stop	a (6.3) / NEL	a (6.6) / NEL
A4 Access / Ridge Drive	NE Stop	a (6.5) / NEL	a (7.4) / NEL
A5 Access / Ridge Drive	NB/SB Stop	a (7.1) / NBL	b (10.8) / 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, June 2023


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
563 to I-15
A1
A2
A3
A4
A5
319 1212 202
95 30 207
158 1536 80
88 104 61
312
127
123 189
156 38 16 10
178 6
127 35
42 73
37 14
15 101
25 0 24
34 42 58
10 149
32 40 27
10 119 57
49 0 60
183 20
114 39
20 36
185 34
128 52
25 56
6 0 19
16 169 16
47 431 31
15 221 5
47 0 208
5 0 15
15 1 19
153 530 69
36 822
210 85 112
641 542
456 278
136 90 346
1047 38


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Triumph Boulevard
Ridge Drive
Digital Drive
Thanksgiving Way
742 to I-15
A1
A2
A3
A4
A5
604 252 77
104 1721 133
222 1991 249
113 76 226
459
141
164 295
274 43 35 16
282 24
208 62
67 81
51 29
49 119
35 0 32
67 98 46
42 207
41 160 14
41 171 46
35 0 52
228 276
190 28
21 31
214 45
20 61
198 33
10 0 22
24 225 48
67 807 12
10 225 40
47 0 249
16 0 49
39 74
227 419 20
146 984
156 206 66
605 510
597 463
153 472 113
962 198

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths of approximately 300 feet are anticipated on the westbound approach of the Ridge Dr. / Triumph Blvd. intersection during the evening peak hour.

E. Mitigation Measures

According to the Utah Manual on Uniform Traffic Control Devices (MUTCD), the Ridge Drive / Triumph Boulevard intersection is anticipated to be close to meeting peak hour signal warrants during the evening peak hour. The intersection should be monitored against signal warrants as developments are constructed in the vicinity. Since there are no other reasonable mitigation measures that can alleviate the significant queuing on the eastbound and westbound approaches, a signal is recommended at this location

With a signal at this intersection, permissive/protected phasing is anticipated to be warranted for the left-turn movements on the northbound approach. There may be a sight distance issue for right-turning vehicles from the eastbound approach looking up the hill on Triumph Boulevard. To remain conservative, it was assumed that right turns would not be allowed on red. A mitigated scenario was analyzed, and the LOS results are shown in Table 7.

Table 7: Existing (2023) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (23.3)	C (27.2)
Stockton Lane / Digital Drive	WB Stop	a (1.1) / WBR	a (1.4) / WBR
Hudson Avenue / Digital Drive	WB Stop	a (9.0) / WBL	c (18.1) / WBL
Ridge Drive / Digital Drive	Signal	A (4.8)	A (5.0)
Ridge Drive / Triumph Boulevard	Signal	A (7.5)	B (18.9)
Digital Drive / Triumph Boulevard	Signal	B (16.2)	C (25.0)
Thanksgiving Way / Triumph Boulevard	Signal	B (20.0)	C (31.0)
A1 Access / Ridge Drive	SB Stop	a (5.5) / SBL	a (6.7) / SBL
A2 Access / Ridge Drive	NB/SB Stop	a (6.2) / NBL	a (7.3) / SBL
A3 Access / Ridge Drive	NE Stop	a (6.0) / NEL	a (6.8) / NEL
A4 Access / Ridge Drive	NE Stop	a (7.1) / NEL	a (7.0) / NEL
A5 Access / Ridge Drive	NB/SB Stop	a (8.1) / NBL	a (8.5) / 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, June 2023

V. FUTURE (2028) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2028) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no projects planned before 2028 in the study area. Therefore, no changes were made to the roadway network for the future (2028) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2028) forecasted volumes from the Wasatch Front Regional Council (WFRC) / MAG travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections.

Additionally, anticipated traffic volumes generated by the following nearby developments were added to the projected turning movement traffic volumes at the study intersections:

- Lehi Howland 14 Acres
- Lehi The Ridge (Office Portion)

Future (2028) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that the Ridge Drive / Triumph Boulevard intersection is anticipated to operate at a poor level of service during the morning and evening peak hours in future (2028) background conditions, as shown in Table 8.

E. Queuing Analysis

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

- Ridge Drive / Triumph Boulevard:
  - Eastbound: >500 feet (AM & PM)
  - Westbound: >500 feet (AM & PM)
- Thanksgiving Way / Triumph Boulevard:
  - Northeast-bound: >1,000 feet (AM)
  - Southeast-bound: >500 feet (AM)


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
765 to I-15
100
190
40
170
1690
110
300
1325
280
430
70
105
80
80
75
355
75
45
10
5
210
5
280
40
40
20
5
170
35
70
530
105
20
80
65
70
60
120
280
840
395
90
625
330
205
160
680
1185
485
300
500
80
305
1365
40

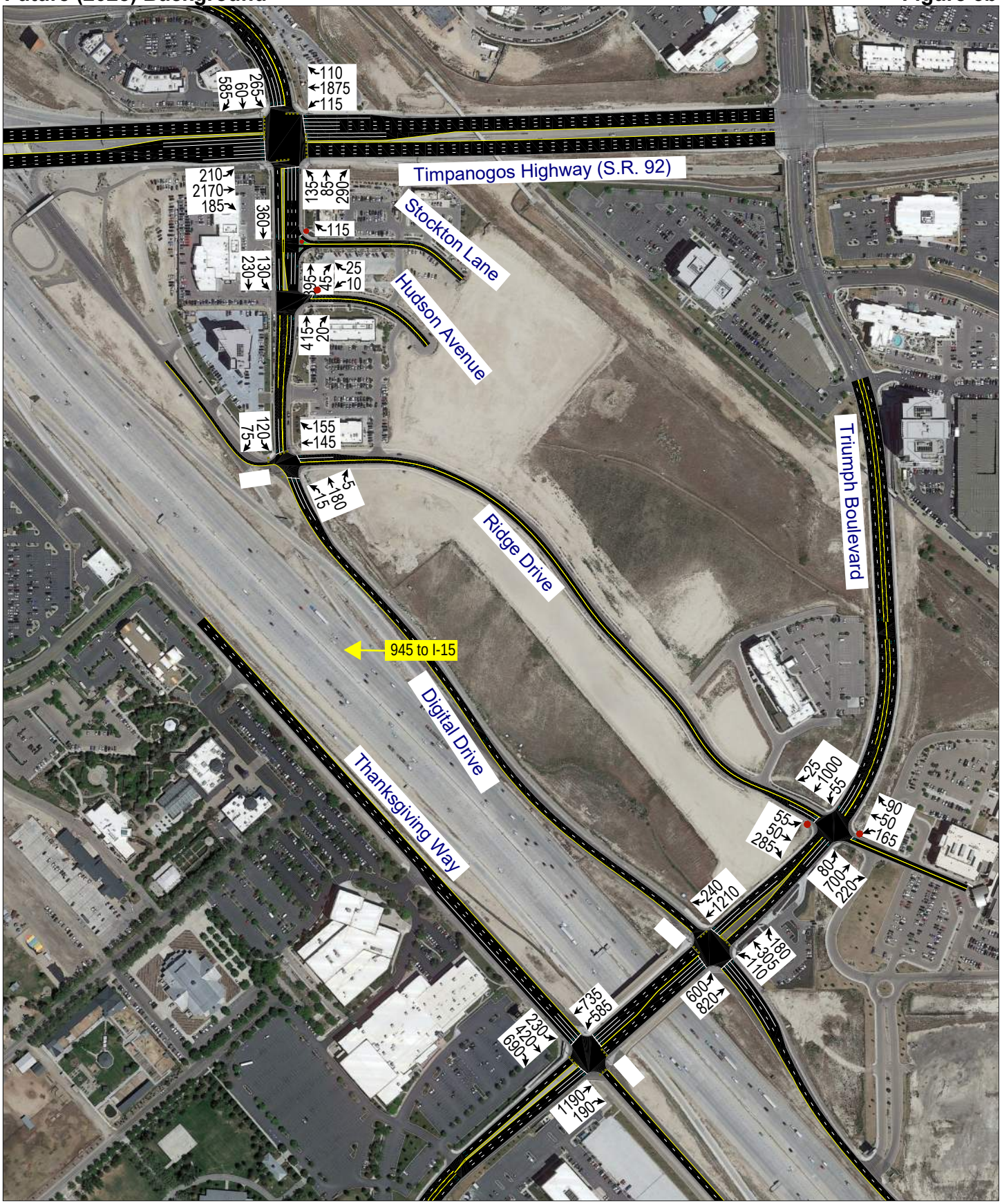

Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Ridge Drive
Triumph Boulevard
Digital Drive
Thanksgiving Way
945 to I-15
265
585
60
110
1875
115
210
2170
185
360
135
85
290
115
130
230
395
45
25
10
415
20
120
75
155
145
5
180
15
25
1000
55
55
50
285
90
50
165
80
700
220
240
1210
180
305
110
600
820
735
585
230
420
690
1190
190

Table 8: Future (2028) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (23.4)	C (28.0)
Stockton Lane / Digital Drive	WB Stop	a (1.0) / WBR	a (1.2) / WBR
Hudson Avenue / Digital Drive	WB Stop	a (8.8) / WBL	c (19.1) / WBL
Ridge Drive / Digital Drive	Signal	A (5.1)	A (4.3)
Ridge Drive / Triumph Boulevard	EB/WB Stop	f (>50) / EBT	f (>50) / WBT
Digital Drive / Triumph Boulevard	Signal	B (20.0)	C (22.0)
Thanksgiving Way / Triumph Boulevard	Signal	D (48.4)	D (35.2)

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, June 2023

F. Mitigation Measures

As recommended in the Existing (2023) Plus Project Conditions chapter, a signal is recommended at the Ridge Drive / Triumph Boulevard intersection. According to the Utah MUTCD, a signal is anticipated to be warranted in future (2028) background conditions with the completion of the nearby developments. Similarly to the previous chapter, it was conservatively assumed that right-turning vehicles on the eastbound approach would not be allowed to turn on red. Although permissive/protected phasing is not anticipated to be warranted on the northbound approach in background conditions, since it will be warranted in plus project conditions, it was assumed to be installed so that a similar comparison could be analyzed between the two conditions.

Additionally, due to excessive queuing, a restripe of the southeast-bound approach of the Thanksgiving Way / Triumph Boulevard intersection could be considered to change the dedicated through-lane to a through-left lane. This will allow for dual left-turn lanes and will improve the green time for Triumph Boulevard.

A mitigated scenario was analyzed with these improvements and the LOS results are shown in Table 9. Queuing on the northeast-bound approach of the Thanksgiving Way / Triumph Boulevard intersection is anticipated to be reduced to approximately 600-700 feet during the morning and evening peak hours. These results serve as a baseline condition for the impact analysis of the proposed development for future (2028) conditions.

Table 9: Future (2028) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (23.8)	C (28.8)
Stockton Lane / Digital Drive	WB Stop	a (1.0) / WBR	a (1.4) / WBR
Hudson Avenue / Digital Drive	WB Stop	b (10.2) / WBL	c (19.6 / WBL
Ridge Drive / Digital Drive	Signal	A (4.0)	A (4.4)
Ridge Drive / Triumph Boulevard	Signal	B (15.3)	C (22.4)
Digital Drive / Triumph Boulevard	Signal	C (21.6)	C (23.3)
Thanksgiving Way / Triumph Boulevard	Signal	C (30.7)	D (40.6)

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

Source: Hales Engineering, June 2023

VI. FUTURE (2028) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2028) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

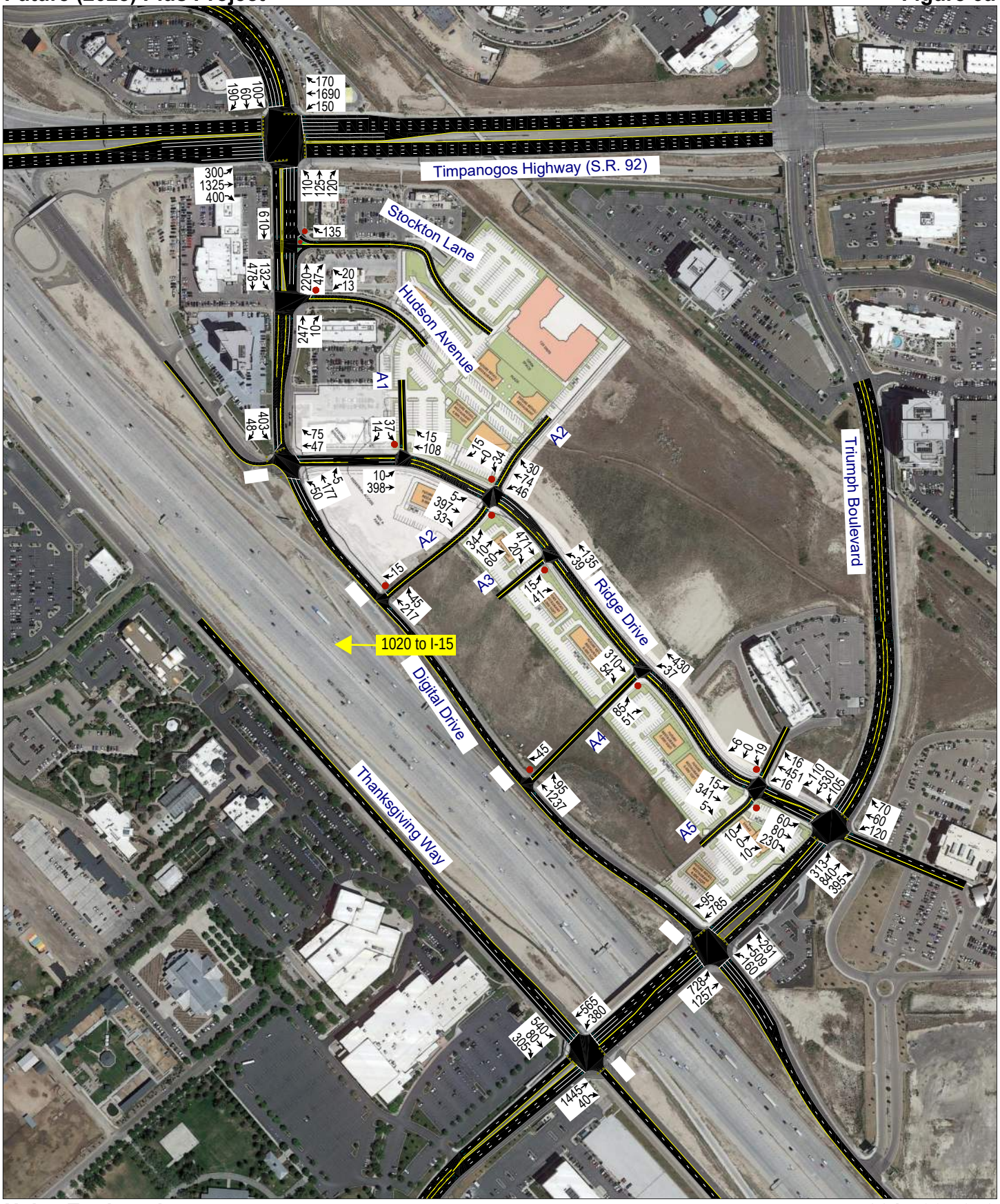
Hales Engineering added the project trips discussed in Chapter III to the future (2028) background traffic volumes to predict turning movement volumes for future (2028) plus project conditions. Some background trips were rerouted to the A4 Access connection to the I-15 NB onramp instead of going around along Triumph Boulevard. Future (2028) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the Thanksgiving Way / Triumph Boulevard intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2028) plus project conditions, as shown in Table 10.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are anticipated during the evening peak hour at the Thanksgiving Way / Triumph Boulevard intersection on all approaches, that occasionally back up and block upstream intersections.


Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Triumph Boulevard
Ridge Drive
Digital Drive
Thanksgiving Way
1020 to I-15
A1
A2
A3
A4
A5
A6

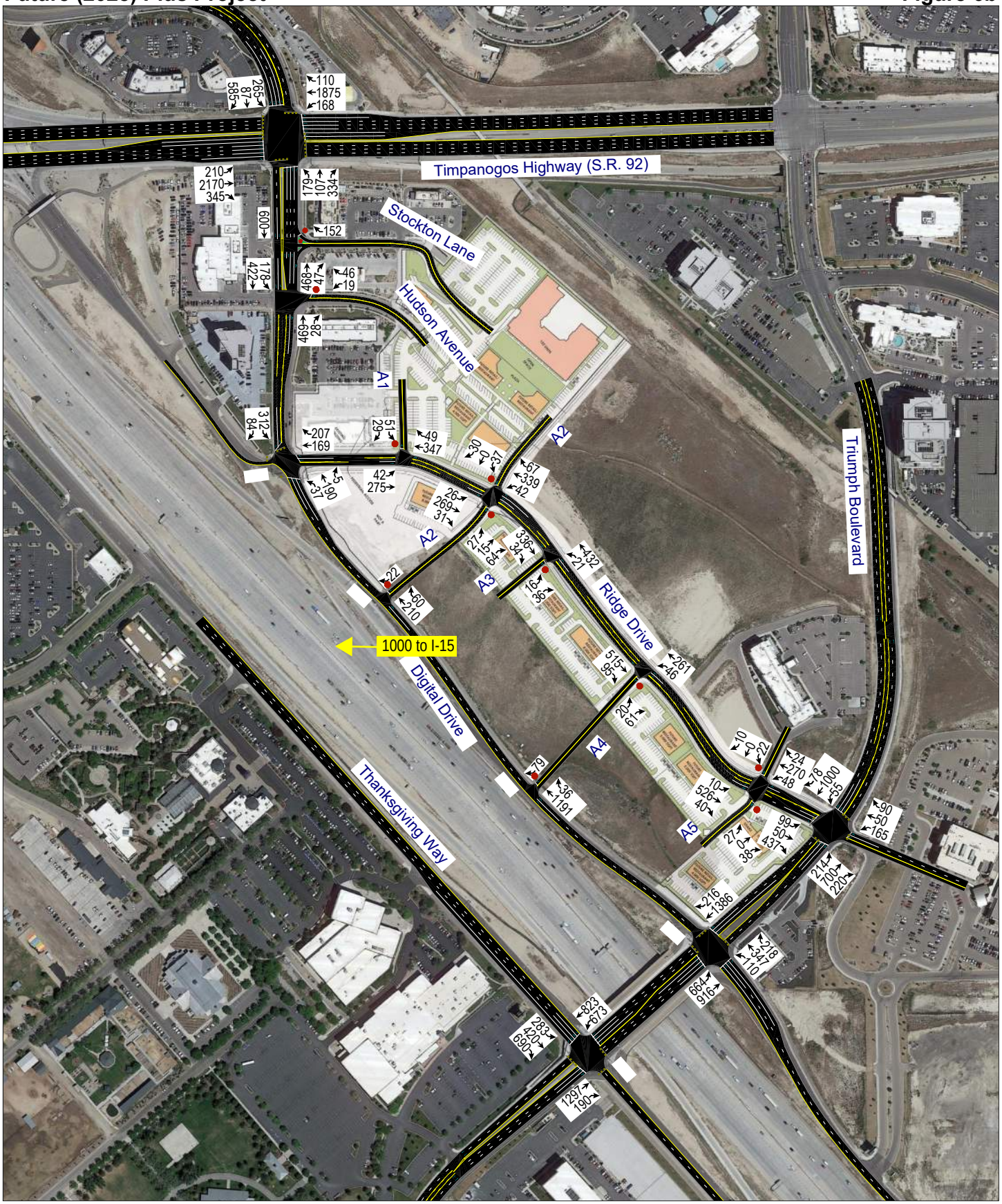

Timpanogos Highway (S.R. 92)
Stockton Lane
Hudson Avenue
Triumph Boulevard
Ridge Drive
Digital Drive
Thanksgiving Way
1000 to I-15
A1
A2
A2
A3
A4
A5

Table 10: Future (2028) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (25.2)	C (30.0)
Stockton Lane / Digital Drive	WB Stop	a (1.2) / WBR	a (1.5) / WBR
Hudson Avenue / Digital Drive	WB Stop	c (17.7) / WBL	d (31.3) / WBL
Ridge Drive / Digital Drive	Signal	B (12.2)	B (14.7)
Ridge Drive / Triumph Boulevard	Signal	B (18.6)	C (31.0)
Digital Drive / Triumph Boulevard	Signal	C (32.2)	C (29.2)
Thanksgiving Way / Triumph Boulevard	Signal	C (33.9)	E (76.9)
A1 Access / Ridge Drive	SB Stop	a (7.9) / SBL	a (9.4) / SBL
A2 Access / Ridge Drive	NB/SB Stop	a (9.6) / NBT	b (11.1) / NBT
A3 Access / Ridge Drive	NE Stop	a (9.2) / NEL	b (10.2) / NEL
A4 Access / Ridge Drive	NE Stop	b (11.6) / NEL	b (12.2) / NEL
A5 Access / Ridge Drive	NB/SB Stop	b (10.1) / SBL	c (20.5) / SBL
A4 Access / Digital Drive	SW Stop	b (10.9) / SWR	b (11.3) / SWR
A2 Access / Digital Drive	SW Stop	a (4.6) / SWR	a (4.8) / SWR

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, June 2023

E. Mitigation Measures

Since right turns are not allowed on red for the southeast-bound approach of the Thanksgiving Way / Triumph Boulevard intersection, it is recommended that the approach be dedicated to a single right-turn lane and that an overlap phase be installed that allows the southeast-bound rights to run simultaneously with the northeast-bound through-movement.

