Lehi City Council Meeting
Agenda
March 14, 2023

5:30 PM - Lehi City Council Chambers (153 N. 100 E., Lehi, Utah)

Pre-Council, 5:30 p.m.

1. Welcome and Opening Comment

2. Presentations and Reports

   2.1. Fiber Network Update

   2.2. Hutchings Museum Annual Report

   2.3. HTRZ Application Discussion- Economic Development

3. Agenda Questions
   The Mayor and City Council discuss and ask questions on items on the Regular Session agenda.

4. Administrative Report

5. Mayor and Council Reports
   Calendar items and outside Committee reports

6. Consideration of Adjourning into a Closed Session to discuss the purchase, exchange, or lease of real property.

Regular Session, 7:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance

2. Presentations and Reports

   2.1. Arbor Day Proclamation
   2023 Arbor Day Proclamtion (1).pdf

3. 20 Minute Citizen Input
   (for public comments on items not listed on the agenda. Comments limited to 3 minutes per person

with a time limit not to exceed 20 minutes for this item.)

4. Consent Agenda

4.1. Approve Minutes from the February 2023 City Council Meetings.
020723 WS.pdf
021423CC.pdf
022823CC.pdf

4.2. Approve Purchase Orders
PO Index.pdf
PO Request-Stuart C Irby $163800.pdf
PO #7427.pdf
PO Request - Stuart C Irby - $1069250.pdf

Regular Agenda

5. Consideration of Resolution #2023-13 approving an agreement between Lehi City and Brightview Landscape Services for parks and detention mowing services.
Petitioner: Lehi City
Res 2023-13.docx
Agreement-ParksandDetentionAreasMowing.LehiCityParks.BrightViewLandscape.2.23.2023.pdf

6. Consideration of Preliminary subdivision approval for the Fox Canyon Plats A1 and I1 including 41 single family lots located at approximately 5400 North Fox Canyon Road with the Flex Land Use Designations in the Traverse Mountain Planned Community
Petitioner: Perry Homes
Fox Canyon Plats A1 and I1 Subdivision DRC 11.16.22.docx
CC Staff Report Fox Canyon A1 and I1 Subdivision 01.10.23.docx
Fox Canyon A1 Adjustments DRC 03.01.23.docx
Fox Canyon I1 Adjustments DRC 03.01.23.docx
Fox Canyon Traffic Study DRC 03.01.23.docx
Fox Canyon A1 and I1 Preliminary - narrative.pdf
Fox Canyon A1 I1 - Preliminary Plans Original.pdf
Fox Canyon A1 Updated.pdf
Fox Canyon I1 Updated.pdf
Fox Canyon Traffic Impact Study.pdf
Aerial Map.pdf
General Plan Map.pdf
Zoning Map.pdf

7. Consideration of Preliminary subdivision approval of Fox Canyon Townhomes Plats J1 and L1 including 143 townhome units located at approximately 5300 North Fox Canyon Road

with HDR1 and HDR2 Land Use Designations in the Traverse Mountain Planned Community.
Petitioner: Perry Homes
CC Staff Report Fox Canyon Townhomes J1 and L1 Subdivision 03.14.23.docx
Fox Canyon Townhomes Plats J1 and L1 DRC 11.16.22.docx
Fox Canyon J1 and L1 Adjustments DRC 03.01.23.docx
Fox Canyon Traffic Study DRC 03.01.23.docx
Fox Canyon J1 and L1 Preliminary - narrative.pdf
Fox Canyon J1 and L1 Preliminary Plans Original.pdf
FOX CANYON J1 and L1 Updated.pdf
Preliminary Elevations.pdf
Fox Canyon Traffic Impact Study.pdf
Aerial Map.pdf
General Plan Map.pdf
Zoning Map.pdf

8. Consideration of Ordinance #21-2023 the Arias General Plan Amendment on 1.97 acres of property located at 7944 N 9550 W (approximately 2300 West Pioneer Crossing), changing the land use designation from Neighborhood Commercial to Heavy Commercial.
Petitioner: Jose Arias
CC Staff Report Arias Heavy Commercial General Plan Amendment 03.14.23.docx
Arias Heavy Commercial General Plan Amendment DRC 01.18.23.docx
Ord 21-2023.docx
Arias General Plan Amendment narrative.pdf
Arias Heavy Commercial General Plan Amendment 01.18.23.pdf
Arias Aerial.pdf
Arias General Plan.pdf
Arias Zoning.pdf