A mitigated scenario with this improvement was analyzed and the LOS results are shown in Table 11. No significant queueing is anticipated. The overlap phase is not needed during the morning peak hour, but the mitigated analysis did ensure that the intersection could function with only a single right-turn lane.

It should be noted that the 2100 North freeway is anticipated to be completed by approximately the year 2028, which will alleviate much of the traffic on Triumph Boulevard south of I-15. For this reason, all mitigations measures in the report are signal phasing and striping changes only. No infrastructure improvements are recommended that might quickly become unneeded in the future.

Table 11: Future (2028) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Digital Drive / Timpanogos Highway (S.R. 92)	Signal	C (25.4)	C (30.6)
Stockton Lane / Digital Drive	WB Stop	a (1.2) / WBR	a (1.4) / WBR
Hudson Avenue / Digital Drive	WB Stop	c (15.6) / WBL	d (34.9) / WBL
Ridge Drive / Digital Drive	Signal	B (12.5)	B (14.6)
Ridge Drive / Triumph Boulevard	Signal	C (22.5)	C (29.9)
Digital Drive / Triumph Boulevard	Signal	C (30.4)	C (26.7)
Thanksgiving Way / Triumph Boulevard	Signal	C (34.7)	D (38.1)
A1 Access / Ridge Drive	SB Stop	a (8.0) / SBL	a (10.0) / SBL
A2 Access / Ridge Drive	NB/SB Stop	a (9.9) / NBL	b (11.6) / NBT
A3 Access / Ridge Drive	NE Stop	a (9.1) / NEL	a (9.9) / NEL
A4 Access / Ridge Drive	NE Stop	b (12.3) / NEL	b (12.5) / NEL
A5 Access / Ridge Drive	NB/SB Stop	b (14.4) / SBL	c (19.4) / SBL
A4 Access / Digital Drive	SW Stop	b (10.1) / SWR	c (15.2) / SWR
A2 Access / Digital Drive	SW Stop	a (4.6) / SWR	a (4.4) / SWR

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, June 2023

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2028) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 12. Intersections shown in Table 12 include new intersections and existing intersections that have recommended storage length changes.

Table 12: Recommended Storage Lengths

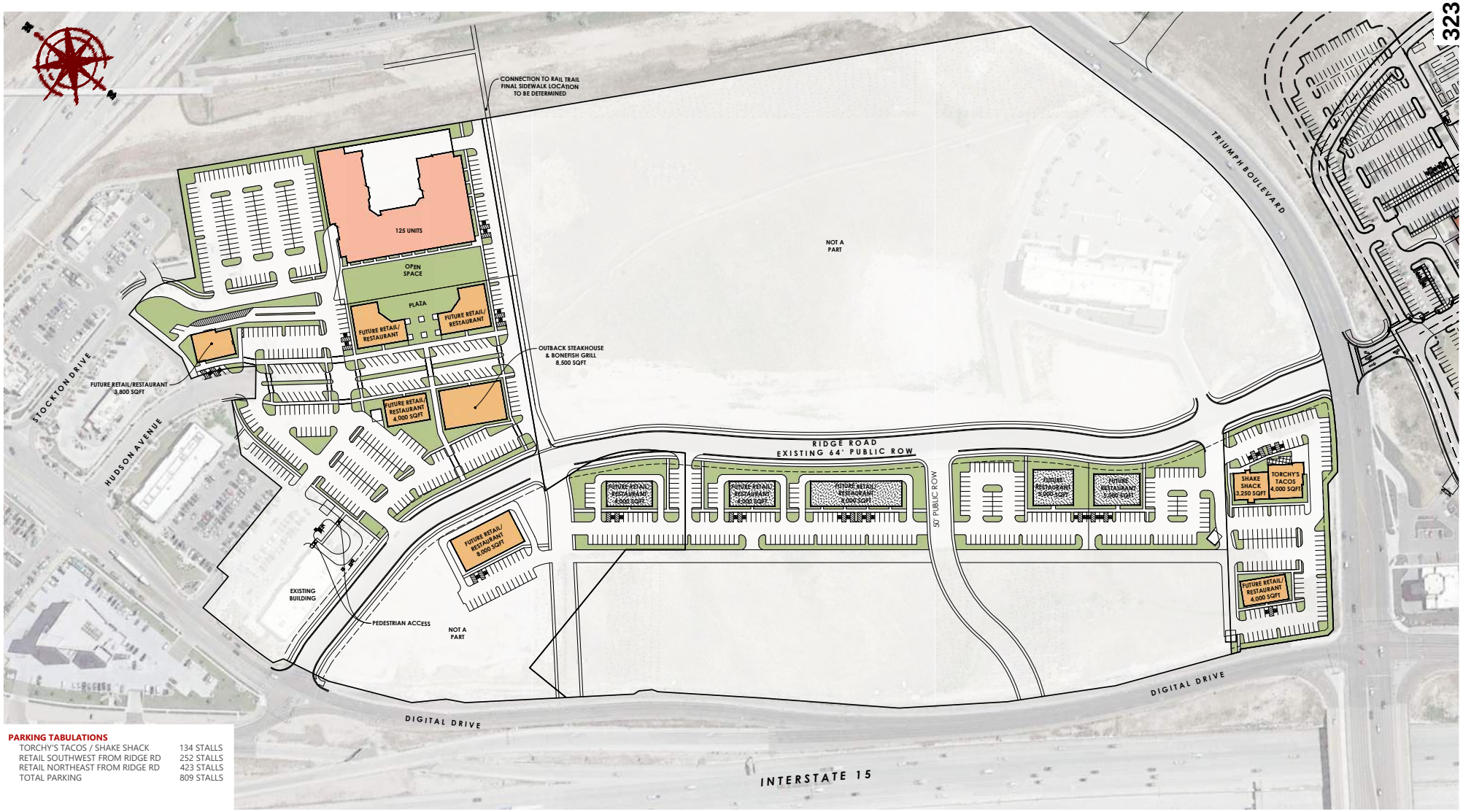
	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
5	Ridge Drive / Triumph Boulevard	100	**225**	-	-	100	**175**	-	-	-	**100**	-	**225**	-	**100**	-	-
8	A1 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	**100**	-	-	-	-	-	-
9	A2 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	**100**	-	-	-	**100**	-	**100**
10	A3 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	**100**	-	-
11	A4 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	**100**	-	-
12	A5 Access / Ridge Drive	-	-	-	-	-	-	-	-	-	**100**	-	-	-	**50**	-	-

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2023

APPENDIX A

Site Plan



PARKING TABULATIONS

TORCHY'S TACOS / SHAKE SHACK	134 STALLS
RETAIL SOUTHWEST FROM RIDGE RD	252 STALLS
RETAIL NORTHEAST FROM RIDGE RD	423 STALLS
TOTAL PARKING	809 STALLS

GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.

LEHI POINTE master plan

LEHI CITY, UTAH COUNTY
12/6/2022
22-0257

FOCUS ENGINEERING AND SURVEYING, LLC

Z:\...2022\22-0257 Lehi Pointe\Design\22-0257\Civil\Concepts\22-0257 Lehi Pointe Master Plan 11.mxd

APPENDIX B

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

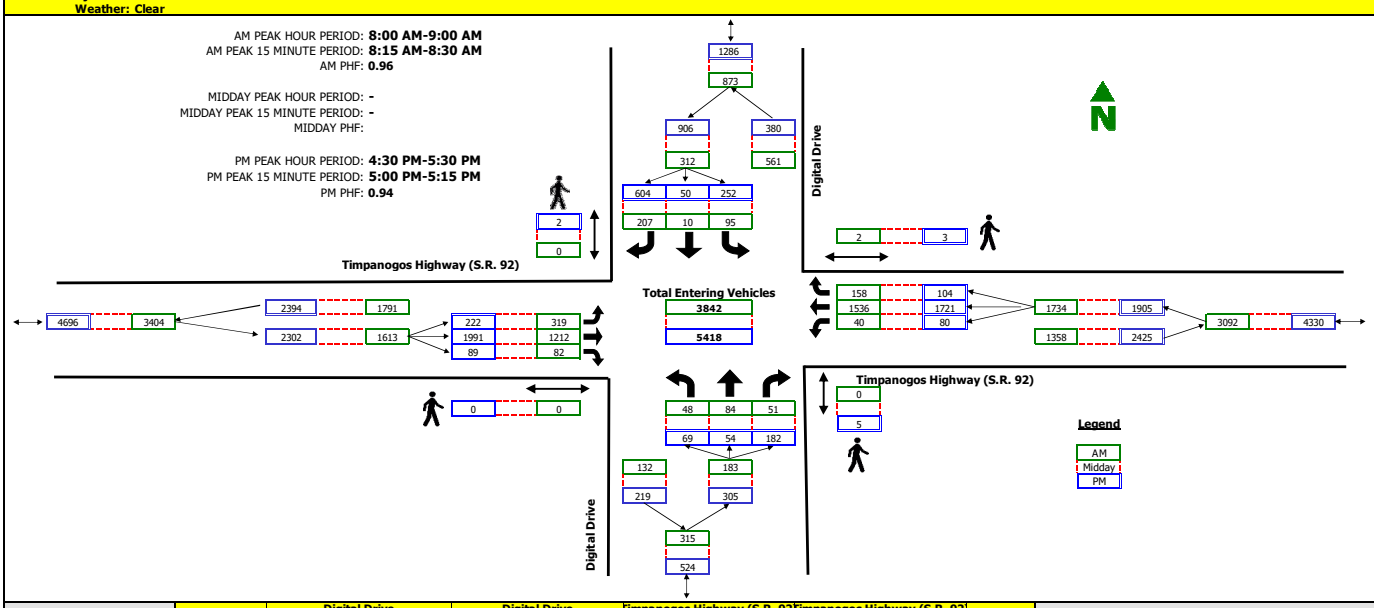
Intersection: Digital Drive / Timpanogos Highway (S.R. 92)
North/South: Digital Drive
East/West: Timpanogos Highway (S.R. 92)
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.96**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.94**



RAW COUNT SUMMARIES	Digital Drive Northbound				Digital Drive Southbound				Timpanogos Highway (S.R. 92) Eastbound				Timpanogos Highway (S.R. 92) Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	8	4	0	2	0	26	0	46	162	5	0	1	285	17	1	559
7:15 - 7:30	6	10	5	0	20	2	47	0	40	212	8	0	4	341	21	0	716
7:30 - 7:45	3	16	5	1	17	3	59	0	86	304	14	0	7	387	17	0	918
7:45 - 8:00	12	22	10	0	25	3	46	0	80	383	13	0	7	363	34	1	998
8:00 - 8:15	8	19	7	0	20	4	59	0	77	317	19	0	6	385	34	1	955
8:15 - 8:30	18	20	9	0	25	1	50	0	64	289	25	0	14	428	57	1	1000
8:30 - 8:45	9	18	15	0	19	3	50	0	97	296	26	0	7	345	28	0	913
8:45 - 9:00	13	27	20	0	31	2	48	0	81	310	12	0	13	378	39	0	974

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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	27	12	42	2	36	9	123	0	54	444	23	0	27	391	22	0	1210
16:15 - 16:30	19	17	26	2	58	5	127	0	61	419	19	0	17	388	19	3	1175
16:30 - 16:45	9	12	54	3	55	10	152	1	43	491	21	0	22	462	24	0	1355
16:45 - 17:00	21	17	33	1	64	12	144	1	52	442	19	0	14	367	25	2	1210
17:00 - 17:15	20	10	45	0	52	18	185	0	52	563	23	0	16	431	26	0	1441
17:15 - 17:30	19	15	50	1	81	10	123	0	75	495	26	0	28	461	29	1	1412
17:30 - 17:45	21	20	41	0	57	4	92	0	65	552	28	0	21	398	25	0	1324
17:45 - 18:00	25	27	61	0	46	13	110	0	77	502	29	0	35	297	30	0	1252

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

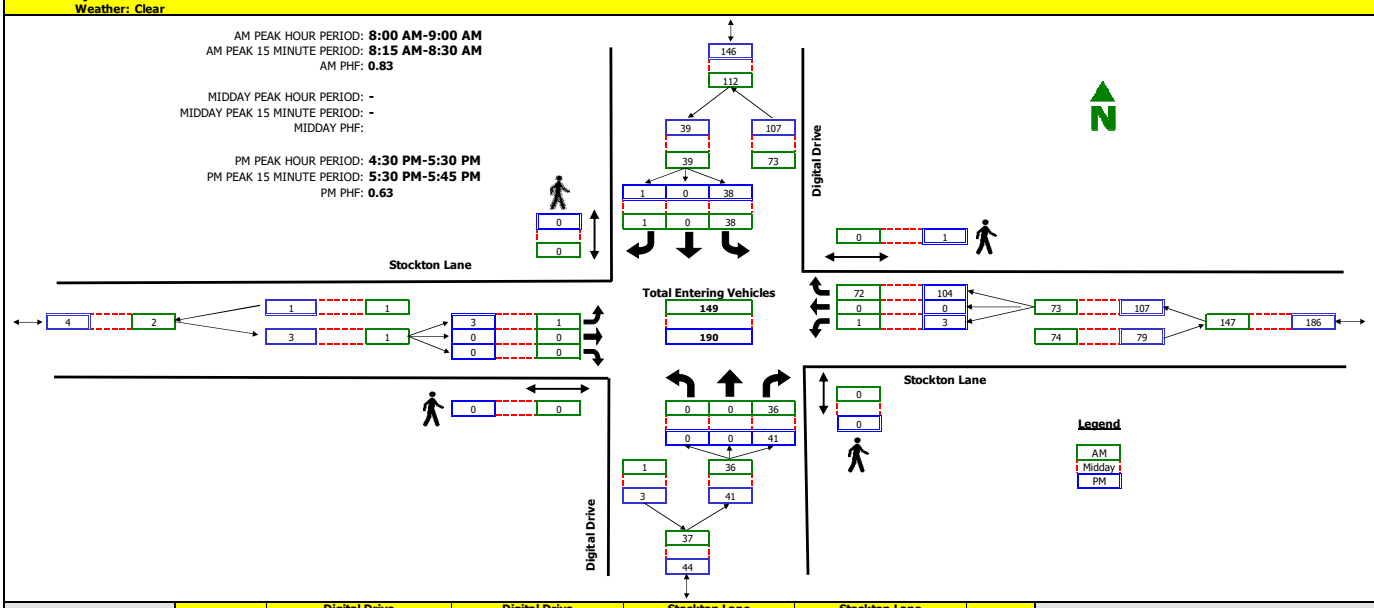
Intersection: Digital Drive / Stockton Lane
North/South: Digital Drive
East/West: Stockton Lane
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.83**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:30 PM-5:45 PM**
PM PHF: **0.63**



RAW COUNT SUMMARIES	Digital Drive Northbound				Digital Drive Southbound				Stockton Lane Eastbound				Stockton Lane Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	4	0	3	0	0	0	0	0	0	0	1	0	5	0	13
7:15 - 7:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7	0	11
7:30 - 7:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	8
7:45 - 8:00	0	0	4	0	8	0	0	0	0	0	0	0	1	0	13	0	26
8:00 - 8:15	0	0	5	0	7	0	0	0	0	0	0	0	0	0	10	0	22
8:15 - 8:30	0	0	12	0	10	0	0	0	0	0	0	0	0	0	23	0	45
8:30 - 8:45	0	0	12	0	13	0	1	0	1	0	0	0	1	0	17	0	45
8:45 - 9:00	0	0	7	0	8	0	0	0	0	0	0	0	0	0	22	0	37

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	8	0	16	0	2	0	1	0	0	0	0	0	22	0	49
16:15 - 16:30	0	0	7	0	8	0	2	0	2	0	0	0	0	0	26	0	45
16:30 - 16:45	0	0	7	0	10	0	0	0	2	0	0	0	2	0	28	0	49
16:45 - 17:00	0	0	8	0	9	0	1	0	0	0	0	0	0	0	21	0	39
17:00 - 17:15	0	0	14	0	12	0	0	0	1	0	0	0	1	0	35	1	63
17:15 - 17:30	0	0	12	0	7	0	0	0	0	0	0	0	0	0	20	0	39
17:30 - 17:45	0	0	17	0	17	0	1	0	0	0	0	0	0	0	40	0	75
17:45 - 18:00	0	0	12	0	15	0	0	0	0	0	0	0	0	0	39	0	66

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

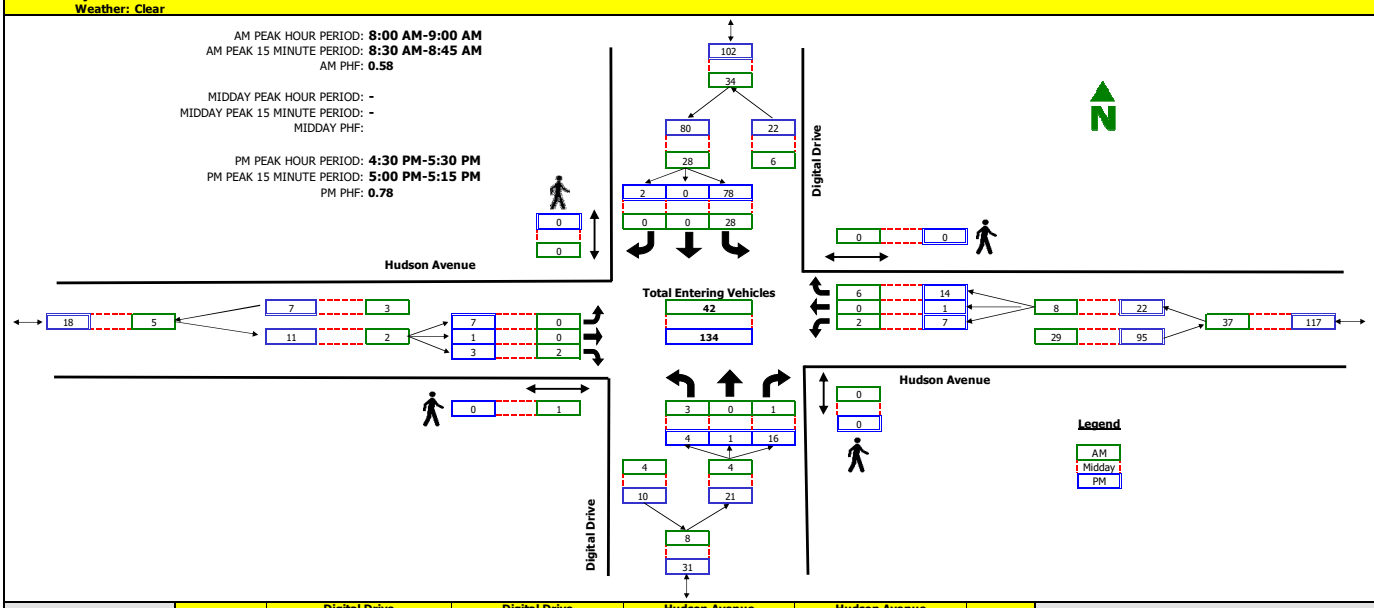
Intersection: Digital Drive / Hudson Avenue
North/South: Digital Drive
East/West: Hudson Avenue
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.58**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.78**



RAW COUNT SUMMARIES	Digital Drive Northbound				Digital Drive Southbound				Hudson Avenue Eastbound				Hudson Avenue Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	1	1	0	0	0	0	0	0	0	0	1	0	3
7:15 - 7:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3
7:30 - 7:45	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	8
7:45 - 8:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
8:00 - 8:15	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:15 - 8:30	0	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	11
8:30 - 8:45	1	0	0	0	9	0	0	0	0	0	2	1	1	0	5	0	18
8:45 - 9:00	2	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	6

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK 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	5	0	16	0	1	0	0	0	1	0	2	0	3	0	29
16:15 - 16:30	0	0	3	0	21	0	0	0	1	0	1	0	0	0	5	0	31
16:30 - 16:45	0	0	1	0	15	0	1	0	0	0	0	0	2	0	1	0	20
16:45 - 17:00	2	1	0	0	19	0	0	0	2	1	1	0	1	1	5	0	33
17:00 - 17:15	2	0	5	0	26	0	1	0	4	0	1	0	0	0	4	0	43
17:15 - 17:30	0	0	10	0	18	0	0	0	1	0	1	0	4	0	4	0	38
17:30 - 17:45	0	0	1	0	27	0	0	0	0	0	1	0	3	0	8	0	40
17:45 - 18:00	0	0	3	0	21	0	1	0	3	0	0	0	1	0	0	0	29

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

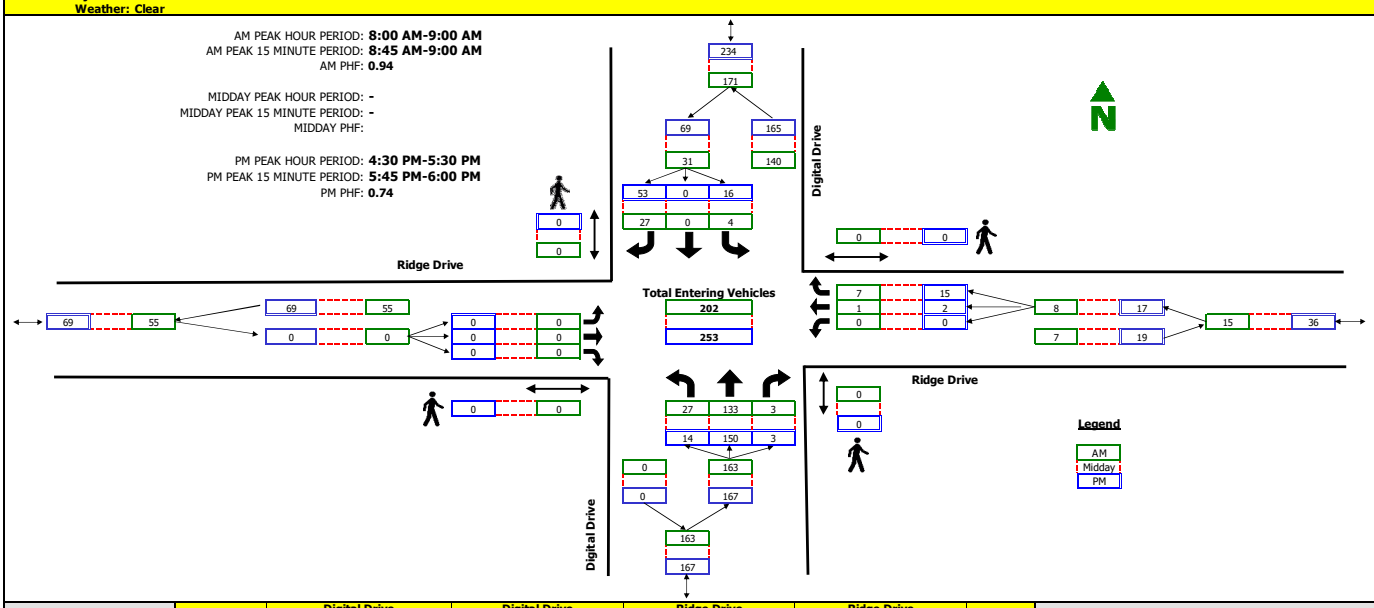
Intersection: Digital Drive / Ridge Drive
North/South: Digital Drive
East/West: Ridge Drive
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.94**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.74**



RAW COUNT SUMMARIES	Digital Drive Northbound				Digital Drive Southbound				Ridge Drive Eastbound				Ridge Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	14	0	0	2	0	1	0	0	0	0	0	0	0	1	0	19
7:15 - 7:30	2	16	0	0	0	0	2	0	0	0	0	0	0	0	1	0	21
7:30 - 7:45	3	17	0	0	4	0	4	0	0	0	0	0	0	0	3	0	31
7:45 - 8:00	3	37	0	0	1	0	3	0	0	0	0	0	0	0	2	0	46
8:00 - 8:15	8	37	0	0	1	0	5	0	0	0	0	0	0	0	0	0	51
8:15 - 8:30	3	33	0	0	2	0	6	0	0	0	0	0	0	0	3	0	47
8:30 - 8:45	8	29	2	0	0	0	10	0	0	0	0	0	0	0	1	0	50
8:45 - 9:00	8	34	1	0	1	0	6	0	0	0	0	0	0	1	3	0	54

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	17	1	2	1	0	10	0	0	0	0	0	0	1	2	0	34
16:15 - 16:30	0	27	2	1	3	0	8	0	0	0	0	0	0	1	3	1	44
16:30 - 16:45	2	26	0	0	3	0	18	0	0	0	0	0	0	0	2	0	51
16:45 - 17:00	4	38	1	0	3	0	5	0	0	0	0	0	0	1	5	0	57
17:00 - 17:15	6	36	1	0	6	0	20	0	0	0	0	0	0	0	3	0	72
17:15 - 17:30	2	50	1	0	4	0	10	0	0	0	0	0	0	1	5	0	73
17:30 - 17:45	9	42	1	0	1	0	15	0	0	0	0	0	0	0	5	0	73
17:45 - 18:00	19	48	1	0	5	0	12	0	0	0	0	0	0	0	1	0	86

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

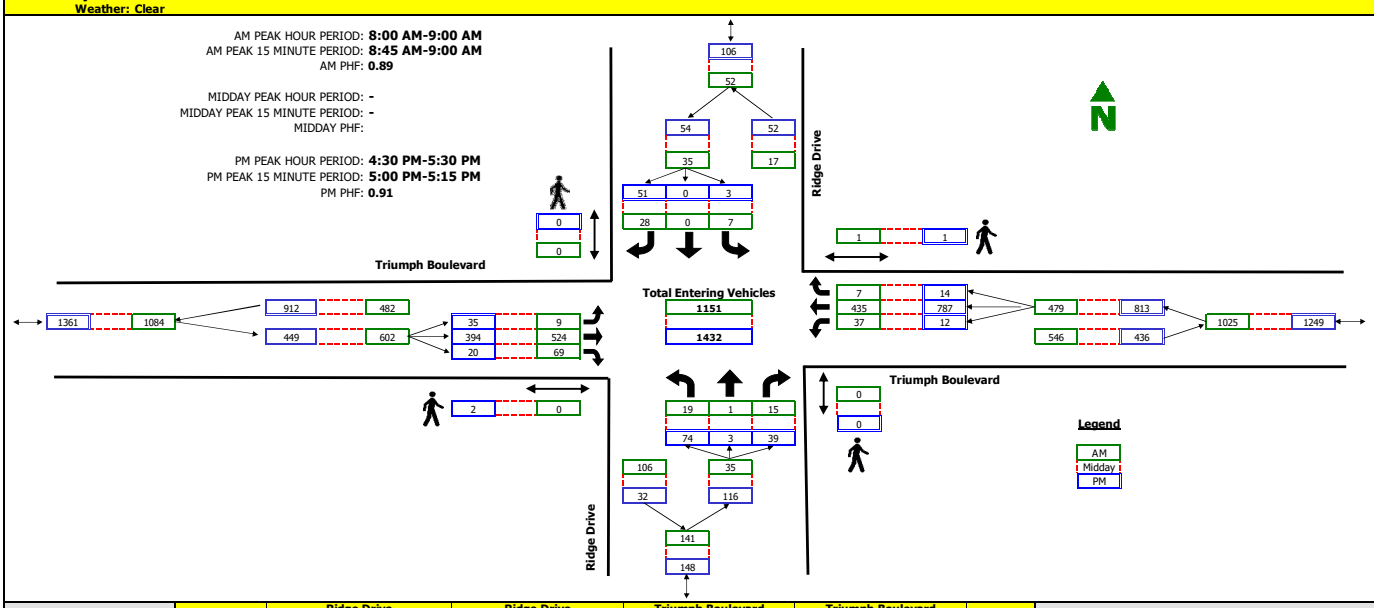
Intersection: Ridge Drive / Triumph Boulevard
North/South: Ridge Drive
East/West: Triumph Boulevard
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.89**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.91**



RAW COUNT SUMMARIES	Ridge Drive Northbound				Ridge Drive Southbound				Triumph Boulevard Eastbound				Triumph Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PEAK HOUR	8:00 - 9:00																
	5	1	8	0	2	0	5	0	3	162	17	0	8	111	1	0	323
AM PEAK 15 MINUTES	8:45 - 9:00																
	2	0	3	0	0	0	1	0	1	46	4	0	2	29	0	0	87
MIDDAY PEAK HOUR	-																
MIDDAY PEAK 15 MINUTES	-																
PM PEAK HOUR	4:30 PM - 5:30 PM																
	13	1	7	0	0	0	16	0	12	107	5	1	3	180	2	0	346
PM PEAK 15 MINUTES	5:00 PM - 5:15 PM																
	5	0	2	0	0	0	4	0	3	27	1	0	1	49	0	0	92

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	0	0	0	0	1	5	0	2	54	12	0	3	47	1	0	127
7:15 - 7:30	2	0	0	0	2	0	3	0	4	46	7	0	4	89	0	0	157
7:30 - 7:45	6	0	4	0	3	0	10	0	6	69	7	0	10	64	1	0	180
7:45 - 8:00	1	0	1	0	2	0	10	0	2	111	17	0	15	94	4	0	257
8:00 - 8:15	2	0	1	0	2	0	5	0	2	128	23	0	7	101	2	0	273
8:15 - 8:30	5	0	2	0	2	0	13	0	3	121	12	0	15	140	4	0	317
8:30 - 8:45	7	0	4	0	1	0	5	0	1	113	17	0	7	83	0	1	238
8:45 - 9:00	5	1	8	0	2	0	5	0	3	162	17	0	8	111	1	0	323

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	25	0	8	0	2	1	20	0	5	81	4	0	3	176	1	0	326
16:15 - 16:30	13	0	12	0	0	0	14	0	12	95	9	0	5	184	2	0	346
16:30 - 16:45	23	0	8	0	0	0	8	0	6	94	7	0	3	199	6	1	354
16:45 - 17:00	13	1	7	0	0	0	16	0	12	107	5	1	3	180	2	0	346
17:00 - 17:15	20	1	14	0	1	0	13	0	7	104	0	1	5	224	3	0	392
17:15 - 17:30	18	1	10	0	2	0	14	0	10	89	8	0	1	184	3	0	340
17:30 - 17:45	16	1	3	0	2	0	2	0	6	107	12	0	4	135	5	0	293
17:45 - 18:00	8	0	4	0	3	2	8	0	4	116	13	0	3	132	1	0	294

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

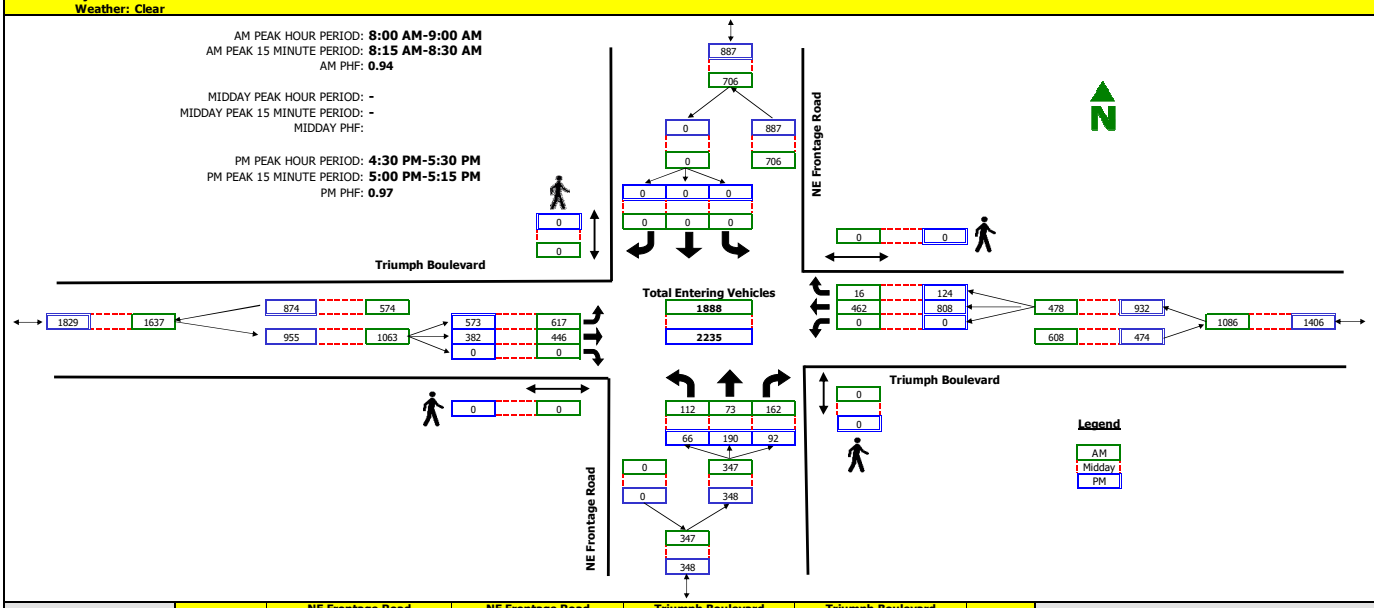
Intersection: NE Frontage Road / Triumph Boulevard
North/South: NE Frontage Road
East/West: Triumph Boulevard
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.94**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.97**



RAW COUNT SUMMARIES	NE Frontage Road Northbound				NE Frontage Road Southbound				Triumph Boulevard Eastbound				Triumph Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	31	7	18	0	0	0	0	0	214	57	0	0	0	61	3	0	391
7:15 - 7:30	36	9	19	0	0	0	0	0	224	51	0	0	0	92	4	0	435
7:30 - 7:45	41	7	23	0	0	0	0	0	170	64	0	0	0	89	4	0	398
7:45 - 8:00	44	18	39	0	0	0	0	0	175	95	0	0	0	103	0	0	474
8:00 - 8:15	24	23	50	0	0	0	0	0	156	92	0	0	0	105	4	0	454
8:15 - 8:30	29	19	49	0	0	0	0	0	158	99	0	0	0	144	4	0	502
8:30 - 8:45	31	6	24	0	0	0	0	0	172	114	0	0	0	94	3	0	444
8:45 - 9:00	28	25	39	0	0	0	0	0	131	141	0	0	0	119	5	0	488

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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	24	51	27	0	0	0	0	0	140	89	0	0	0	169	22	0	522
16:15 - 16:30	26	39	25	0	0	0	0	0	103	113	0	0	0	195	20	0	521
16:30 - 16:45	19	41	17	0	0	0	0	0	148	86	0	0	0	191	30	0	532
16:45 - 17:00	12	51	26	0	0	0	0	0	130	110	0	0	0	200	26	0	555
17:00 - 17:15	17	44	27	0	0	0	0	0	133	98	0	0	0	222	33	0	574
17:15 - 17:30	18	54	22	0	0	0	0	0	162	88	0	0	0	195	35	0	574
17:30 - 17:45	18	47	28	0	0	0	0	0	137	104	0	0	0	150	23	0	507
17:45 - 18:00	27	43	14	0	0	0	0	0	137	129	0	0	0	142	18	0	510