9. Consideration of Ordinance #22-2023 the Marwood zone change on 0.84-acres of property located at 301 East State, changing the zoning from Mixed Use to TOD.
Petitioner: Britani & John Underwood
CC Staff Report Marwood Zone Change 03.14.23.docx
Marwood Zone Change DRC 03.23.22.docx
Ord 22-2023.docx
Underwood (Marwood) Zone Change 03.23.22 narrative.pdf
Marwood Aerial.pdf
Marwood GP.pdf
Marwood Zoning.pdf

10. Consideration of the Marwood Group land use plan, a 0.84-acre transit-oriented development located at 301 East State Street.
Petitioner: Britani & John Underwood

CC Staff Report Marwood TOD Concept & Land Use Map 03.14.23.docx
Marwood Group Concept DRC 02.08.23.docx
Marwood Concept narrative.pdf
Marwood Group Concept 02.08.23 plans.pdf
22-024 - Starwood Development Group TOD - Lehi - Land Use Map.pdf
Marwood Aerial.pdf
Marwood GP.pdf
Marwood Zoning.pdf

11. Adjournment

- Public is invited to attend all City Council 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: 2.1

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Fiber Network Update

Suggested Action:

Attachments:

Agenda Item No: 2.2

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Hutchings Museum Annual Report

Suggested Action:

Attachments:

Agenda Item No: 2.3

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
HTRZ Application Discussion- Economic Development

Suggested Action:

Attachments:

Agenda Item No: 2.1

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Arbor Day Proclamation

Suggested Action:

Attachments:

2023 Arbor Day Proclamtion (1).pdf

TREE CITY USA®
An Arbor Day Foundation Program

★★★ OFFICIAL PROCLAMATION ★★★

WHEREAS in 1872, the Nebraska Board of Agriculture established a special day to be set aside for the planting of trees, ***and***

WHEREAS this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, ***and***

WHEREAS Arbor Day is now observed throughout the nation and the world, ***and***

WHEREAS trees can be a solution to combating climate change by reducing the erosion of our precious topsoil by wind and water, cutting heating and cooling costs, moderating the temperature, cleaning the air, producing life-giving oxygen, and providing habitat for wildlife, ***and***

WHEREAS trees are a renewable resource giving us paper, wood for our homes, fuel for our fires, and countless other wood products, ***and***

WHEREAS trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community, ***and***

WHEREAS trees — wherever they are planted — are a source of joy and spiritual renewal.

NOW, THEREFORE, I, Mark Johnson, Mayor of the City of Lehi, do hereby proclaim April 22 ,2023 as **ARBOR DAY** In the City of Lehi, and I urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands, ***and***

FURTHER, I urge all citizens to plant trees to gladden the heart and promote the well-being of this and future generations.

DATED THIS _____day of _____, _____

Mayor _____

Arbor Day Foundation®

Agenda Item No: 4.1

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve Minutes from the February 2023 City Council Meetings.

Suggested Action:

Attachments:

020723 WS.pdf

021423CC.pdf

022823CC.pdf

LEHI CITY

153 North 100 East
Lehi, UT 84043
(801) 768-7100

Minutes of the **Work Session and Budget Retreat** of the **Lehi City Council** held Tuesday, **February 7, 2023,** at the Public Safety Building, 128 North 100 East, Lehi, Utah. The meeting began at approximately 9:00 AM.

Present: Mark Johnson, Mayor
Paige Albrecht, Council Member
Chris Condie, Council Member
Paul Hancock, Council Member
Katie Koivisto, Council Member
Mike Southwick, Council Member