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

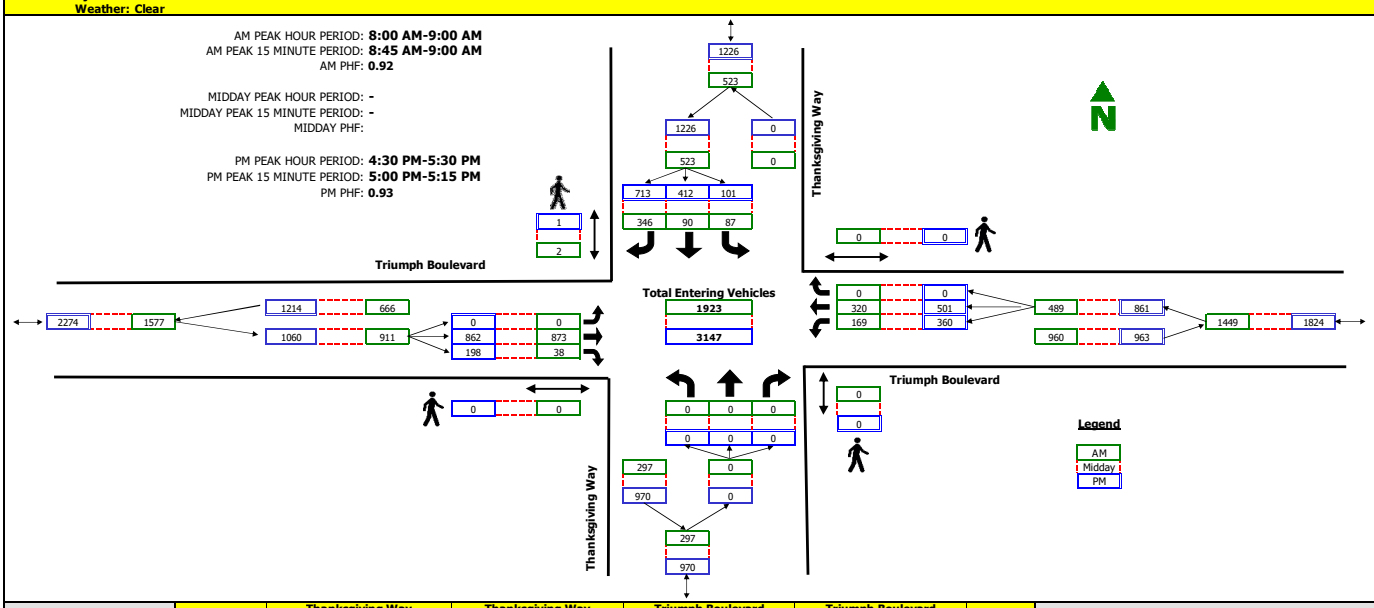
Intersection: Thanksgiving Way / Triumph Boulevard
North/South: Thanksgiving Way
East/West: Triumph Boulevard
Jurisdiction: Lehi
Project Title: Point Ridge Holdings TIS
Project No: UT23-2435
Weather: Clear

Date: 1-25-23, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.3%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.92**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.93**



RAW COUNT SUMMARIES	Thanksgiving Way Northbound				Thanksgiving Way Southbound				Triumph Boulevard Eastbound				Triumph Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	19	13	52	0	0	251	6	0	14	42	0	0	397
7:15 - 7:30	0	0	0	0	13	12	82	0	0	268	9	0	18	75	0	0	477
7:30 - 7:45	0	0	0	0	15	18	80	0	0	264	13	0	33	63	0	0	486
7:45 - 8:00	0	0	0	0	22	20	89	1	0	248	9	0	39	77	0	0	504
8:00 - 8:15	0	0	0	0	23	21	101	1	0	190	5	0	49	75	0	0	464
8:15 - 8:30	0	0	0	0	19	21	67	0	0	259	10	0	36	80	0	0	492
8:30 - 8:45	0	0	0	0	20	15	87	1	0	191	8	0	41	84	0	0	446
8:45 - 9:00	0	0	0	0	25	33	91	0	0	233	15	0	43	81	0	0	521

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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	23	54	139	0	0	186	38	0	77	111	0	0	628
16:15 - 16:30	0	0	0	0	9	75	154	1	0	198	42	0	59	112	0	0	649
16:30 - 16:45	0	0	0	0	15	79	191	0	0	212	51	0	83	124	0	0	755
16:45 - 17:00	0	0	0	0	25	80	168	0	0	236	42	0	75	119	0	0	745
17:00 - 17:15	0	0	0	0	34	125	199	1	0	182	60	0	108	135	0	0	843
17:15 - 17:30	0	0	0	0	27	128	155	0	0	232	45	0	94	123	0	0	804
17:30 - 17:45	0	0	0	0	21	98	158	0	0	209	35	0	70	113	0	0	704
17:45 - 18:00	0	0	0	0	30	100	147	0	0	233	43	0	72	141	0	0	766

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	48	48	100	52.8	*D*
	T	84	88	104	54.5	*D*
	R	51	55	108	7.7	*A*
	Subtotal	183	191	104	40.6	*D*
SB	L	95	94	99	62.7	*E*
	T	10	10	98	57.3	*E*
	R	207	211	102	6.3	*A*
	Subtotal	312	315	101	24.7	*C*
EB	L	319	321	101	50.9	*D*
	T	1,212	1,196	99	13.2	*B*
	R	82	80	97	2.5	*A*
	Subtotal	1,613	1,597	99	20.2	*C*
WB	L	40	43	108	52.6	*D*
	T	1,536	1,522	99	21.6	*C*
	R	158	157	100	6.7	*A*
	Subtotal	1,734	1,722	99	21.0	*C*
Total		3,842	3,825	100	22.0	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	112	112	100	0.3	*A*
	R	36	32	90	0.6	*A*
	Subtotal	148	144	97	0.4	*A*
SB	***L***	***38***	***37***	***98***	***3.7***	***A***
	T	95	96	101	1.2	*A*
	Subtotal	133	133	100	1.9	*A*
WB	R	72	80	111	1.0	*A*
	Subtotal	72	80	111	1.0	*A*
Total		353	357	101	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	141	139	98	0.3	*A*
	R	1	2	200	0.2	*A*
	Subtotal	142	141	99	0.3	*A*
SB	L	28	24	85	2.8	*A*
	T	66	71	107	0.0	*A*
	Subtotal	94	95	101	0.7	*A*
WB	***L***	***2***	***2***	***100***	***5.4***	***A***
	R	6	6	100	3.6	*A*
	Subtotal	8	8	100	4.1	*A*
Total		245	244	100	0.6	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	22	81	6.8	*A*
	T	676	666	99	0.7	*A*
	R	3	3	100	1.0	*A*
	Subtotal	706	691	98	0.9	*A*
SB	L	4	4	100	9.0	*A*
	T	37	40	109	0.1	*A*
	R	27	29	106	1.0	*A*
	Subtotal	68	73	107	0.9	*A*
WB	T	10	9	90	0.2	*A*
	R	7	6	86	5.1	*A*
	Subtotal	17	15	88	2.2	*A*
Total		791	779	98	0.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	7	7	100	12.3	*B*
	R	28	31	110	4.4	*A*
	Subtotal	35	38	109	5.9	*A*
WB	***L***	***19***	***18***	***94***	***14.4***	***B***
	T	1	1	100	10.7	*B*
	R	15	16	105	6.4	*A*
	Subtotal	35	35	100	10.6	*B*
NE	L	9	7	78	4.3	*A*
	T	530	531	100	1.0	*A*
	R	69	74	107	0.8	*A*
	Subtotal	608	612	101	1.0	*A*
SW	L	37	36	98	7.4	*A*
	T	431	424	98	0.4	*A*
	R	7	6	86	0.1	*A*
	Subtotal	475	466	98	0.9	*A*
Total		1,154	1,151	100	1.4	*A*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	112	116	104	29.2	*C*
	T	73	73	100	23.0	*C*
	R	162	167	103	7.2	*A*
	Subtotal	347	356	103	17.6	*B*
NE	L	617	596	97	29.6	*C*
	T	447	445	100	2.9	*A*
	Subtotal	1,064	1,041	98	18.2	*B*
SW	T	463	455	98	18.1	*B*
	R	16	18	111	10.5	*B*
	Subtotal	479	473	99	17.8	*B*
Total		1,890	1,870	99	18.0	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	96	94	98	27.6	*C*
	T	90	92	103	23.3	*C*
	R	346	348	101	26.9	*C*
	Subtotal	532	534	100	26.4	*C*
NE	T	967	950	98	17.0	*B*
	R	38	42	111	6.7	*A*
	Subtotal	1,005	992	99	16.6	*B*
SW	L	198	194	98	24.0	*C*
	T	376	374	99	3.8	*A*
	Subtotal	574	568	99	10.7	*B*
Total		2,110	2,094	99	17.5	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	69	67	97	52.3	*D*
	T	54	55	102	56.9	*E*
	R	182	176	97	11.2	*B*
	Subtotal	305	298	98	28.9	*C*
SB	L	252	247	98	52.8	*D*
	T	50	48	96	52.8	*D*
	R	604	602	100	19.3	*B*
	Subtotal	906	897	99	30.3	*C*
EB	L	222	215	97	56.9	*E*
	T	1,991	1,991	100	22.5	*C*
	R	89	88	99	4.3	*A*
	Subtotal	2,302	2,294	100	25.0	*C*
WB	L	80	81	101	50.9	*D*
	T	1,721	1,711	99	23.4	*C*
	R	104	105	101	5.6	*A*
	Subtotal	1,905	1,897	100	23.6	*C*
Total		5,418	5,386	99	25.7	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	202	191	95	0.4	*A*
	R	41	38	93	0.6	*A*
	Subtotal	243	229	94	0.4	*A*
SB	***L***	***38***	***35***	***93***	***4.4***	***A***
	T	182	183	101	1.9	*A*
	Subtotal	220	218	99	2.3	*A*
WB	R	104	107	103	1.1	*A*
	Subtotal	104	107	103	1.1	*A*
Total		565	554	98	1.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	228	215	94	0.6	*A*
	R	16	17	105	0.3	*A*
	Subtotal	244	232	95	0.6	*A*
SB	L	78	77	98	3.5	*A*
	T	103	106	103	0.0	*A*
	Subtotal	181	183	101	1.5	*A*
WB	***L***	***7***	***6***	***86***	***10.4***	***B***
	R	14	14	98	5.0	*A*
	Subtotal	21	20	95	6.6	*A*
Total		447	435	97	1.2	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	15	105	8.7	*A*
	T	870	848	97	0.6	*A*
	R	3	3	100	0.9	*A*
	Subtotal	887	866	98	0.7	*A*
SB	L	16	15	92	9.8	*A*
	T	40	44	109	0.2	*A*
	R	53	54	102	0.6	*A*
	Subtotal	109	113	104	1.7	*A*
WB	T	37	37	101	0.6	*A*
	R	15	14	92	6.4	*A*
	Subtotal	52	51	98	2.2	*A*
Total		1,049	1,030	98	0.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	3	3	100	15.8	*C*
	R	51	51	100	6.4	*A*
	Subtotal	54	54	100	6.9	*A*
WB	L	74	74	100	27.1	*D*
	T	***3***	***3***	***100***	***32.2***	***D***
	R	39	41	106	14.7	*B*
	Subtotal	116	118	102	22.9	*C*
NE	L	35	33	95	8.0	*A*
	T	419	423	101	1.2	*A*
	R	20	23	114	1.0	*A*
	Subtotal	474	479	101	1.7	*A*
SW	L	12	14	114	6.1	*A*
	T	807	798	99	0.6	*A*
	R	14	13	91	0.2	*A*
	Subtotal	833	825	99	0.7	*A*
Total		1,478	1,476	100	3.0	*A*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	66	65	98	30.0	*C*
	T	190	186	98	27.3	*C*
	R	92	88	96	6.2	*A*
	Subtotal	348	339	97	22.3	*C*
NE	L	573	558	97	17.1	*B*
	T	382	390	102	6.6	*A*
	Subtotal	955	948	99	12.8	*B*
SW	T	808	805	100	32.3	*C*
	R	124	120	97	22.2	*C*
	Subtotal	932	925	99	31.0	*C*
Total		2,235	2,212	99	21.9	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	100	105	105	33.1	*C*
	T	412	417	101	35.0	*C*
	R	713	713	100	38.1	*D*
	Subtotal	1,225	1,235	101	36.6	*D*
NE	T	855	844	99	29.3	*C*
	R	198	199	100	14.2	*B*
	Subtotal	1,053	1,043	99	26.4	*C*
SW	L	365	360	99	29.9	*C*
	T	509	508	100	5.2	*A*
	Subtotal	874	868	99	15.4	*B*
Total		3,152	3,146	100	27.5	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	88	84	96	57.4	*E*
	T	104	100	96	53.5	*D*
	R	91	89	98	8.5	*A*
	Subtotal	283	273	96	40.0	*D*
SB	L	95	95	100	64.2	*E*
	T	30	28	94	58.8	*E*
	R	207	206	100	6.9	*A*
	Subtotal	332	329	99	27.9	*C*
EB	L	319	309	97	52.2	*D*
	T	1,212	1,221	101	15.4	*B*
	R	202	200	99	3.8	*A*
	Subtotal	1,733	1,730	100	20.6	*C*
WB	L	80	78	97	52.3	*D*
	T	1,536	1,538	100	21.7	*C*
	R	158	160	101	6.9	*A*
	Subtotal	1,774	1,776	100	21.7	*C*
Total		4,121	4,108	100	23.0	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	158	152	97	0.4	*A*
	R	38	39	103	0.6	*A*
	Subtotal	196	191	97	0.4	*A*
SB	***T***	***312***	***307***	***98***	***1.3***	***A***
	Subtotal	312	307	98	1.3	*A*
WB	R	127	124	97	1.2	*A*
	Subtotal	127	124	98	1.2	*A*
Total		635	622	98	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	178	173	97	1.4	*A*
	R	6	7	117	1.1	*A*
	Subtotal	184	180	98	1.4	*A*
SB	L	123	118	96	3.1	*A*
	T	190	189	99	0.1	*A*
	Subtotal	313	307	98	1.3	*A*
WB	***L***	***10***	***8***	***78***	***11.6***	***B***
	R	16	17	105	4.5	*A*
	Subtotal	26	25	96	6.8	*A*
Total		524	512	98	1.6	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	27	99	17.3	*B*
	T	703	701	100	1.5	*A*
	R	32	33	104	3.7	*A*
	Subtotal	762	761	100	2.2	*A*
SB	L	127	126	99	14.5	*B*
	T	38	36	96	0.3	*A*
	R	35	34	98	1.9	*A*
	Subtotal	200	196	98	9.7	*A*
WB	T	73	68	93	15.5	*B*
	R	42	42	101	5.2	*A*
	Subtotal	115	110	96	11.6	*B*
Total		1,077	1,067	99	4.5	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	47	44	94	22.2	*C*
	T	1	1	100	0.4	*A*
	R	208	208	100	5.5	*A*
	Subtotal	256	253	99	8.4	*A*
WB	***L***	***19***	***17***	***88***	***29.1***	***D***
	T	1	1	100	13.9	*B*
	R	15	19	125	10.1	*B*
	Subtotal	35	37	106	18.9	*C*
NE	L	153	155	101	6.8	*A*
	T	530	533	101	1.1	*A*
	R	69	67	97	0.8	*A*
	Subtotal	752	755	100	2.2	*A*
SW	L	37	36	98	6.9	*A*
	T	431	435	101	0.6	*A*
	R	47	50	107	0.2	*A*
	Subtotal	515	521	101	1.0	*A*
Total		1,558	1,566	101	3.2	*A*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	112	113	101	30.1	*C*
	T	85	84	99	24.0	*C*
	R	210	204	97	8.3	*A*
	Subtotal	407	401	99	17.7	*B*
NE	L	641	638	99	19.9	*B*
	T	542	552	102	2.7	*A*
	Subtotal	1,183	1,190	101	11.9	*B*
SW	T	623	626	100	23.5	*C*
	R	36	37	103	17.7	*B*
	Subtotal	659	663	101	23.2	*C*
Total		2,250	2,254	100	16.3	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	136	139	102	32.2	C
	T	90	88	98	25.1	C
	R	346	350	101	29.9	C
	Subtotal	572	577	101	29.7	C
NE	T	1,047	1,054	101	20.9	C
	R	38	41	109	8.0	A
	Subtotal	1,085	1,095	101	20.4	C
SW	L	278	282	101	23.9	C
	T	456	454	100	3.5	A
	Subtotal	734	736	100	11.3	B
Total		2,391	2,408	101	19.9	B

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***37***	***36***	***98***	***5.8***	***A***
	R	14	13	91	4.4	A
	Subtotal	51	49	96	5.4	A
EB	L	10	9	88	3.6	A
	T	150	151	101	1.1	A
	Subtotal	160	160	100	1.2	A
WB	T	101	97	96	0.8	A
	R	15	19	125	0.7	A
	Subtotal	116	116	100	0.8	A
Total		327	325	99	1.7	A

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***49***	***48***	***98***	***6.3***	***A***
	R	60	61	102	4.7	*A*
	Subtotal	109	109	100	5.4	*A*
SB	L	24	23	95	5.9	*A*
	R	25	25	99	4.3	*A*
	Subtotal	49	48	98	5.1	*A*
EB	L	10	9	88	2.9	*A*
	T	119	119	100	0.7	*A*
	R	57	59	104	0.5	*A*
	Subtotal	186	187	101	0.7	*A*
WB	L	58	59	102	3.2	*A*
	T	43	44	103	0.3	*A*
	R	34	38	113	0.3	*A*
	Subtotal	135	141	104	1.5	*A*
Total		479	485	101	2.5	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	39	35	90	3.2	*A*
	T	115	121	105	0.4	*A*
	Subtotal	154	156	101	1.0	*A*
SE	T	184	184	100	0.6	*A*
	R	20	20	99	0.5	*A*
	Subtotal	204	204	100	0.6	*A*
NE	***L***	***20***	***21***	***104***	***6.3***	***A***
	R	36	37	103	4.7	*A*
	Subtotal	56	58	104	5.3	*A*
Total		414	418	101	1.4	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	52	51	98	3.6	*A*
	T	129	132	102	0.3	*A*
	Subtotal	181	183	101	1.2	*A*
SE	T	185	184	99	0.4	*A*
	R	34	36	107	0.3	*A*
	Subtotal	219	220	100	0.4	*A*
NE	***L***	***25***	***25***	***99***	***6.5***	***A***
	R	56	58	104	4.9	*A*
	Subtotal	81	83	102	5.4	*A*
Total		481	486	101	1.6	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***5***	***100***	***7.1***	***A***
	R	15	14	92	4.5	*A*
	Subtotal	20	19	95	5.2	*A*
SB	L	19	19	99	6.8	*A*
	R	6	6	100	4.5	*A*
	Subtotal	25	25	100	6.2	*A*
EB	L	15	15	98	3.2	*A*
	T	221	221	100	0.5	*A*
	R	5	6	120	0.3	*A*
	Subtotal	241	242	100	0.7	*A*
WB	L	16	17	105	3.2	*A*
	T	170	173	102	0.8	*A*
	R	16	17	105	0.7	*A*
	Subtotal	202	207	102	1.0	*A*
Total		489	493	101	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	113	107	95	54.4	*D*
	T	76	81	106	51.7	*D*
	R	226	219	97	11.5	*B*
	Subtotal	415	407	98	30.8	*C*
SB	L	252	259	103	54.2	*D*
	T	77	78	101	50.0	*D*
	R	604	586	97	17.8	*B*
	Subtotal	933	923	99	30.7	*C*
EB	L	222	224	101	57.3	*E*
	T	1,991	1,999	100	25.5	*C*
	R	249	254	102	6.7	*A*
	Subtotal	2,462	2,477	101	26.4	*C*
WB	L	133	134	101	50.8	*D*
	T	1,721	1,740	101	25.5	*C*
	R	104	107	103	6.0	*A*
	Subtotal	1,958	1,981	101	26.2	*C*
Total		5,769	5,788	100	27.3	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	274	269	98	0.5	*A*
	R	43	41	96	0.6	*A*
	Subtotal	317	310	98	0.5	*A*
SB	***T***	***460***	***465***	***101***	***1.5***	***A***
	Subtotal	460	465	101	1.5	*A*
WB	R	141	139	98	1.3	*A*
	Subtotal	141	139	99	1.3	*A*
Total		918	914	100	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	282	277	98	1.5	*A*
	R	24	24	99	1.3	*A*
	Subtotal	306	301	98	1.5	*A*
SB	L	164	164	100	4.3	*A*
	T	295	298	101	0.1	*A*
	Subtotal	459	462	101	1.6	*A*
WB	***L***	***16***	***17***	***105***	***19.5***	***C***
	R	35	33	95	5.9	*A*
	Subtotal	51	50	98	10.5	*B*
Total		816	813	100	2.1	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	14	98	19.3	*B*
	T	901	887	98	1.7	*A*
	R	41	39	96	4.3	*A*
	Subtotal	956	940	98	2.1	*A*
SB	L	208	214	103	15.6	*B*
	T	42	41	98	0.6	*A*
	R	62	60	97	1.9	*A*
	Subtotal	312	315	101	11.0	*B*
WB	T	82	84	102	18.0	*B*
	R	67	71	106	5.7	*A*
	Subtotal	149	155	104	12.4	*B*
Total		1,417	1,410	100	5.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	47	45	96	96.7	*F*
	T	1	1	100	4.3	*A*
	R	249	247	99	11.6	*B*
	Subtotal	297	293	99	24.6	*C*
WB	***L***	***74***	***69***	***93***	***129.2***	***F***
	T	3	4	133	112.0	*F*
	R	39	36	93	117.6	*F*
	Subtotal	116	109	94	124.7	*F*
NE	L	227	229	101	20.3	*C*
	T	419	421	100	1.4	*A*
	R	20	19	94	1.2	*A*
	Subtotal	666	669	100	7.9	*A*
SW	L	12	14	114	5.6	*A*
	T	807	806	100	1.2	*A*
	R	67	68	101	0.6	*A*
	Subtotal	886	888	100	1.2	*A*
Total		1,966	1,959	100	14.1	*B*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	66	66	100	33.2	*C*
	T	206	206	100	28.7	*C*
	R	156	152	98	8.3	*A*
	Subtotal	428	424	99	22.1	*C*
NE	L	605	590	98	19.7	*B*
	T	510	513	101	7.5	*A*
	Subtotal	1,115	1,103	99	14.0	*B*
SW	T	985	978	99	35.4	*D*
	R	146	147	101	26.0	*C*
	Subtotal	1,131	1,125	99	34.2	*C*
Total		2,673	2,652	99	23.9	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	153	155	101	36.1	*D*
	T	412	403	98	36.3	*D*
	R	713	719	101	41.4	*D*
	Subtotal	1,278	1,277	100	39.1	*D*
NE	T	962	948	99	33.3	*C*
	R	198	198	100	15.1	*B*
	Subtotal	1,160	1,146	99	30.2	*C*
SW	L	453	444	98	32.3	*C*
	T	597	598	100	5.0	*A*
	Subtotal	1,050	1,042	99	16.6	*B*
Total		3,488	3,465	99	29.5	*C*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***51***	***51***	***100***	***7.0***	***A***
	R	29	31	108	4.8	*A*
	Subtotal	80	82	103	6.2	*A*
EB	L	42	40	96	3.9	*A*
	T	207	213	103	1.3	*A*
	Subtotal	249	253	102	1.7	*A*
WB	T	119	122	102	0.6	*A*
	R	49	50	102	0.6	*A*
	Subtotal	168	172	102	0.6	*A*
Total		496	507	102	2.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	34	98	7.0	*A*
	R	52	52	100	5.1	*A*
	Subtotal	87	86	99	5.9	*A*
SB	***L***	***32***	***34***	***107***	***7.4***	***A***
	R	35	34	98	4.7	*A*
	Subtotal	67	68	101	6.1	*A*
EB	L	41	42	103	3.2	*A*
	T	172	170	99	0.8	*A*
	R	46	52	114	0.5	*A*
	Subtotal	259	264	102	1.1	*A*
WB	L	46	48	105	3.3	*A*
	T	99	103	104	0.3	*A*
	R	67	66	98	0.3	*A*
	Subtotal	212	217	102	1.0	*A*
Total		624	635	102	2.2	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	28	28	99	3.6	*A*
	T	190	196	103	0.4	*A*
	Subtotal	218	224	103	0.8	*A*
SE	T	228	227	99	0.6	*A*
	R	27	29	106	0.5	*A*
	Subtotal	255	256	100	0.6	*A*
NE	***L***	***21***	***21***	***99***	***6.6***	***A***
	R	31	36	117	4.7	*A*
	Subtotal	52	57	110	5.4	*A*
Total		526	537	102	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	53	48	91	3.7	*A*
	T	199	204	102	0.4	*A*
	Subtotal	252	252	100	1.0	*A*
SE	T	215	213	99	0.5	*A*
	R	45	49	109	0.3	*A*
	Subtotal	260	262	101	0.5	*A*
NE	***L***	***20***	***21***	***104***	***7.4***	***A***
	R	61	65	107	5.1	*A*
	Subtotal	81	86	106	5.7	*A*
Total		593	600	101	1.4	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	13	80	8.4	*A*
	R	49	47	96	6.4	*A*
	Subtotal	65	60	92	6.8	*A*
SB	***L***	***22***	***19***	***85***	***10.8***	***B***
	R	10	11	107	6.0	*A*
	Subtotal	32	30	94	9.0	*A*
EB	L	10	11	107	5.5	*A*
	T	225	226	100	2.6	*A*
	R	40	39	98	1.5	*A*
	Subtotal	275	276	100	2.6	*A*
WB	L	48	47	98	3.8	*A*
	T	225	228	101	1.2	*A*
	R	24	26	107	1.0	*A*
	Subtotal	297	301	101	1.6	*A*
Total		670	667	99	2.8	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	88	89	101	56.2	*E*
	T	104	101	97	52.7	*D*
	R	91	98	108	8.5	*A*
	Subtotal	283	288	102	38.7	*D*
SB	L	95	90	95	63.1	*E*
	T	30	29	97	55.2	*E*
	R	207	199	96	6.9	*A*
	Subtotal	332	318	96	27.2	*C*
EB	L	319	311	98	52.3	*D*
	T	1,212	1,208	100	16.1	*B*
	R	202	202	100	3.8	*A*
	Subtotal	1,733	1,721	99	21.2	*C*
WB	L	80	82	102	52.4	*D*
	T	1,536	1,540	100	22.0	*C*
	R	158	155	98	6.9	*A*
	Subtotal	1,774	1,777	100	22.1	*C*
Total		4,121	4,104	100	23.3	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	158	159	101	0.4	*A*
	R	38	38	101	0.6	*A*
	Subtotal	196	197	101	0.4	*A*
SB	***T***	***312***	***316***	***101***	***1.3***	***A***
	Subtotal	312	316	101	1.3	*A*
WB	R	127	131	103	1.1	*A*
	Subtotal	127	131	103	1.1	*A*
Total		635	644	101	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	178	181	102	1.5	*A*
	R	6	5	83	1.3	*A*
	Subtotal	184	186	101	1.5	*A*
SB	L	123	123	100	3.3	*A*
	T	190	193	102	0.1	*A*
	Subtotal	313	316	101	1.3	*A*
WB	***L***	***10***	***11***	***107***	***9.0***	***A***
	R	16	16	98	4.6	*A*
	Subtotal	26	27	104	6.4	*A*
Total		524	529	101	1.6	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	28	103	18.0	*B*
	T	703	714	102	1.7	*A*
	R	32	32	101	3.5	*A*
	Subtotal	762	774	102	2.4	*A*
SB	L	127	128	101	14.4	*B*
	T	38	40	107	0.3	*A*
	R	35	34	98	2.0	*A*
	Subtotal	200	202	101	9.5	*A*
WB	T	73	75	102	16.0	*B*
	R	42	41	98	5.3	*A*
	Subtotal	115	116	101	12.2	*B*
Total		1,077	1,092	101	4.8	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	47	47	101	55.1	*E*
	T	1	2	200	0.0	*A*
	R	208	210	101	6.0	*A*
	Subtotal	256	259	101	14.9	*B*
WB	L	19	18	94	57.9	*E*
	T	1	1	100	73.9	*E*
	R	15	14	92	8.3	*A*
	Subtotal	35	33	94	37.3	*D*
NE	L	153	152	100	10.6	*B*
	T	530	545	103	2.6	*A*
	R	69	69	100	2.0	*A*
	Subtotal	752	766	102	4.1	*A*
SW	L	37	34	93	15.3	*B*
	T	431	432	100	6.4	*A*
	R	47	49	105	2.5	*A*
	Subtotal	515	515	100	6.6	*A*
Total		1,558	1,573	101	7.5	*A*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	112	110	98	30.1	*C*
	T	85	84	99	24.2	*C*
	R	210	215	103	8.5	*A*
	Subtotal	407	409	100	17.5	*B*
NE	L	641	649	101	19.2	*B*
	T	542	552	102	2.7	*A*
	Subtotal	1,183	1,201	102	11.6	*B*
SW	T	623	626	100	24.0	*C*
	R	36	39	109	17.1	*B*
	Subtotal	659	665	101	23.6	*C*
Total		2,250	2,275	101	16.2	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	136	139	102	32.4	C
	T	90	85	95	25.5	C
	R	346	350	101	30.6	C
	Subtotal	572	574	100	30.3	C
NE	T	1,047	1,066	102	20.7	C
	R	38	43	114	7.8	A
	Subtotal	1,085	1,109	102	20.2	C
SW	L	278	272	98	25.2	C
	T	456	463	101	3.7	A
	Subtotal	734	735	100	11.7	B
Total		2,391	2,418	101	20.0	B

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***37***	***32***	***87***	***5.5***	***A***
	R	14	15	105	4.2	A
	Subtotal	51	47	92	5.1	A
EB	L	10	10	98	3.7	A
	T	150	150	100	1.2	A
	Subtotal	160	160	100	1.4	A
WB	T	101	103	102	0.8	A
	R	15	18	118	0.7	A
	Subtotal	116	121	104	0.8	A
Total		327	328	100	1.7	A