Others Present: Jason Walker, City Administrator; Cameron Boyle, Assistant City Administrator; Ryan Wood, City Attorney; Kim Struthers, Community Development Director; Lorin Powell, City Engineer; Dean Lundell, Finance Director; Steve Marchbanks, Parks Superintendent; Shaye Ruitenbeek, Fiber Business Manager; Teisha Wilson, City Recorder; Scott Sampson, Risk Manager; Jeremy Estes, Fleet Manager; Chief Jeremy Craft, Fire Department; David Kitchen, Human Resources Director; Dean Lundell, Finance Director; Alyson Alger, Treasure; Karma Bentson, Accountant; Tyler Kelsey, IT Manager; Joel Eves, Power Department; Michelle Maughan; Information Center Manager; Morgan Cummings, Justice Court; Dan Harrison, Legacy Center Director; Kristi Seeley, Library Director; Gary Smith, Building Manager; Chief Darren Paul, Police Department; Sierra Pierson, Management Analyst; Melanie Hansen, Events Manager; Greg Allred, Water Department Manager; Mike West, Planner; and Andy Gowans, Management Analyst.

1. **Welcome Breakfast**
   Mayor Johnson welcomed everyone and noted that all Councilmembers were present, and that Councilor Albrecht joined virtually. Mayor Johnson offered the prayer.

2. **Keynote Speaker and Council Training- Cameron Moon with Franklin Covey**
   Mr. Moon facilitated the training "Trust and Inspire".

3. **Lunch and Miscellaneous items**
   Matt Dalton, with the Water Department, gave an update on the water and snowpack this year which is above average. He noted that the reservoir's storage capacity is still very low. Mr. Dalton stated that it's still important to keep conservation efforts going with public outreach. There was discussion about changing the water phases. Matt stated that there is no reason for residents to water more than 3 times per week.

   Andy Gowans, Management Analyst, gave an update on the Legislative Session. He stated that key messages for the Legislators include that the State has a surplus but cities do not and that we want the State to partner with local government. Some bills that are concerning include land

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use items such as ADU modifications, subdivisions, and consequences for non-compliance. Mr. Gowans then presented other potential bills that haven't been assigned a number yet, but could impact the city.

4. Citizen Survey Results

Emily Schill, with Y2 Analytics, presented the annual citizen survey results. She stated that growth is again a major concern for residents and the things that come with it. Water conservation is also a concern. They've seen a downward trend since 2021 in the overall satisfaction that's consistent across high growth communities. Generally, residents are still highly satisfied. Snow removal saw the most improvement from last year.

5. Financial Update

Dean Lundell, Finance Director, gave an economic update. He stated that inflation was up 6.45%. Retail sales numbers have been consistent. Big items for next year's budget will be Station 83 construction and staffing, along with the new Library and City Hall. He reviewed the utility funds and suggested rate increases for some funds such as pressurized irrigation due to the operating losses in that fund. There will need to be some rate discussions on pressurized irrigation to determine when to implement usage rates and what those rates look like. It's reasonable to expect that these rates will increase from year to year. He would prefer that rate increases are more frequent but small. Small increases were recommended for garbage, and storm drain. TSSD is hopeful that they will have a place to take the green waste soon. Mr. Lundell also suggested that they may need to increase the green waste rates. Power had an operating loss last year, but they had cash reserves to help with that and they implemented a rate increase.

Mr. Lundell reviewed the City's financial policies, which are necessary for a good bond rating. There was discussion about adjusting the targeted general fund reserve from 20-25 to 25-30 percent. It was also suggested that they add that the reserves could be used for specific purposes such as an economic downturn.

8. Family Park Concepts

Steve Marchbanks presented the proposed Family Park concept plans.

9. Elections Updates and Information

Teisha Wilson gave an update on important election dates and information.

6. Council Goals Discussion

The Council reviewed their goals and priorities. Transportation was discussed as a priority including public transit. Other priorities included a plan for downtown sidewalk improvements and restoration, code enforcement support and staff support for parks and recreation. Councilor Koivisto suggested building another rec center with a general obligation bond that would go to the voters. Councilor Hancock suggested that they be more aggressive with non-resident fees for recreation and the Legacy Center. There was also discussion about expanding or renovating the Legacy Center.

7. Council Assignments

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There was discussion about who would serve on the TSSD board. New assignments were made.

10. Legislative Update

This was presented earlier.

11. Consideration of Adjourning into a Closed Session to discuss the character, professional competence, or physical or mental health of an individual.

Motion: Councilor Hancock moved to adjourn into a closed session to discuss the character, professional competence, or physical or mental health of an individual. Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

The meeting adjourned into a close session at approximately 4:30 p.m.