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***49***	***48***	***98***	***6.2***	***A***
	R	60	57	95	4.6	*A*
	Subtotal	109	105	96	5.3	*A*
SB	L	24	24	99	5.8	*A*
	R	25	30	119	4.3	*A*
	Subtotal	49	54	110	5.0	*A*
EB	L	10	9	88	2.6	*A*
	T	119	114	96	0.7	*A*
	R	57	60	105	0.5	*A*
	Subtotal	186	183	98	0.7	*A*
WB	L	58	56	97	3.3	*A*
	T	43	42	98	0.3	*A*
	R	34	32	95	0.3	*A*
	Subtotal	135	130	96	1.6	*A*
Total		479	472	98	2.5	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	39	39	101	3.4	*A*
	T	115	110	96	0.4	*A*
	Subtotal	154	149	97	1.2	*A*
SE	T	184	176	96	0.6	*A*
	R	20	20	99	0.6	*A*
	Subtotal	204	196	96	0.6	*A*
NE	***L***	***20***	***20***	***99***	***6.0***	***A***
	R	36	38	106	4.4	*A*
	Subtotal	56	58	104	5.0	*A*
Total		414	403	97	1.4	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	52	55	106	3.4	*A*
	T	129	128	99	0.3	*A*
	Subtotal	181	183	101	1.2	*A*
SE	T	185	181	98	0.4	*A*
	R	34	32	95	0.3	*A*
	Subtotal	219	213	97	0.4	*A*
NE	***L***	***25***	***22***	***87***	***7.1***	***A***
	R	56	60	107	4.8	*A*
	Subtotal	81	82	101	5.4	*A*
Total		481	478	99	1.6	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***4***	***80***	***8.1***	***A***
	R	15	17	111	4.8	*A*
	Subtotal	20	21	105	5.4	*A*
SB	L	19	20	104	6.6	*A*
	R	6	7	117	4.8	*A*
	Subtotal	25	27	108	6.1	*A*
EB	L	15	15	98	3.2	*A*
	T	221	223	101	0.5	*A*
	R	5	4	80	0.4	*A*
	Subtotal	241	242	100	0.7	*A*
WB	L	16	14	86	3.6	*A*
	T	170	172	101	0.8	*A*
	R	16	17	105	0.8	*A*
	Subtotal	202	203	100	1.0	*A*
Total		489	493	101	1.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	113	113	100	57.4	*E*
	T	76	76	100	55.5	*E*
	R	226	239	106	12.2	*B*
	Subtotal	415	428	103	31.8	*C*
SB	L	252	256	101	54.0	*D*
	T	77	79	102	53.5	*D*
	R	604	596	99	20.0	*B*
	Subtotal	933	931	100	32.2	*C*
EB	L	222	212	95	57.1	*E*
	T	1,991	2,000	100	25.3	*C*
	R	249	247	99	6.2	*A*
	Subtotal	2,462	2,459	100	26.1	*C*
WB	L	133	136	102	50.0	*D*
	T	1,721	1,719	100	24.4	*C*
	R	104	109	105	5.7	*A*
	Subtotal	1,958	1,964	100	25.1	*C*
Total		5,769	5,782	100	27.2	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	274	285	104	0.6	*A*
	R	43	44	103	0.7	*A*
	Subtotal	317	329	104	0.6	*A*
SB	***T***	***460***	***464***	***101***	***1.5***	***A***
	Subtotal	460	464	101	1.5	*A*
WB	R	141	144	102	1.4	*A*
	Subtotal	141	144	102	1.4	*A*
Total		918	937	102	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	282	291	103	1.6	*A*
	R	24	27	111	1.4	*A*
	Subtotal	306	318	104	1.6	*A*
SB	L	164	164	100	4.2	*A*
	T	295	298	101	0.1	*A*
	Subtotal	459	462	101	1.6	*A*
WB	***L***	***16***	***15***	***92***	***18.1***	***C***
	R	35	38	109	6.3	*A*
	Subtotal	51	53	104	9.6	*A*
Total		816	833	102	2.1	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	16	112	20.0	*B*
	T	901	917	102	1.8	*A*
	R	41	40	98	4.5	*A*
	Subtotal	956	973	102	2.2	*A*
SB	L	208	207	100	14.6	*B*
	T	42	45	108	0.5	*A*
	R	62	61	98	2.0	*A*
	Subtotal	312	313	100	10.1	*B*
WB	T	82	78	95	17.2	*B*
	R	67	71	106	5.6	*A*
	Subtotal	149	149	100	11.7	*B*
Total		1,417	1,435	101	5.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	47	45	96	43.6	*D*
	T	1	1	100	1.3	*A*
	R	249	247	99	24.8	*C*
	Subtotal	297	293	99	27.6	*C*
WB	L	74	78	105	51.3	*D*
	T	3	3	100	41.1	*D*
	R	39	41	106	8.9	*A*
	Subtotal	116	122	105	36.8	*D*
NE	L	227	226	100	26.1	*C*
	T	419	428	102	4.7	*A*
	R	20	23	114	3.0	*A*
	Subtotal	666	677	102	11.8	*B*
SW	L	12	13	106	22.4	*C*
	T	807	804	100	19.4	*B*
	R	67	76	113	12.7	*B*
	Subtotal	886	893	101	18.9	*B*
Total		1,966	1,985	101	18.9	*B*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	66	65	98	34.0	*C*
	T	206	214	104	29.3	*C*
	R	156	158	101	8.1	*A*
	Subtotal	428	437	102	22.3	*C*
NE	L	605	610	101	19.0	*B*
	T	510	520	102	7.3	*A*
	Subtotal	1,115	1,130	101	13.6	*B*
SW	T	985	985	100	38.6	*D*
	R	146	146	100	29.0	*C*
	Subtotal	1,131	1,131	100	37.4	*D*
Total		2,673	2,698	101	25.0	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	153	154	101	35.9	*D*
	T	412	414	100	38.3	*D*
	R	713	716	100	41.2	*D*
	Subtotal	1,278	1,284	100	39.6	*D*
NE	T	962	980	102	37.5	*D*
	R	198	201	101	15.3	*B*
	Subtotal	1,160	1,181	102	33.7	*C*
SW	L	453	445	98	33.3	*C*
	T	597	600	100	4.9	*A*
	Subtotal	1,050	1,045	100	17.0	*B*
Total		3,488	3,510	101	31.0	*C*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***51***	***49***	***96***	***6.7***	***A***
	R	29	30	104	4.7	*A*
	Subtotal	80	79	99	5.9	*A*
EB	L	42	44	105	4.1	*A*
	T	207	203	98	1.2	*A*
	Subtotal	249	247	99	1.7	*A*
WB	T	119	117	98	0.7	*A*
	R	49	52	106	0.5	*A*
	Subtotal	168	169	101	0.6	*A*
Total		496	495	100	2.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	37	106	7.1	*A*
	R	52	50	96	5.1	*A*
	Subtotal	87	87	100	6.0	*A*
SB	***L***	***32***	***33***	***104***	***7.3***	***A***
	R	35	35	101	4.6	*A*
	Subtotal	67	68	101	5.9	*A*
EB	L	41	41	101	3.1	*A*
	T	172	165	96	0.7	*A*
	R	46	46	101	0.5	*A*
	Subtotal	259	252	97	1.1	*A*
WB	L	46	44	96	3.3	*A*
	T	99	98	99	0.3	*A*
	R	67	68	101	0.3	*A*
	Subtotal	212	210	99	0.9	*A*
Total		624	617	99	2.2	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	28	26	92	3.2	*A*
	T	190	189	99	0.4	*A*
	Subtotal	218	215	99	0.7	*A*
SE	T	228	218	96	0.6	*A*
	R	27	29	106	0.5	*A*
	Subtotal	255	247	97	0.6	*A*
NE	***L***	***21***	***19***	***89***	***6.8***	***A***
	R	31	33	107	4.8	*A*
	Subtotal	52	52	100	5.5	*A*
Total		526	514	98	1.2	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Existing (2023) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	53	57	108	3.9	*A*
	T	199	197	99	0.5	*A*
	Subtotal	252	254	101	1.3	*A*
SE	T	215	210	98	0.5	*A*
	R	45	43	96	0.3	*A*
	Subtotal	260	253	97	0.5	*A*
NE	***L***	***20***	***20***	***99***	***7.0***	***A***
	R	61	62	102	4.9	*A*
	Subtotal	81	82	101	5.4	*A*
Total		593	589	99	1.5	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	17	105	8.4	*A*
	R	49	48	98	6.1	*A*
	Subtotal	65	65	100	6.7	*A*
SB	***L***	***22***	***23***	***103***	***8.5***	***A***
	R	10	10	98	5.0	*A*
	Subtotal	32	33	103	7.4	*A*
EB	L	10	10	98	3.8	*A*
	T	225	222	99	1.5	*A*
	R	40	41	103	0.5	*A*
	Subtotal	275	273	99	1.4	*A*
WB	L	48	52	108	4.2	*A*
	T	225	226	100	1.1	*A*
	R	24	26	107	0.9	*A*
	Subtotal	297	304	102	1.6	*A*
Total		670	675	101	2.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	70	100	56.5	*E*
	T	105	101	96	50.2	*D*
	R	80	82	102	7.7	*A*
	Subtotal	255	253	99	38.2	*D*
SB	L	100	99	99	63.5	*E*
	T	40	38	96	55.2	*E*
	R	190	194	102	7.2	*A*
	Subtotal	330	331	100	29.5	*C*
EB	L	300	303	101	52.8	*D*
	T	1,325	1,337	101	17.0	*B*
	R	280	284	101	5.5	*A*
	Subtotal	1,905	1,924	101	20.9	*C*
WB	L	110	110	100	49.3	*D*
	T	1,690	1,684	100	22.7	*C*
	R	170	172	101	6.6	*A*
	Subtotal	1,970	1,966	100	22.8	*C*
Total		4,461	4,474	100	23.4	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	175	171	98	0.3	*A*
	R	45	42	94	0.7	*A*
	Subtotal	220	213	97	0.4	*A*
SB	***T***	***431***	***434***	***101***	***1.2***	***A***
	Subtotal	431	434	101	1.2	*A*
WB	R	80	82	102	1.0	*A*
	Subtotal	80	82	103	1.0	*A*
Total		731	729	100	0.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	210	204	97	1.5	*A*
	R	5	6	120	1.4	*A*
	Subtotal	215	210	98	1.5	*A*
SB	L	75	78	104	3.2	*A*
	T	356	357	100	0.1	*A*
	Subtotal	431	435	101	0.7	*A*
WB	***L***	***5***	***4***	***80***	***8.8***	***A***
	R	10	10	98	4.6	*A*
	Subtotal	15	14	93	5.8	*A*
Total		662	659	100	1.0	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	35	101	18.1	*B*
	T	935	887	95	1.6	*A*
	R	5	6	120	3.2	*A*
	Subtotal	975	928	95	2.2	*A*
SB	L	280	274	98	14.7	*B*
	T	40	46	114	0.5	*A*
	R	40	41	103	1.6	*A*
	Subtotal	360	361	100	11.4	*B*
WB	T	20	21	104	19.1	*B*
	R	40	43	108	6.0	*A*
	Subtotal	60	64	107	10.3	*B*
Total		1,395	1,353	97	5.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	20	9	44	1089.5	*F*
	T	***80***	***34***	***42***	***1096.3***	***F***
	R	65	26	40	702.6	*F*
	Subtotal	165	69	42	947.1	*F*
WB	L	120	30	25	814.8	*F*
	T	60	17	28	780.5	*F*
	R	70	17	24	765.1	*F*
	Subtotal	250	64	26	792.5	*F*
NE	L	280	274	98	11.6	*B*
	T	840	835	99	4.1	*A*
	R	395	399	101	4.5	*A*
	Subtotal	1,515	1,508	100	5.6	*A*
SW	L	105	106	101	26.4	*D*
	T	530	531	100	0.9	*A*
	R	70	69	98	0.5	*A*
	Subtotal	705	706	100	4.7	*A*
Total		2,636	2,347	89	69.3	*F*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	160	165	103	33.3	*C*
	T	205	204	100	26.9	*C*
	R	330	324	98	22.6	*C*
	Subtotal	695	693	100	26.4	*C*
NE	L	680	654	96	16.0	*B*
	T	1,185	1,183	100	12.7	*B*
	Subtotal	1,865	1,837	98	13.9	*B*
SW	T	626	517	83	32.7	*C*
	R	90	70	78	20.7	*C*
	Subtotal	716	587	82	31.3	*C*
Total		3,275	3,117	95	20.0	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	500	509	102	73.4	*E*
	T	80	80	100	25.6	*C*
	R	305	313	103	28.3	*C*
	Subtotal	885	902	102	53.5	*D*
NE	T	1,365	1,329	97	59.8	*E*
	R	40	40	101	28.1	*C*
	Subtotal	1,405	1,369	97	58.9	*E*
SW	L	300	241	80	36.1	*D*
	T	485	439	91	11.0	*B*
	Subtotal	785	680	87	19.9	*B*
Total		3,075	2,951	96	48.4	*D*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	129	95	53.1	*D*
	T	86	83	97	51.6	*D*
	R	290	270	93	13.4	*B*
	Subtotal	511	482	94	30.6	*C*
SB	L	265	267	101	54.1	*D*
	T	60	59	98	54.9	*D*
	R	585	581	99	20.5	*C*
	Subtotal	910	907	100	32.6	*C*
EB	L	210	210	100	59.1	*E*
	T	2,170	2,155	99	26.4	*C*
	R	185	187	101	5.5	*A*
	Subtotal	2,565	2,552	99	27.6	*C*
WB	L	115	120	104	50.6	*D*
	T	1,875	1,864	99	25.6	*C*
	R	110	116	105	5.9	*A*
	Subtotal	2,100	2,100	100	25.9	*C*
Total		6,086	6,041	99	28.0	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	396	369	93	0.6	*A*
	R	45	44	98	0.6	*A*
	Subtotal	441	413	94	0.6	*A*
SB	***T***	***361***	***367***	***102***	***1.5***	***A***
	Subtotal	361	367	102	1.5	*A*
WB	R	115	115	100	1.2	*A*
	Subtotal	115	115	100	1.2	*A*
Total		917	895	98	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	415	386	93	1.5	*A*
	R	20	19	94	1.2	*A*
	Subtotal	435	405	93	1.5	*A*
SB	L	130	131	101	4.8	*A*
	T	230	234	102	0.1	*A*
	Subtotal	360	365	101	1.8	*A*
WB	***L***	***10***	***11***	***107***	***19.1***	***C***
	R	25	27	107	5.7	*A*
	Subtotal	35	38	109	9.6	*A*
Total		831	808	97	2.0	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	20.0	*B*
	T	1,125	1,081	96	1.7	*A*
	R	5	5	100	4.1	*A*
	Subtotal	1,145	1,101	96	2.0	*A*
SB	L	120	120	100	15.3	*B*
	T	45	46	102	0.4	*A*
	R	75	79	105	2.0	*A*
	Subtotal	240	245	102	8.2	*A*
WB	T	145	124	86	15.6	*B*
	R	155	133	86	6.2	*A*
	Subtotal	300	257	86	10.7	*B*
Total		1,685	1,603	95	4.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	55	30	55	532.2	*F*
	T	50	27	54	544.7	*F*
	R	285	161	56	139.4	*F*
	Subtotal	390	218	56	243.7	*F*
WB	L	165	49	30	602.1	*F*
	T	***50***	***14***	***28***	***610.8***	***F***
	R	90	30	33	547.6	*F*
	Subtotal	305	93	30	585.8	*F*
NE	L	80	75	93	13.6	*B*
	T	700	698	100	2.3	*A*
	R	220	219	100	2.4	*A*
	Subtotal	1,000	992	99	3.2	*A*
SW	L	55	55	100	15.8	*C*
	T	1,000	1,010	101	1.0	*A*
	R	25	23	91	0.4	*A*
	Subtotal	1,080	1,088	101	1.7	*A*
Total		2,775	2,391	86	52.9	*F*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	110	112	102	37.0	*D*
	T	305	302	99	32.6	*C*
	R	180	175	97	13.7	*B*
	Subtotal	595	589	99	27.8	*C*
NE	L	600	592	99	25.8	*C*
	T	820	818	100	6.2	*A*
	Subtotal	1,420	1,410	99	14.4	*B*
SW	T	1,210	1,016	84	28.9	*C*
	R	240	204	85	22.4	*C*
	Subtotal	1,450	1,220	84	27.8	*C*
Total		3,466	3,219	93	22.0	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	230	232	101	42.3	*D*
	T	420	424	101	43.6	*D*
	R	690	704	102	53.7	*D*
	Subtotal	1,340	1,360	101	48.6	*D*
NE	T	1,190	1,182	99	40.5	*D*
	R	190	191	100	24.8	*C*
	Subtotal	1,380	1,373	99	38.3	*D*
SW	L	585	478	82	28.4	*C*
	T	735	649	88	5.3	*A*
	Subtotal	1,320	1,127	85	15.1	*B*
Total		4,041	3,860	96	35.2	*D*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	73	104	55.2	*E*
	T	105	106	101	56.7	*E*
	R	80	82	102	7.7	*A*
	Subtotal	255	261	102	40.9	*D*
SB	L	100	104	104	63.9	*E*
	T	40	43	108	59.5	*E*
	R	190	189	99	7.5	*A*
	Subtotal	330	336	102	31.6	*C*
EB	L	300	298	99	53.7	*D*
	T	1,325	1,334	101	17.0	*B*
	R	280	285	102	5.3	*A*
	Subtotal	1,905	1,917	101	21.0	*C*
WB	L	110	114	104	51.4	*D*
	T	1,690	1,698	100	22.6	*C*
	R	170	171	101	6.7	*A*
	Subtotal	1,970	1,983	101	22.9	*C*
Total		4,461	4,497	101	23.8	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	175	178	102	0.4	*A*
	R	45	48	107	0.6	*A*
	Subtotal	220	226	103	0.4	*A*
SB	***T***	***431***	***442***	***103***	***1.2***	***A***
	Subtotal	431	442	103	1.2	*A*
WB	R	80	83	103	1.0	*A*
	Subtotal	80	83	104	1.0	*A*
Total		731	751	103	0.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	210	215	103	1.6	*A*
	R	5	5	100	1.5	*A*
	Subtotal	215	220	102	1.6	*A*
SB	L	75	76	101	3.0	*A*
	T	356	367	103	0.1	*A*
	Subtotal	431	443	103	0.6	*A*
WB	***L***	***5***	***5***	***100***	***10.2***	***B***
	R	10	11	107	4.5	*A*
	Subtotal	15	16	107	6.3	*A*
Total		662	679	103	1.0	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	35	101	18.7	*B*
	T	935	944	101	1.6	*A*
	R	5	5	100	4.7	*A*
	Subtotal	975	984	101	2.2	*A*
SB	L	280	288	103	13.7	*B*
	T	40	39	96	0.6	*A*
	R	40	43	108	1.5	*A*
	Subtotal	360	370	103	10.9	*B*
WB	T	370	373	101	1.4	*A*
	R	40	43	108	6.2	*A*
	Subtotal	410	416	101	1.9	*A*
Total		1,745	1,770	101	4.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	20	21	104	49.0	*D*
	T	200	207	104	16.8	*B*
	R	65	66	102	6.9	*A*
	Subtotal	285	294	103	16.9	*B*
WB	L	120	120	100	66.0	*E*
	T	60	64	107	45.4	*D*
	R	70	74	105	23.2	*C*
	Subtotal	250	258	103	48.6	*D*
NE	L	280	276	99	17.2	*B*
	T	840	846	101	9.0	*A*
	R	395	392	99	9.2	*A*
	Subtotal	1,515	1,514	100	10.5	*B*
SW	L	105	105	100	40.0	*D*
	T	530	518	98	8.3	*A*
	R	70	74	105	4.4	*A*
	Subtotal	705	697	99	12.7	*B*
Total		2,756	2,763	100	15.3	*B*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	160	154	96	55.9	*E*
	T	205	205	100	44.1	*D*
	R	330	330	100	25.1	*C*
	Subtotal	695	689	99	37.6	*D*
NE	L	680	691	102	34.4	*C*
	T	1,185	1,187	100	5.1	*A*
	Subtotal	1,865	1,878	101	15.9	*B*
SW	T	626	614	98	21.6	*C*
	R	90	88	98	16.2	*B*
	Subtotal	716	702	98	20.9	*C*
Total		3,275	3,269	100	21.6	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	500	504	101	45.3	*D*
	T	80	78	97	41.8	*D*
	R	305	317	104	39.0	*D*
	Subtotal	885	899	102	42.8	*D*
NE	T	1,365	1,377	101	28.2	*C*
	R	40	41	103	17.8	*B*
	Subtotal	1,405	1,418	101	27.9	*C*
SW	L	300	290	97	26.1	*C*
	T	485	478	99	18.5	*B*
	Subtotal	785	768	98	21.4	*C*
Total		3,075	3,085	100	30.7	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	136	101	60.3	*E*
	T	86	87	102	52.0	*D*
	R	290	292	101	14.1	*B*
	Subtotal	511	515	101	32.7	*C*
SB	L	265	275	104	55.3	*E*
	T	60	58	97	54.5	*D*
	R	585	590	101	23.0	*C*
	Subtotal	910	923	101	34.6	*C*
EB	L	210	205	98	58.7	*E*
	T	2,170	2,156	99	27.3	*C*
	R	185	185	100	5.8	*A*
	Subtotal	2,565	2,546	99	28.3	*C*
WB	L	115	114	99	50.3	*D*
	T	1,875	1,879	100	25.6	*C*
	R	110	108	98	5.6	*A*
	Subtotal	2,100	2,101	100	25.9	*C*
Total		6,086	6,085	100	28.8	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	396	391	99	0.6	*A*
	R	45	47	105	0.6	*A*
	Subtotal	441	438	99	0.6	*A*
SB	***T***	***361***	***359***	***99***	***1.5***	***A***
	Subtotal	361	359	99	1.5	*A*
WB	R	115	125	109	1.4	*A*
	Subtotal	115	125	109	1.4	*A*
Total		917	922	101	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	415	411	99	1.5	*A*
	R	20	19	94	1.2	*A*
	Subtotal	435	430	99	1.5	*A*
SB	L	130	126	97	5.4	*A*
	T	230	231	100	0.1	*A*
	Subtotal	360	357	99	2.0	*A*
WB	***L***	***10***	***10***	***98***	***19.6***	***C***
	R	25	25	99	6.5	*A*
	Subtotal	35	35	100	10.2	*B*
Total		831	822	99	2.1	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	19.5	*B*
	T	1,125	1,144	102	1.6	*A*
	R	5	6	120	2.8	*A*
	Subtotal	1,145	1,165	102	1.8	*A*
SB	L	120	118	98	15.9	*B*
	T	45	46	102	0.4	*A*
	R	75	77	102	2.6	*A*
	Subtotal	240	241	100	8.7	*A*
WB	T	145	141	97	16.1	*B*
	R	155	151	98	6.4	*A*
	Subtotal	300	292	97	11.1	*B*
Total		1,685	1,698	101	4.4	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	55	55	100	42.9	*D*
	T	50	51	102	38.5	*D*
	R	285	282	99	28.8	*C*
	Subtotal	390	388	99	32.1	*C*
WB	L	165	163	99	57.4	*E*
	T	50	48	96	39.6	*D*
	R	90	86	96	19.2	*B*
	Subtotal	305	297	97	43.5	*D*
NE	L	80	82	102	32.5	*C*
	T	700	694	99	10.6	*B*
	R	220	215	98	9.9	*A*
	Subtotal	1,000	991	99	12.3	*B*
SW	L	55	54	98	38.1	*D*
	T	1,000	999	100	21.5	*C*
	R	25	25	99	14.4	*B*
	Subtotal	1,080	1,078	100	22.2	*C*
Total		2,775	2,754	99	22.4	*C*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	110	112	102	47.2	*D*
	T	305	308	101	44.9	*D*
	R	180	183	102	12.3	*B*
	Subtotal	595	603	101	35.4	*D*
NE	L	600	606	101	33.0	*C*
	T	820	807	98	5.9	*A*
	Subtotal	1,420	1,413	100	17.5	*B*
SW	T	1,210	1,195	99	24.7	*C*
	R	240	250	104	18.9	*B*
	Subtotal	1,450	1,445	100	23.7	*C*
Total		3,466	3,461	100	23.3	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	230	229	100	45.0	*D*
	T	420	416	99	57.9	*E*
	R	690	712	103	65.8	*E*
	Subtotal	1,340	1,357	101	59.9	*E*
NE	T	1,190	1,186	100	34.9	*C*
	R	190	191	100	22.2	*C*
	Subtotal	1,380	1,377	100	33.1	*C*
SW	L	585	566	97	52.1	*D*
	T	735	743	101	10.1	*B*
	Subtotal	1,320	1,309	99	28.3	*C*
Total		4,041	4,043	100	40.6	*D*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	109	99	56.3	*E*
	T	126	130	103	51.2	*D*
	R	120	117	98	7.9	*A*
	Subtotal	356	356	100	38.5	*D*
SB	L	100	98	98	53.4	*D*
	T	60	60	100	56.2	*E*
	R	190	201	106	8.0	*A*
	Subtotal	350	359	103	28.4	*C*
EB	L	300	298	99	54.9	*D*
	T	1,325	1,349	102	19.2	*B*
	R	400	396	99	7.4	*A*
	Subtotal	2,025	2,043	101	22.1	*C*
WB	L	150	146	97	51.7	*D*
	T	1,690	1,682	100	24.9	*C*
	R	170	178	105	7.7	*A*
	Subtotal	2,010	2,006	100	25.3	*C*
Total		4,741	4,764	100	25.2	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	221	225	102	0.4	*A*
	R	47	46	98	0.7	*A*
	Subtotal	268	271	101	0.5	*A*
SB	***T***	***610***	***602***	***99***	***1.2***	***A***
	Subtotal	610	602	99	1.2	*A*
WB	R	135	133	98	1.2	*A*
	Subtotal	135	133	99	1.2	*A*
Total		1,013	1,006	99	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	247	250	101	1.8	*A*
	R	10	9	88	1.6	*A*
	Subtotal	257	259	101	1.8	*A*
SB	L	132	130	98	3.7	*A*
	T	478	471	98	0.1	*A*
	Subtotal	610	601	99	0.9	*A*
WB	***L***	***13***	***13***	***98***	***17.7***	***C***
	R	20	21	104	5.5	*A*
	Subtotal	33	34	103	10.2	*B*
Total		902	894	99	1.5	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	48	96	20.0	*B*
	T	177	178	100	8.2	*A*
	R	5	5	100	4.9	*A*
	Subtotal	232	231	100	10.6	*B*
SB	L	403	396	98	15.7	*B*
	T	40	40	99	0.8	*A*
	R	48	48	100	2.3	*A*
	Subtotal	491	484	99	13.1	*B*
WB	T	47	45	96	21.0	*C*
	R	75	76	101	6.1	*A*
	Subtotal	122	121	99	11.6	*B*
Total		846	836	99	12.2	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	60	57	95	54.6	*D*
	T	80	78	97	42.5	*D*
	R	230	234	102	8.2	*A*
	Subtotal	370	369	100	22.6	*C*
WB	L	120	118	98	82.2	*F*
	T	60	61	102	46.9	*D*
	R	70	70	100	25.5	*C*
	Subtotal	250	249	100	57.6	*E*
NE	L	313	306	98	22.3	*C*
	T	840	851	101	10.2	*B*
	R	395	412	104	10.9	*B*
	Subtotal	1,548	1,569	101	12.7	*B*
SW	L	105	102	97	49.7	*D*
	T	530	534	101	11.5	*B*
	R	110	108	98	6.1	*A*
	Subtotal	745	744	100	16.0	*B*
Total		2,914	2,931	101	18.6	*B*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	160	166	104	57.3	*E*
	T	509	512	101	85.3	*F*
	R	291	295	101	32.4	*C*
	Subtotal	960	973	101	64.5	*E*
NE	L	728	717	99	38.8	*D*
	T	1,258	1,276	101	5.8	*A*
	Subtotal	1,986	1,993	100	17.7	*B*
SW	T	786	788	100	28.6	*C*
	R	95	97	102	25.1	*C*
	Subtotal	881	885	100	28.2	*C*
Total		3,826	3,851	101	32.2	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	540	543	101	51.4	*D*
	T	80	80	100	41.9	*D*
	R	305	306	100	38.5	*D*
	Subtotal	925	929	100	46.3	*D*
NE	T	1,445	1,449	100	26.8	*C*
	R	40	39	98	16.1	*B*
	Subtotal	1,485	1,488	100	26.5	*C*
SW	L	380	381	100	54.4	*D*
	T	565	571	101	19.2	*B*
	Subtotal	945	952	101	33.3	*C*
Total		3,356	3,369	100	33.9	*C*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***37***	***36***	***98***	***7.9***	***A***
	R	14	16	112	4.4	*A*
	Subtotal	51	52	102	6.8	*A*
EB	L	10	8	78	3.8	*A*
	T	398	392	98	1.4	*A*
	Subtotal	408	400	98	1.4	*A*
WB	T	108	105	97	0.5	*A*
	R	15	15	98	0.4	*A*
	Subtotal	123	120	98	0.5	*A*
Total		582	572	98	1.7	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	31	92	9.1	*A*
	T	***10***	***10***	***98***	***9.6***	***A***
	R	60	60	100	7.1	*A*
	Subtotal	104	101	97	8.0	*A*
SB	L	34	32	95	8.2	*A*
	R	15	14	92	4.9	*A*
	Subtotal	49	46	94	7.2	*A*
EB	L	5	4	80	2.6	*A*
	T	397	392	99	0.8	*A*
	R	33	33	101	0.4	*A*
	Subtotal	435	429	99	0.8	*A*
WB	L	46	46	101	4.7	*A*
	T	75	76	101	0.2	*A*
	R	30	26	87	0.2	*A*
	Subtotal	151	148	98	1.6	*A*
Total		738	724	98	2.4	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	39	37	95	5.0	*A*
	T	476	468	98	0.5	*A*
	Subtotal	515	505	98	0.8	*A*
SE	T	471	463	98	0.7	*A*
	R	20	21	104	0.4	*A*
	Subtotal	491	484	99	0.7	*A*
NE	***L***	***15***	***16***	***105***	***9.2***	***A***
	R	41	41	101	6.7	*A*
	Subtotal	56	57	102	7.4	*A*
Total		1,062	1,046	98	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	37	35	95	4.0	*A*
	T	432	421	98	0.6	*A*
	Subtotal	469	456	97	0.9	*A*
SE	T	458	455	99	0.7	*A*
	R	54	50	93	0.4	*A*
	Subtotal	512	505	99	0.7	*A*
NE	***L***	***85***	***85***	***100***	***11.6***	***B***
	R	51	53	104	7.3	*A*
	Subtotal	136	138	101	9.9	*A*
Total		1,116	1,099	98	1.9	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	8.4	*A*
	R	10	9	88	4.7	*A*
	Subtotal	20	19	95	6.6	*A*
SB	***L***	***19***	***18***	***94***	***10.1***	***B***
	R	6	6	100	6.2	*A*
	Subtotal	25	24	96	9.1	*A*
EB	L	15	12	79	4.9	*A*
	T	342	343	100	0.8	*A*
	R	5	6	120	0.4	*A*
	Subtotal	362	361	100	0.9	*A*
WB	L	16	17	105	4.4	*A*
	T	452	442	98	1.2	*A*
	R	16	18	111	1.0	*A*
	Subtotal	484	477	99	1.3	*A*
Total		892	881	99	1.5	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & A4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,237	1,232	100	3.6	*A*
	R	95	95	100	3.9	*A*
	Subtotal	1,332	1,327	100	3.6	*A*
SW	T	46	41	89	0.2	*A*
	R	***45***	***44***	***98***	***10.9***	***B***
	Subtotal	91	85	93	5.7	*A*
Total		1,422	1,412	99	3.7	*A*

Intersection: Digital Drive & A2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,237	1,234	100	0.6	*A*
	R	45	40	89	1.0	*A*
	Subtotal	1,282	1,274	99	0.6	*A*
SW	T	63	65	103	0.3	*A*
	R	***15***	***15***	***98***	***4.6***	***A***
	Subtotal	78	80	103	1.1	*A*
Total		1,360	1,354	100	0.6	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	179	179	100	71.7	*E*
	T	107	110	103	52.1	*D*
	R	334	338	101	14.5	*B*
	Subtotal	620	627	101	37.4	*D*
SB	L	265	263	99	55.1	*E*
	T	87	87	100	55.5	*E*
	R	585	585	100	23.3	*C*
	Subtotal	937	935	100	35.2	*D*
EB	L	210	209	100	58.0	*E*
	T	2,170	2,162	100	28.7	*C*
	R	345	349	101	8.2	*A*
	Subtotal	2,725	2,720	100	28.3	*C*
WB	L	168	169	101	54.8	*D*
	T	1,875	1,864	99	26.5	*C*
	R	110	109	99	6.2	*A*
	Subtotal	2,153	2,142	99	27.7	*C*
Total		6,434	6,424	100	30.0	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***T***	***468***	***480***	***103***	***2.0***	***A***
	R	47	53	113	0.7	*A*
	Subtotal	515	533	103	1.9	*A*
SB	T	600	604	101	1.5	*A*
	Subtotal	600	604	101	1.5	*A*
WB	R	152	146	96	1.5	*A*
	Subtotal	152	146	96	1.5	*A*
Total		1,266	1,283	101	1.7	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	469	484	103	1.9	*A*
	R	28	30	106	1.3	*A*
	Subtotal	497	514	103	1.9	*A*
SB	L	178	173	97	6.4	*A*
	T	423	433	102	0.1	*A*
	Subtotal	601	606	101	1.9	*A*
WB	***L***	***19***	***19***	***99***	***31.3***	***D***
	R	46	48	105	10.9	*B*
	Subtotal	65	67	103	16.7	*C*
Total		1,164	1,187	102	2.8	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	35	95	22.1	*C*
	T	190	197	103	10.2	*B*
	R	5	4	80	4.0	*A*
	Subtotal	232	236	102	11.9	*B*
SB	L	312	318	102	24.5	*C*
	T	45	48	107	0.9	*A*
	R	84	83	99	3.5	*A*
	Subtotal	441	449	102	18.1	*B*
WB	T	169	163	96	19.5	*B*
	R	207	215	104	6.9	*A*
	Subtotal	376	378	101	12.3	*B*
Total		1,050	1,063	101	14.7	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	99	91	92	42.0	*D*
	T	51	54	106	33.3	*C*
	R	437	445	102	19.3	*B*
	Subtotal	587	590	101	24.1	*C*
WB	L	165	165	100	67.1	*E*
	T	50	50	100	37.9	*D*
	R	90	89	99	19.0	*B*
	Subtotal	305	304	100	48.2	*D*
NE	L	214	210	98	23.9	*C*
	T	700	716	102	4.5	*A*
	R	220	224	102	3.8	*A*
	Subtotal	1,134	1,150	101	7.9	*A*
SW	L	55	57	104	84.9	*F*
	T	1,000	994	99	52.3	*D*
	R	78	83	106	41.2	*D*
	Subtotal	1,133	1,134	100	53.1	*D*
Total		3,158	3,178	101	31.0	*C*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	110	110	100	55.2	*E*
	T	347	341	98	55.9	*E*
	R	218	234	107	15.2	*B*
	Subtotal	675	685	101	41.9	*D*
NE	L	664	656	99	41.9	*D*
	T	917	915	100	5.1	*A*
	Subtotal	1,581	1,571	99	20.5	*C*
SW	T	1,386	1,382	100	33.0	*C*
	R	216	221	102	26.2	*C*
	Subtotal	1,602	1,603	100	32.1	*C*
Total		3,858	3,859	100	29.2	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	283	276	98	80.7	*F*
	T	420	404	96	167.6	*F*
	R	690	654	95	193.3	*F*
	Subtotal	1,393	1,334	96	162.2	*F*
NE	T	1,297	1,296	100	44.2	*D*
	R	190	196	103	24.3	*C*
	Subtotal	1,487	1,492	100	41.6	*D*
SW	L	673	659	98	47.6	*D*
	T	824	830	101	12.4	*B*
	Subtotal	1,497	1,489	99	28.0	*C*
Total		4,376	4,315	99	76.9	*E*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***51***	***52***	***102***	***9.4***	***A***
	R	29	29	101	5.9	*A*
	Subtotal	80	81	101	8.1	*A*
EB	L	42	44	105	5.1	*A*
	T	276	278	101	1.5	*A*
	Subtotal	318	322	101	2.0	*A*
WB	T	348	350	101	0.6	*A*
	R	49	49	100	0.4	*A*
	Subtotal	397	399	101	0.6	*A*
Total		794	802	101	1.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	25	92	10.1	*B*
	T	***15***	***15***	***98***	***11.1***	***B***
	R	64	67	105	6.4	*A*
	Subtotal	106	107	101	7.9	*A*
SB	L	37	35	95	10.4	*B*
	R	30	31	104	6.2	*A*
	Subtotal	67	66	99	8.4	*A*
EB	L	26	25	95	4.1	*A*
	T	269	270	100	0.9	*A*
	R	31	33	107	0.5	*A*
	Subtotal	326	328	101	1.1	*A*
WB	L	42	44	105	4.1	*A*
	T	339	342	101	0.3	*A*
	R	67	63	94	0.2	*A*
	Subtotal	448	449	100	0.7	*A*
Total		947	950	100	2.2	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	21	20	94	4.8	*A*
	T	432	433	100	0.5	*A*
	Subtotal	453	453	100	0.7	*A*
SE	T	336	335	100	0.7	*A*
	R	34	36	107	0.6	*A*
	Subtotal	370	371	100	0.7	*A*
NE	***L***	***16***	***17***	***105***	***10.2***	***B***
	R	36	37	103	5.8	*A*
	Subtotal	52	54	104	7.2	*A*
Total		875	878	100	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	46	48	105	6.3	*A*
	T	262	260	99	0.6	*A*
	Subtotal	308	308	100	1.5	*A*
SE	T	515	517	100	1.1	*A*
	R	95	93	98	0.6	*A*
	Subtotal	610	610	100	1.0	*A*
NE	***L***	***20***	***21***	***104***	***12.2***	***B***
	R	61	66	108	7.6	*A*
	Subtotal	81	87	107	8.7	*A*
Total		998	1,005	101	1.8	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	26	95	16.0	*C*
	R	38	39	103	15.1	*C*
	Subtotal	65	65	100	15.5	*C*
SB	***L***	***22***	***21***	***94***	***20.5***	***C***
	R	10	10	98	7.5	*A*
	Subtotal	32	31	97	16.3	*C*
EB	L	10	10	98	5.3	*A*
	T	526	531	101	4.2	*A*
	R	40	42	106	3.4	*A*
	Subtotal	576	583	101	4.2	*A*
WB	L	48	46	96	7.5	*A*
	T	271	274	101	1.2	*A*
	R	24	25	103	0.9	*A*
	Subtotal	343	345	101	2.0	*A*
Total		1,017	1,024	101	4.5	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & A4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,191	1,177	99	2.5	*A*
	R	36	40	112	2.8	*A*
	Subtotal	1,227	1,217	99	2.5	*A*
SW	T	61	65	106	0.3	*A*
	R	***79***	***77***	***97***	***11.3***	***B***
	Subtotal	140	142	101	6.3	*A*
Total		1,367	1,359	99	2.9	*A*

Intersection: Digital Drive & A2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,210	1,194	99	0.6	*A*
	R	60	59	98	1.1	*A*
	Subtotal	1,270	1,253	99	0.6	*A*
SW	T	50	54	107	0.3	*A*
	R	***22***	***23***	***103***	***4.8***	***A***
	Subtotal	72	77	107	1.6	*A*
Total		1,343	1,330	99	0.7	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	109	99	57.8	*E*
	T	126	119	94	52.8	*D*
	R	120	121	101	8.0	*A*
	Subtotal	356	349	98	38.8	*D*
SB	L	100	103	103	53.9	*D*
	T	60	58	97	55.6	*E*
	R	190	191	100	7.9	*A*
	Subtotal	350	352	101	29.2	*C*
EB	L	300	306	102	52.8	*D*
	T	1,325	1,323	100	19.2	*B*
	R	400	398	100	7.5	*A*
	Subtotal	2,025	2,027	100	22.0	*C*
WB	L	150	153	102	54.3	*D*
	T	1,690	1,714	101	25.0	*C*
	R	170	170	100	7.7	*A*
	Subtotal	2,010	2,037	101	25.8	*C*
Total		4,741	4,765	101	25.4	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	221	217	98	0.4	*A*
	R	47	47	101	0.6	*A*
	Subtotal	268	264	99	0.4	*A*
SB	***T***	***610***	***610***	***100***	***1.2***	***A***
	Subtotal	610	610	100	1.2	*A*
WB	R	135	135	100	1.2	*A*
	Subtotal	135	135	100	1.2	*A*
Total		1,013	1,009	100	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	247	244	99	1.8	*A*
	R	10	12	117	1.5	*A*
	Subtotal	257	256	100	1.8	*A*
SB	L	132	128	97	3.8	*A*
	T	478	482	101	0.1	*A*
	Subtotal	610	610	100	0.9	*A*
WB	***L***	***13***	***11***	***83***	***15.6***	***C***
	R	20	20	99	5.7	*A*
	Subtotal	33	31	94	9.2	*A*
Total		902	897	100	1.5	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	52	104	20.1	*C*
	T	177	174	98	8.5	*A*
	R	5	4	80	5.3	*A*
	Subtotal	232	230	99	11.1	*B*
SB	L	403	406	101	15.7	*B*
	T	40	38	94	0.8	*A*
	R	48	48	100	2.5	*A*
	Subtotal	491	492	100	13.3	*B*
WB	T	47	47	100	20.9	*C*
	R	75	77	102	6.1	*A*
	Subtotal	122	124	102	11.7	*B*
Total		846	846	100	12.5	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	60	65	108	49.6	*D*
	T	80	86	107	46.0	*D*
	R	230	232	101	34.6	*C*
	Subtotal	370	383	104	39.7	*D*
WB	L	120	123	102	99.0	*F*
	T	60	59	98	45.2	*D*
	R	70	70	100	22.7	*C*
	Subtotal	250	252	101	65.2	*E*
NE	L	313	316	101	25.5	*C*
	T	840	837	100	10.2	*B*
	R	395	396	100	10.3	*B*
	Subtotal	1,548	1,549	100	13.3	*B*
SW	L	105	103	98	63.4	*E*
	T	530	539	102	12.2	*B*
	R	110	113	103	7.8	*A*
	Subtotal	745	755	101	18.5	*B*
Total		2,914	2,939	101	22.5	*C*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	160	156	98	53.3	*D*
	T	509	504	99	71.2	*E*
	R	291	294	101	27.0	*C*
	Subtotal	960	954	99	54.7	*D*
NE	L	728	714	98	38.7	*D*
	T	1,258	1,265	101	5.8	*A*
	Subtotal	1,986	1,979	100	17.7	*B*
SW	T	786	797	101	32.5	*C*
	R	95	97	102	29.6	*C*
	Subtotal	881	894	101	32.2	*C*
Total		3,826	3,827	100	30.4	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	540	544	101	50.4	*D*
	T	80	83	103	36.7	*D*
	R	305	298	98	47.9	*D*
	Subtotal	925	925	100	48.4	*D*
NE	T	1,445	1,436	99	27.4	*C*
	R	40	40	101	17.0	*B*
	Subtotal	1,485	1,476	99	27.1	*C*
SW	L	380	383	101	54.4	*D*
	T	565	569	101	18.6	*B*
	Subtotal	945	952	101	33.0	*C*
Total		3,356	3,353	100	34.7	*C*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***37***	***39***	***106***	***8.0***	***A***
	R	14	17	119	4.3	*A*
	Subtotal	51	56	110	6.9	*A*
EB	L	10	10	98	3.7	*A*
	T	398	402	101	1.4	*A*
	Subtotal	408	412	101	1.5	*A*
WB	T	108	108	100	0.6	*A*
	R	15	17	111	0.6	*A*
	Subtotal	123	125	102	0.6	*A*
Total		582	593	102	1.8	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***34***	***34***	***101***	***9.9***	***A***
	T	10	12	117	8.9	*A*
	R	60	58	97	7.4	*A*
	Subtotal	104	104	100	8.4	*A*
SB	L	34	35	104	8.4	*A*
	R	15	15	98	4.4	*A*
	Subtotal	49	50	102	7.2	*A*
EB	L	5	4	80	3.1	*A*
	T	397	405	102	0.8	*A*
	R	33	32	98	0.5	*A*
	Subtotal	435	441	101	0.8	*A*
WB	L	46	46	101	4.9	*A*
	T	75	77	103	0.3	*A*
	R	30	31	104	0.2	*A*
	Subtotal	151	154	102	1.7	*A*
Total		738	749	101	2.5	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	39	38	98	5.4	*A*
	T	476	479	101	0.5	*A*
	Subtotal	515	517	100	0.9	*A*
SE	T	471	479	102	0.7	*A*
	R	20	21	104	0.5	*A*
	Subtotal	491	500	102	0.7	*A*
NE	***L***	***15***	***16***	***105***	***9.1***	***A***
	R	41	42	103	6.4	*A*
	Subtotal	56	58	104	7.1	*A*
Total		1,062	1,075	101	1.1	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	37	32	87	4.4	*A*
	T	432	440	102	0.6	*A*
	Subtotal	469	472	101	0.9	*A*
SE	T	458	468	102	0.7	*A*
	R	54	52	96	0.6	*A*
	Subtotal	512	520	102	0.7	*A*
NE	***L***	***85***	***81***	***95***	***12.3***	***B***
	R	51	55	108	8.3	*A*
	Subtotal	136	136	100	10.7	*B*
Total		1,116	1,128	101	2.0	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	107	11.6	*B*
	R	10	15	146	7.9	*A*
	Subtotal	20	26	130	9.5	*A*
SB	***L***	***19***	***19***	***99***	***14.4***	***B***
	R	6	6	100	9.4	*A*
	Subtotal	25	25	100	13.2	*B*
EB	L	15	17	111	4.9	*A*
	T	342	350	102	2.3	*A*
	R	5	5	100	1.5	*A*
	Subtotal	362	372	103	2.4	*A*
WB	L	16	19	117	4.4	*A*
	T	452	456	101	1.1	*A*
	R	16	14	86	1.0	*A*
	Subtotal	484	489	101	1.2	*A*
Total		892	912	102	2.3	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & A4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,237	1,223	99	3.6	*A*
	R	95	93	98	3.9	*A*
	Subtotal	1,332	1,316	99	3.6	*A*
SW	T	46	45	98	0.2	*A*
	R	***45***	***39***	***87***	***10.1***	***B***
	Subtotal	91	84	92	4.8	*A*
Total		1,422	1,400	98	3.7	*A*

Intersection: Digital Drive & A2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,237	1,216	98	0.6	*A*
	R	45	46	103	1.1	*A*
	Subtotal	1,282	1,262	98	0.6	*A*
SW	T	63	65	103	0.4	*A*
	R	***15***	***13***	***85***	***4.6***	***A***
	Subtotal	78	78	100	1.1	*A*
Total		1,360	1,340	99	0.6	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Timpanogos Highway (S.R. 92)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	179	183	102	78.8	*E*
	T	107	115	107	52.7	*D*
	R	334	331	99	15.3	*B*
	Subtotal	620	629	101	40.6	*D*
SB	L	265	263	99	53.3	*D*
	T	87	89	103	56.3	*E*
	R	585	590	101	25.4	*C*
	Subtotal	937	942	101	36.1	*D*
EB	L	210	212	101	58.7	*E*
	T	2,170	2,171	100	28.8	*C*
	R	345	351	102	8.3	*A*
	Subtotal	2,725	2,734	100	28.5	*C*
WB	L	168	160	95	52.0	*D*
	T	1,875	1,910	102	27.1	*C*
	R	110	112	102	6.9	*A*
	Subtotal	2,153	2,182	101	27.9	*C*
Total		6,434	6,487	101	30.6	*C*