12. Adjournment

With no further business to come before the City Council at this time the meeting adjourned at approximately 5:10 p.m.

Approved: Attest:

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

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LEHI CITY

153 North 100 East
Lehi, UT 84043
(801) 768-7100

Minutes of the **Pre Council and Regular Session** of the **Lehi City Council** held Tuesday, **February 14, 2023,** at Lehi City in the Council Chamber, 153 N 100 E. Lehi, UT.

Members Present: Mark Johnson, Mayor
Paige Albrecht, Council Member
Chris Condie, Council Member
Paul Hancock, Council Member
Katie Koivisto, Council Member
Mike Southwick, Council Member

Others Present: Jason Walker, City Administrator; Ryan Wood, City Attorney; Brad Kenison, Assistant City Engineer; Kim Struthers, Planning Director; Dean Lundell, Finance Director; Sherrie Benson, Deputy Recorder; and Teisha Wilson, City Recorder.

Regular Session, 5:30 p.m.

1. Welcome, Roll Call, Pledge of Allegiance

Mayor Johnson welcomed everyone and noted that all Councilmembers were present. Councilor Albrecht led the Pledge of Allegiance.

2. 20 Minute Citizen Input

This was moved to later in the agenda.

3. Consent Agenda

3.1) Approve Minutes from the January 24, 2023 City Council meeting.

3.2) Approve Purchase Orders

Motion: Councilor Southwick moved to approve the consent agenda items. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

4. Consideration of Ordinance #17-2023 granting an electric utility franchise and general utility easement to Rocky Mountain Power.

Mr. Wood stated that this is just renewing the agreement.

Motion: Councilor Koivisto moved to approve Ordinance #17-2023 granting an electric utility franchise and general utility easement to Rocky Mountain Power. Councilor Albrecht seconded the motion.

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Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

5. **Consideration of Ordinance #11-2023 approving the Skye East Zone Change on 109-acres of property located at approximately 4800 North 1800 East changing the zoning from TH-5 (transitional holding) to Planned Community (PC) in the already approved Skye Area Plan.**

Scott Bishop was representing DR Horton.

Motion: Councilor Southwick moved to approve Ordinance #11-2023 approving the Skye East Zone Change on 109-acres of property located at approximately 4800 North 1800 East changing the zoning from TH-5 (transitional holding) to Planned Community (PC) in the already approved Skye Area Plan; including the Development Review Committee and Planning Commission comments. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

6. **Skye Substation Grading Permit**

a. Public Hearing

b. Consideration of granting a Grading Permit for the Skye Substation on 12.02-acres of property located northwest of Horton Way.

Scott Bishop was representing DR Horton. He stated that they need to build a substation for their development and that grading work will need to be done.

Mayor Johnson opened the public hearing. Here were no comments.

Motion: Councilor Southwick moved to grant a grading permit for the Skye Substation on 12.02 acres for property located northwest of Horton Way; including the Development Review Committee and Planning Commission comments. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

7. **Consideration of Ordinance #12-2023, approving a Holbrook Farms Area Plan Amendment changing the land use map and changing the location of residential units located at approximately Hudson Way and Redwood Road.**

Brad Mackay was representing Ivory Development. He stated that this cleans up the Area Plan in a way that makes the most sense to develop. This will consolidate all residential to the east and keep the west side more industrial.

There was discussion regarding the Johnson mink farm deal when the density was granted to this area and that moving the density could violate the terms of that agreement. Mr. Mackay stated that this would add guaranteed commercial that the current plan does not have.

There was discussion about the land that UDOT purchased from Ivory as part of the Mountain View Corridor and that Ivory was compensated that way for the density.

The Council discussed the pros and cons of moving the residential units. The number of units isn't increasing, but the location and possibly the intensity. The infrastructure can support it, but there was discussion to recommend a traffic study. Having the guarantee of Commercial in that area would be beneficial. If the residential units remained on the east side, those future residents may be frustrated by their location surrounding industrial and they would be disconnected from the amenities on the east side of Redwood. Concerns with transfer of included adding more units into an already dense area.

Motion: Councilor Koivisto moved to deny this amendment and include the findings that it's not in conformance with the General Plan, that it's not consistent with the nearby area properties, and it will have an adverse effect on the surrounding property. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, No; Councilor Hancock, No; Councilor Koivisto, Yes; and Councilor Southwick, No. The motion failed with 2 in favor and 3 opposed.

Motion: Councilor Condie moved to approve Ordinance #12-2023, the Holbrook Farms Area Plan Amendment changing the land use map and changing the location of residential units located at approximately Hudson Way and Redwood Road; including the Development Review Committee and Planning Commission Comments; noting that the Planning Commission recommended approval and noting that a traffic study be required in the next step of the process. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, No; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, No; and Councilor Southwick, Yes. The motion passed with 3 in favor and 2 opposed.

2. 20 Minute Citizen Input

Students from Skyridge invited the Council and the public to attend their production of *Matilda*.

8. Consideration of Ordinance #13-2023, approving the Mammoth Zone Change on 1.95-acres located at approximately at 26 South 2300 West changing the zoning from TH-5 (transitional holding) to Commercial.

Councilor Condie expressed concern with the cueing on the concept plan and asked that staff look closely at that when it comes back for their site plan approval.

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Motion: Councilor Koivisto moved to approve Ordinance #13-2023, approving the Mammoth Zone Change on 1.95-acres located at approximately at 26 South 2300 West changing the zoning from TH-5 (transitional holding) to Commercial; including the Development Review Committee and Planning Commission comments. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

9. Consideration of Resolution #2023-08, approving a Development Agreement for the Good and the Beautiful development located at approximately 700 South Mill Pond Road.

Daniel Phillips was representing the applicant.

Motion: Councilor Hancock moved to approve Resolution #2023-08, approving a Development Agreement for the Good and the Beautiful development located at approximately 700 South Mill Pond Road. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

10. Consideration of Ordinance #14-2023, approving the Good and Beautiful Zone Change on 9-acres located at approximately 700 South Mill Pond Road, changing the zoning from Commercial & A-5 (agriculture) to Mixed Use.

Motion: Councilor Southwick moved to approve Ordinance #14-2023, approving the Good and Beautiful Zone Change on 9-acres located at approximately 700 South Mill Pond Road, changing the zoning from Commercial & A-5 (agriculture) to Mixed Use; including the Development Review Committee and Planning Commission comments. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

11. Consideration of Final subdivision approval for the Bushman Subdivision, a 21-lot residential development located at 1610 West 700 South in a R-1-Flex zone.

Josh Mott was representing the applicant.

Motion: Councilor Koivisto moved to grant Final subdivision approval for the Bushman Subdivision, a 21-lot residential development located at 1610 West 700 South in a R-1-Flex zone; including the Development Review Committee and Planning Commission comments. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

12. Consideration of Resolution #09-2023, approving a Development Agreement to allow Family Support Center as an allowed use on property located at 322 North 2375 West.

Jenelle Christensen with Family Haven was representing the applicant. She stated that they have been in Orem for a long-time providing crisis care for families and children and they are looking to expand. She noted that they are not adding to the building, but they will construct additional parking and landscaping.

Mayor Johnson asked for public input.

Tyler Bateman asked the applicant several questions.

Motion: Councilor Condie moved to approve Resolution #09-2023, approving a Development Agreement to allow Family Support Center as an allowed use on property located at 322 North 2375 West. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, No; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 opposed.

13. Consideration of Ordinance #15-2023 a Development Code Amendment to Chapter 3 and a Municipal Code Amendment, removing redundant language and changing the number of Planning Commissioners from seven to five.

Motion: Councilor Hancock moved to approve Ordinance #15-2023 a Development Code Amendment to Chapter 3 and a Municipal Code Amendment, removing redundant language and changing the number of Planning Commissioners from seven to five; including the Development Review Committee and Planning Commission comments. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

14. Consideration of Ordinance #16-2023 a Development Code Amendment to Chapter 35, adding standards for water efficient landscape requirements.

Motion: Councilor Koivisto moved to approve Ordinance #16-2023 a Development Code Amendment to Chapter 35, adding standards for water efficient landscape requirements; including the Development Review Committee and Planning Commission comments. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

15. Consideration of Resolution #2023-10 approving an architect for the new City Hall and Library Building.

This item was pulled from the agenda.