Intersection: Digital Drive & Stockton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***T***	***468***	***482***	***103***	***1.8***	***A***
	R	47	47	101	0.7	*A*
	Subtotal	515	529	103	1.7	*A*
SB	T	600	599	100	1.5	*A*
	Subtotal	600	599	100	1.5	*A*
WB	R	152	147	97	1.4	*A*
	Subtotal	152	147	97	1.4	*A*
Total		1,266	1,275	101	1.5	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & Hudson Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	469	482	103	1.8	*A*
	R	28	32	113	1.4	*A*
	Subtotal	497	514	103	1.8	*A*
SB	L	178	181	102	6.8	*A*
	T	423	420	99	0.1	*A*
	Subtotal	601	601	100	2.1	*A*
WB	***L***	***19***	***18***	***94***	***34.9***	***D***
	R	46	46	101	12.8	*B*
	Subtotal	65	64	98	19.0	*C*
Total		1,164	1,179	101	3.0	*A*

Intersection: Digital Drive & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	32	87	21.6	*C*
	T	190	195	102	11.4	*B*
	R	5	5	100	4.2	*A*
	Subtotal	232	232	100	12.7	*B*
SB	L	312	306	98	24.0	*C*
	T	45	46	102	0.8	*A*
	R	84	84	100	3.3	*A*
	Subtotal	441	436	99	17.6	*B*
WB	T	169	169	100	19.4	*B*
	R	207	218	105	6.9	*A*
	Subtotal	376	387	103	12.4	*B*
Total		1,050	1,055	101	14.6	*B*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Ridge Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	99	103	104	40.7	*D*
	T	51	52	102	33.0	*C*
	R	437	437	100	17.3	*B*
	Subtotal	587	592	101	22.8	*C*
WB	L	165	166	101	56.1	*E*
	T	50	47	94	35.9	*D*
	R	90	90	100	17.4	*B*
	Subtotal	305	303	99	41.5	*D*
NE	L	214	214	100	33.7	*C*
	T	700	696	99	10.1	*B*
	R	220	220	100	9.2	*A*
	Subtotal	1,134	1,130	100	14.4	*B*
SW	L	55	54	98	72.1	*E*
	T	1,000	992	99	45.2	*D*
	R	78	84	107	35.6	*D*
	Subtotal	1,133	1,130	100	45.8	*D*
Total		3,158	3,155	100	29.9	*C*

Intersection: Triumph Boulevard & Digital Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	110	110	100	53.8	*D*
	T	347	352	101	60.6	*E*
	R	218	218	100	15.3	*B*
	Subtotal	675	680	101	45.0	*D*
NE	L	664	646	97	59.8	*E*
	T	917	914	100	4.4	*A*
	Subtotal	1,581	1,560	99	27.3	*C*
SW	T	1,386	1,364	98	18.8	*B*
	R	216	224	104	12.8	*B*
	Subtotal	1,602	1,588	99	18.0	*B*
Total		3,858	3,828	99	26.7	*C*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Triumph Boulevard & Thanksgiving Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	283	286	101	59.9	*E*
	T	420	415	99	60.8	*E*
	R	690	687	100	23.8	*C*
	Subtotal	1,393	1,388	100	42.3	*D*
NE	T	1,297	1,279	99	29.7	*C*
	R	190	201	106	19.2	*B*
	Subtotal	1,487	1,480	100	28.3	*C*
SW	L	673	657	98	70.5	*E*
	T	824	814	99	22.6	*C*
	Subtotal	1,497	1,471	98	44.0	*D*
Total		4,376	4,339	99	38.1	*D*

Intersection: Ridge Drive & A1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***51***	***48***	***94***	***10.0***	***A***
	R	29	29	101	6.7	*A*
	Subtotal	80	77	96	8.8	*A*
EB	L	42	42	101	5.3	*A*
	T	276	268	97	1.5	*A*
	Subtotal	318	310	97	2.0	*A*
WB	T	348	357	103	0.6	*A*
	R	49	49	100	0.4	*A*
	Subtotal	397	406	102	0.6	*A*
Total		794	793	100	1.9	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A2 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	26	95	9.8	*A*
	T	***15***	***16***	***105***	***11.6***	***B***
	R	64	63	98	6.7	*A*
	Subtotal	106	105	99	8.2	*A*
SB	L	37	37	101	10.6	*B*
	R	30	32	108	6.3	*A*
	Subtotal	67	69	103	8.6	*A*
EB	L	26	22	84	4.0	*A*
	T	269	262	97	0.9	*A*
	R	31	31	101	0.5	*A*
	Subtotal	326	315	97	1.1	*A*
WB	L	42	43	103	3.7	*A*
	T	339	347	102	0.3	*A*
	R	67	71	106	0.2	*A*
	Subtotal	448	461	103	0.6	*A*
Total		947	950	100	2.2	*A*

Intersection: A3 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	21	20	94	3.7	*A*
	T	432	447	104	0.5	*A*
	Subtotal	453	467	103	0.6	*A*
SE	T	336	329	98	0.7	*A*
	R	34	34	101	0.5	*A*
	Subtotal	370	363	98	0.7	*A*
NE	***L***	***16***	***15***	***92***	***9.9***	***A***
	R	36	37	103	5.5	*A*
	Subtotal	52	52	100	6.8	*A*
Total		875	882	101	1.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: A4 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	46	44	96	6.1	*A*
	T	262	274	105	0.6	*A*
	Subtotal	308	318	103	1.4	*A*
SE	T	515	510	99	1.0	*A*
	R	95	95	100	0.6	*A*
	Subtotal	610	605	99	0.9	*A*
NE	***L***	***20***	***21***	***104***	***12.5***	***B***
	R	61	67	110	7.8	*A*
	Subtotal	81	88	109	8.9	*A*
Total		998	1,011	101	1.8	*A*

Intersection: A5 & Ridge Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	29	106	15.5	*C*
	R	38	39	103	13.2	*B*
	Subtotal	65	68	105	14.2	*B*
SB	***L***	***22***	***23***	***103***	***19.4***	***C***
	R	10	13	127	7.2	*A*
	Subtotal	32	36	113	15.0	*B*
EB	L	10	11	107	4.3	*A*
	T	526	529	101	3.4	*A*
	R	40	41	103	2.1	*A*
	Subtotal	576	581	101	3.3	*A*
WB	L	48	46	96	7.5	*A*
	T	271	278	103	1.2	*A*
	R	24	23	95	0.9	*A*
	Subtotal	343	347	101	2.0	*A*
Total		1,017	1,032	101	4.0	*A*

SimTraffic LOS Report

Project: Lehi Point Ridge Holdings TIS
Analysis Period: *Future (2028) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2435*

Intersection: Digital Drive & A4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,191	1,181	99	3.2	*A*
	R	36	40	112	3.6	*A*
	Subtotal	1,227	1,221	100	3.2	*A*
SW	T	61	60	98	0.3	*A*
	R	***79***	***79***	***100***	***15.2***	***C***
	Subtotal	140	139	99	8.8	*A*
Total		1,367	1,360	99	3.8	*A*

Intersection: Digital Drive & A2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,210	1,202	99	0.7	*A*
	R	60	58	97	1.2	*A*
	Subtotal	1,270	1,260	99	0.7	*A*
SW	T	50	52	103	0.2	*A*
	R	***22***	***23***	***103***	***4.4***	***A***
	Subtotal	72	75	104	1.5	*A*
Total		1,343	1,335	99	0.8	*A*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB			NE			NW			SB				SE				SW			EB				WB				
	L	R	T	L	T	TR	L	R	T	L	LT	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	100	50	75							150		100	50								250		50	250	50			75	300
02: Digital Drive & Stockton Lane																													
03: Digital Drive & Hudson Avenue																										50			
04: Digital Drive & Ridge Drive	25																												
05: Triumph Boulevard & Ridge Drive																		50					50				50		
06: Triumph Boulevard & Digital Drive				300	50		125	100	75										125	100									
07: Triumph Boulevard & Thanksgiving Way					300	125								125	150	100	150	125	75										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE			NW			SB				SE				SW			EB				WB				
	L	R	T	TR	L	T	TR	L	R	T	L	LT	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	125	100	75								225		300	200								225		75	425	75			50	325
02: Digital Drive & Stockton Lane												50																		
03: Digital Drive & Hudson Avenue											50																50			
04: Digital Drive & Ridge Drive											50																			
05: Triumph Boulevard & Ridge Drive					50														50					75				125		
06: Triumph Boulevard & Digital Drive					250	100		100	75	125										300	225									
07: Triumph Boulevard & Thanksgiving Way						400	200								125	325	300	325	225	75										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE				NW			SB					SE				SW			EB				WB				
	L	LTR	R	T	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	125		75	100								150			100	75								250		75	250	100			75	300
02: Digital Drive & Stockton Lane																																
03: Digital Drive & Hudson Avenue												50																	50			
04: Digital Drive & Ridge Drive	50		50	75								100			50															50	75
05: Triumph Boulevard & Ridge Drive					75																50				75	75				75		
06: Triumph Boulevard & Digital Drive					300		50		125	100	75											200	150									
07: Triumph Boulevard & Thanksgiving Way							350	175									150	150	100	175	150	75										
08: Ridge Drive & A1													50																			
09: A2 & Ridge Drive		75												50														50				
10: A3 & Ridge Drive						75																										
11: A4 & Ridge Drive						75			50																							
12: A5 & Ridge Drive		50												50																		

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE				SW			EB					WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	TR	L	LR	LTR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	150		100	75									225			275	150								225		100	425		150			50	350	
02: Digital Drive & Stockton Lane																																	50		
03: Digital Drive & Hudson Avenue													75																		75				
04: Digital Drive & Ridge Drive			50	100									150			50																	50	75	
05: Triumph Boulevard & Ridge Drive						175		50	50																	150	150					300			
06: Triumph Boulevard & Digital Drive						225		125		100	100	125											375	300											
07: Triumph Boulevard & Thanksgiving Way								450	275									175	325	275	350	250	75												
08: Ridge Drive & A1														75											50										
09: A2 & Ridge Drive		75													50										25					50					
10: A3 & Ridge Drive							75			50																									
11: A4 & Ridge Drive							75			50																									
12: A5 & Ridge Drive		75													75														75	50					

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Plus Project (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE				SW			EB			WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	R	T	TR	L	T	TR	L	R	T	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	125		75	100									150			100	75								250	75	275	100		75	300	
02: Digital Drive & Stockton Lane																																
03: Digital Drive & Hudson Avenue													75																50			
04: Digital Drive & Ridge Drive	50		50	100									100																	50	75	
05: Triumph Boulevard & Ridge Drive						100		50	75													75	150	125	75	75		50				50
06: Triumph Boulevard & Digital Drive						275		50		125	100	75											200	150								
07: Triumph Boulevard & Thanksgiving Way								375	175									150	150	100	175	150	50								
08: Ridge Drive & A1														50																		
09: A2 & Ridge Drive		75													50													50				
10: A3 & Ridge Drive							75			50																						
11: A4 & Ridge Drive							75			50																						
12: A5 & Ridge Drive		50													50																	

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Existing (2023) Plus Project (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE				SW			EB				WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	R	T	TR	L	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	175		100	75									225			300	225								225	100	425		125		50	325	
02: Digital Drive & Stockton Lane																														50			
03: Digital Drive & Hudson Avenue													75																75				
04: Digital Drive & Ridge Drive	50		50	100									125			50														50	75		
05: Triumph Boulevard & Ridge Drive						200		75	100													75	325	275	75	200			125				75
06: Triumph Boulevard & Digital Drive						225		125		100	75	125											400	300									
07: Triumph Boulevard & Thanksgiving Way								500	300									175	325	300	350	275	75										
08: Ridge Drive & A1														75											50								
09: A2 & Ridge Drive		75													50														50				
10: A3 & Ridge Drive							75																										
11: A4 & Ridge Drive							75			50																							
12: A5 & Ridge Drive		75													50													50	50				

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB			NE			NW			SB			SE				SW			EB				WB				
	L	R	T	L	T	TR	L	R	T	L	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	125	75	75							150	100	100								250		100	275	150			75	325
02: Digital Drive & Stockton Lane																												
03: Digital Drive & Hudson Avenue										50															50			
04: Digital Drive & Ridge Drive	50		100							150	75																50	50
05: Triumph Boulevard & Ridge Drive				150													125	50			1,075	250				450		
06: Triumph Boulevard & Digital Drive				225	250		175	225	125									225	150									
07: Triumph Boulevard & Thanksgiving Way					1,475	475							675	150	100	175	175	125										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE			NW			SB			SE				SW			EB				WB				
	L	R	T	TR	L	T	TR	L	R	T	L	R	T	L	R	T	TR	L	T	TR	L	LT	R	T	L	LR	LTR	R	T
01: Digital Drive & Timpanogos Highway (S.R. 92)	175	125	75								225	300	150								225		75	450	125			50	350
02: Digital Drive & Stockton Lane																												50	
03: Digital Drive & Hudson Avenue											75															50			
04: Digital Drive & Ridge Drive			100								100	50																75	100
05: Triumph Boulevard & Ridge Drive					75													75				650	300				450		
06: Triumph Boulevard & Digital Drive					275	150		150	125	175									350	275									
07: Triumph Boulevard & Thanksgiving Way						700	375							250	400	325	400	275	100										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Background (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB			NE			NW			SB			SE				SW			EB			WB				
	L	R	T	L	T	TR	L	R	T	L	R	T	L	LT	R	TR	L	T	TR	L	R	T	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	125	75	100							150	100	100								225	100	300	125		75	325	
02: Digital Drive & Stockton Lane																											
03: Digital Drive & Hudson Avenue										50														50			
04: Digital Drive & Ridge Drive	50		100							150															50	50	
05: Triumph Boulevard & Ridge Drive				175	200	250											125	175	125	50	75	125	175				150
06: Triumph Boulevard & Digital Drive				200	125		200	225	150									200	150								
07: Triumph Boulevard & Thanksgiving Way					600	325							275	275	200	225	150	225									

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Background (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE			NW			SB			SE				SW			EB			WB				
	L	R	T	TR	L	T	TR	L	R	T	L	R	T	L	LT	R	TR	L	T	TR	L	R	T	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	175	150	75								250	325	250								275	75	475	125		50	375	
02: Digital Drive & Stockton Lane																										50		
03: Digital Drive & Hudson Avenue											75														75			
04: Digital Drive & Ridge Drive			100								100	50														75	100	
05: Triumph Boulevard & Ridge Drive					100	175	200											200	375	325	125	250	250	225				150
06: Triumph Boulevard & Digital Drive					200	150		150	100	175									350	275								
07: Triumph Boulevard & Thanksgiving Way						700	350							250	400	450	450	250	150									

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB				NE				NW				SB					SE				SW				EB				WB				
	L	LTR	R	T	L	LR	T	TR	L	R	T	TR	L	LR	LTR	R	T	L	LT	R	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	150		75	100									150			100	125									250	150	300		175		75	325	
02: Digital Drive & Stockton Lane																																		
03: Digital Drive & Hudson Avenue													75																	50				
04: Digital Drive & Ridge Drive	50			100									175			100															50	50		
05: Triumph Boulevard & Ridge Drive					200		200	250														150		200	175	100	125	125	200				175
06: Triumph Boulevard & Digital Drive					225		150		275	325	450													300	225								
07: Triumph Boulevard & Thanksgiving Way							575	325										300	325	200	225	275		250									
08: Ridge Drive & A1														75																			
09: A2 & Ridge Drive		75													50														50				
10: A3 & Ridge Drive						75			50																								
11: A4 & Ridge Drive						100			50																								
12: A5 & Ridge Drive		50													50																		
13: Digital Drive & A4																							75										
14: Digital Drive & A2																							50										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE				SW				EB				WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	LT	R	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	225		150	125									250			325	250									225	125	475		175		50	350	
02: Digital Drive & Stockton Lane				50																											50		
03: Digital Drive & Hudson Avenue													100																	75			
04: Digital Drive & Ridge Drive	50			125									175			100															75	125	
05: Triumph Boulevard & Ridge Drive						175		75	100													275		800	600	125	400	100		250				150
06: Triumph Boulevard & Digital Drive						200		150		175	125	225												500	425									
07: Triumph Boulevard & Thanksgiving Way								950	400									950	1,225	825	1,375	300		200										
08: Ridge Drive & A1														75												50								
09: A2 & Ridge Drive		75													75											50				50				
10: A3 & Ridge Drive							75			50																								
11: A4 & Ridge Drive							75			75																								
12: A5 & Ridge Drive		75													75											50			200	75				
13: Digital Drive & A4																							75											
14: Digital Drive & A2																							50											

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Plus Project (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW				SB					SE					SW				EB				WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	TR	L	LR	LTR	R	T	L	LT	R	T	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	150		75	100										150			100	100										250	150	300		175		75	325	
02: Digital Drive & Stockton Lane																																		50		
03: Digital Drive & Hudson Avenue														75																			50			
04: Digital Drive & Ridge Drive	50			100										175			75																50	50		
05: Triumph Boulevard & Ridge Drive						225		225	250															175		225	200	100	300	125		250				175
06: Triumph Boulevard & Digital Drive						225		150		225	250	350														300	225									
07: Triumph Boulevard & Thanksgiving Way								650	325										275	300	325	200		275		250										
08: Ridge Drive & A1															75																					
09: A2 & Ridge Drive		75														50																50				
10: A3 & Ridge Drive							75			50																										
11: A4 & Ridge Drive							100			50																										
12: A5 & Ridge Drive		50														75														100	25				
13: Digital Drive & A4																									75										
14: Digital Drive & A2																									50										

SimTraffic Queueing Report

Project: Lehi Point Ridge Holdings TIS

Analysis: Future (2028) Plus Project (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2435

Intersection	NB					NE				NW			SB					SE					SW				EB				WB				
	L	LTR	R	T	TR	L	LR	T	TR	L	R	T	L	LR	LTR	R	T	L	LT	R	T	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: Digital Drive & Timpanogos Highway (S.R. 92)	250		175	150									250			350	375										250	150	475		175		50	375	
02: Digital Drive & Stockton Lane				50																												50		
03: Digital Drive & Hudson Avenue													100																		75			
04: Digital Drive & Ridge Drive	50			125									175			75																100	125	
05: Triumph Boulevard & Ridge Drive						200		175	200														250		650	550	125	375	100		225				150
06: Triumph Boulevard & Digital Drive						425		125		175	150	250													325	225									
07: Triumph Boulevard & Thanksgiving Way								625	325									250	300	425	275		450		250										
08: Ridge Drive & A1														75													50								
09: A2 & Ridge Drive		75													50												50				50				
10: A3 & Ridge Drive							75			50																									
11: A4 & Ridge Drive							75			50																									
12: A5 & Ridge Drive		75													75												50			175	75				
13: Digital Drive & A4												75												100											
14: Digital Drive & A2																								50											