16. Adjournment

With no further business to come before the City Council at this time, Councilor Koivisto moved to adjourn the meeting. Councilor Southwick seconded the motion. The motion passed unanimously. The meeting adjourned at approximately 7:38 p.m.

Approved: March 14, 2023

Attest:

_____

Mark Johnson, Mayor

_____

Teisha Wilson, City Recorder

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153 North 100 East
Lehi, UT 84043
(801) 768-7100

Minutes of the **Pre Council and Regular Session** of the **Lehi City Council** held Tuesday, **February 28, 2023,** at Lehi City in the Council Chamber, 153 N 100 E. Lehi, UT.

Members Present: Mark Johnson, Mayor
Paige Albrecht, Council Member
Paul Hancock, Council Member
Katie Koivisto, Council Member
Mike Southwick, Council Member

Excused: Chris Condie, Council Member

Others Present: Cameron Boyle, Assistant City Administrator; Ryan Wood, City Attorney; Lorin Powell, City Engineer; Kim Struthers, Planning Director; Dean Lundell, Finance Director; Andy Gowans, Management Analyst; and Teisha Wilson, City Recorder.

Pre Council, 5:30 p.m.

1. Welcome and Opening Comment

Mayor Johnson welcomed everyone and noted that all Councilmembers were present, except for Councilor Condie who is excused, and Councilor Hancock who will join the meeting in progress at 7:00 p.m. Councilor Koivisto was attending virtually. Mayor Johnson gave the opening comment.

2. Presentations and Reports

2.1 Envision Utah's Earthquake Presentation

Ryan Beck, with Envision Utah, gave a presentation on a recent report given on Utah's disaster resilience. He explained the earthquake probabilities the HAZUS estimates. He also explained the concern with critical utility systems in an earthquake and the needed upgrades to those systems. The short-term economic loss estimates are $80 billion. He also listed the Utah Seismic Safety Commission's recommendations which include investing in seismic improvements, significantly limit the danger to Utah children who attend school in seismically unsound buildings, increase the public awareness, and ensure adequate building code enforcement.

2.2 Lehi City Goals Presentation

Andy Gowans, Management Analyst, presented each department's goals for the year and how they plan to measure and accomplish those goals.

3. Agenda Questions

None.

4. Administrative Report

None.

5. Mayor and Council Reports
The Mayor and Council reported on their assigned committees.

The meeting recesses at approximately 6:10 p.m.
The meeting resumed at approximately 7:00 p.m.

Regular Session, 7:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance
Mayor Johnson welcomed everyone and noted that all Councilmembers were present, except for Councilor Condie who is excused. Councilor Koivisto was attending virtually. Councilor Southwick led the Pledge of Allegiance.

2. Presentations and Reports
2.1) Awards Presentation to the Lehi Planning Department
Cameron Boyle, Assistant City Administrator, explained the Award of Merit given to the Planning Department for their work on the General Plan Land Use Element Update.

3. 20 Minute Citizen Input
None.

4. Consent Agenda
4.1) Approve Purchase Orders

4.2) Approve Surplus Items

Motion: Councilor Southwick moved to approve the consent agenda items. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 absent.

5. Consideration of Resolution #2023-12 approving an architectural and engineering services agreement between Lehi City and VCBO Architecture for the design and construction of a new City Center and Library.

Motion: Councilor Albrecht moved to approve Resolution #2023-12 approving an architectural and engineering services agreement between Lehi City and VCBO Architecture for the design and construction of a new City Center and Library. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 absent.

6. **Consideration of granting a Grading Permit for the Skye Substation on 12.02-acres of property located northwest of Horton Way.**
This item was pulled from the agenda.

7. **Lamb Annexation located at approximately 1900 South Center Street.**
a. Public Hearing
Mayor Johnson opened the public hearing.

Here were no comments.

Mayor Johnson closed the hearing.

b. Consideration of Resolution #2023-11 approving an annexation agreement with the owners of the property that is the subject of the Lamb Annexation.

Motion: Councilor Southwick moved to approve Resolution #2023-11 approving an annexation agreement with the owners of the property that is the subject of the Lamb Annexation. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 absent.

c. Consideration of Ordinance #20-2023, approving the Lamb Annexation of 5.601 acres located at approximately 1900 South Center Street with an R-1-22 zoning.

Motion: Councilor Southwick moved to approve Ordinance #20-2023, approving the Lamb Annexation of 5.601 acres located at approximately 1900 South Center Street with an R-1-22 zoning; included any Development Review Committee and Planning Commission comments. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 absent.

8. **Consideration of Resolution #2023-10, a Resolution of Intent to adjust the municipal boundary line at approximately 1500 East 2900 North with approximately 1.62 acres going into Highland City.**

Motion: Councilor Hancock moved to approve Resolution #2023-10, a Resolution of Intent to adjust the municipal boundary line at approximately 1500 East 2900 North with approximately 1.62 acres going into Highland City; included any Development

Review Committee and Planning Commission comments. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 absent.

9. **Consideration of the Pulham Manor Plat B Plat Amendment, amending lots 1 and 2 of the Pulham Manor Plat A located at 964 North 700 East in the R-1-8 zone.**
Chad Russell was representing the applicant. He stated that this is being done to clean up the property lines.

Motion: Councilor Southwick moved to grant approval of the Pulham Manor Plat B Plat Amendment, amending lots 1 and 2 of the Pulham Manor Plat A located at 964 North 700 East in the R-1-8 zone; included any Development Review Committee and Planning Commission comments. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 absent.

10. **Consideration of Ordinance #19-2023 a Development Code amendment to Tables 05.030-A and 05.040-B, updating allowed residential uses and the bulk and intensity standards.**
Kim Struthers explained that this cleans up and simplifies the bulk and intensity standards.

Motion: Councilor Southwick moved to approve Ordinance #19-2023 a Development Code amendment to Tables 05.030-A and 05.040-B, updating allowed residential uses and the bulk and intensity standards; included any Development Review Committee and Planning Commission comments. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 absent.

11. **Consideration of Ordinance #18-2023 a Development Code amendment to Chapter 12, updating standards for Bed and Breakfasts to correspond with the Table of Uses.**

Motion: Councilor Southwick moved to approve Ordinance #18-2023 a Development Code amendment to Chapter 12, updating standards for Bed and Breakfasts to correspond with the Table of Uses; included any Development Review Committee and Planning Commission comments. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed with 4 in favor and 1 absent.

8. Adjournment

With no further business to come before the City Council at this time, Councilor Hancock moved to adjourn the meeting. Councilor Albrecht seconded the motion. The motion passed unanimously. The meeting adjourned at approximately 7:35 p.m.

Approved: March 14, 2023

Attest:

_____

Mark Johnson, Mayor

_____

Teisha Wilson, City Recorder

Agenda Item No: 4.2

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve Purchase Orders

Suggested Action:

Attachments:

PO Index.pdf

PO Request-Stuart C Irby $163800.pdf

PO #7427.pdf

PO Request - Stuart C Irby - $1069250.pdf

LEHI CITY
CITY COUNCIL AGENDA
March 14, 2023

Consent Agenda: Approval of Purchase Orders

INFORMATION:

Company	Description	P O Amount	Budget Balance (before PO)
Stuart C Irby	Construction materials	$163,800.00	Inventory
APCO Inc	SCADA System Software	$130,795.00	
Stuart C Irby	Construction materials	$1,069,250.00	Inventory

Lehi City Purchase Requisition Request

Supplier	**Name**	STUART C. IRBY CO.	**Vender #**		
	Street	PO BOX 843959	**Date**		3/7/2023
	City	DALLAS	**State**	TX	
	Zip	75284	**Phone**	801-724-3000	

Dean Lundell

POWER	53-14-15	
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
39		HOWARD 75 KVA HI-LIFT	$4,200.00	$163,800.00
		12470/7200 HV 240/120 LV SINGLE PHASE		
		TRANSFORMER DEAD FRONT LOOP FEED WELL		
		AND INSERTS WITH 5/8-IN SECONDARY STUD		
		BAYONET FUSING NO TAPS TANK MILD STEEL		
		9 OF THESE TRANSFORMERS ARE IN STOCK IN		
		SALT LAKE CITY, UTAH AT IRBY		
		REST OF TRANS WILL BE 72 WKS DELIVERY		
		THESE TRANSFORMERS ARE A 75 KVA SINGLE		
		PHASE WE HAVE NOT STOCKED THIS SIZE		
		BEFORE WITH THE INCREASE OF EV VEHICLES		
		AND UPGRADES TO TRANSFORMERS THE NEED		
		TO STOCK THIS SIZE WE HAD 50 KVA AND 100 KVA		
		TRANSFORMERS BEFORE		
				$163,800.00

Justification:	Price Determination	
	Verbal Quote	
	Informal Bid	
	Written Bid	*
	State Bid	
	Other	

Quotation

irby
A Sonepar Company

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
801-975-7300

QUOTE DATE	ORDER NUMBER
03/06/23	S013443344

REMIT TO:
STUART C. IRBY CO.
POST OFFICE BOX 843959
DALLAS TX 75284

PAGE NO. 1

SOLD TO:
LEHI CITY CORP
153 NO 100 EAST
LEHI, UT 84043

SHIP TO:
LEHI CITY CORP
560 WEST GLENN CARTER DRIVE
LEHI, UT 84043
801-768-7100

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	75KVA PADS		Gregory J McPhie

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
Joseph C Rho		03/06/23	Yes	

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/Uom	Ext.Amt
			********* Shipping Instructions *********		
			* KENNY 385-201-2612 OFC	*	
			* 801-655-3042 MBL	*	
			* CLAY 801-900-0420	*	
			**********	*********	
39EA		1	*HOIN 75KVA1PPAD 75KVA 1PH PADMOUNT TRANSFORMER 12470Y/7200 240/120 NO TAPS LOOP CAT # 6275-424376-200	4200.000EA	163800.00
			**********		
			QTY 9 IN STOCK SUBJECT TO PRIOR SALE		
			**********		

*** This is a quotation ***

Prices firm for acceptance within 30 days with the exception of commodity prices which are subject to change daily. Quotation is void if changed. Complete quote must be used unless authorized in writing.

Subtotal	163800.00
S&H CHGS	0.00
Sales Tax	0.00
TOTAL	163800.00

OUR PRODUCT AND SERVICES ARE SUBJECT TO, AND GOVERNED EXCLUSIVELY BY, OUR TERMS AND CONDITIONS OF SALE, WHICH ARE INCORPORATED HEREIN AND AVAILABLE AT www.irby.com/terms. ADDITIONAL OR CONFLICTING TERMS ARE REJECTED, VOID AND OF NO FORCE OR EFFECT.

** Reprint ** Reprint ** Reprint **

PURCHASE ORDER

LEHI CITY CORPORATION

153 NORTH 100 EAST
LEHI UT 84043

THIS ORDER NUMBER MUST APPEAR ON YOUR INVOICE

7427

5015

ISSUED TO: APCO INC
710 S REDWOOD RD STE A

NORTH SALT LAKE UT 84054

SHIP TO: LEHI CITY CORPORATION
153 NORTH 100 EAST
LEHI UT 84043

DEPARTMENT:

PURCHASE ORDER DATE: 03/02/2023

REQ #	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	GL ACCOUNT
0	1.00	SCADA SYSTEM/SOFTWARE	130,795.00	130,795.00	53-50-59-100

TOTAL 130,795.00

Authorized By:

Department Head

City Council Approval Date *

* City Council approval required if greater than $125,000

Mayor or City Administrator

Lehi City Purchase Requisition Request

Supplier	**Name**	APCO		**Vender #**	
	Street	710 South Redwood Road		**Date**	**2/27/2023**
	City	North SLC	**State**	Utah	
	Zip	84054	**Phone**	(801) 230-0833	

Dean Lundell

Power	53-50-59-100	
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quantity	Unit	Materials and Description	Price	Total
1		SCADA system/software	$130,795.00	$130,795.00
		Total		$130,795.00

Justification:	Price Determination	
Low bid and experience	Verbal Quote	
	Informal Bid	
	Written Bid	X
	State Bid	
	Other	

Notes:

AGREEMENT FOR THE PURCHASE, INSTALLATION AND TESTING OF A NEW SCADA SYSTEM

THIS AGREEMENT FOR THE PURCHASE, INSTALLATION AND TESTING OF A NEW SCADA SYSTEM ("Agreement") is made and entered into and effective as of the date the last party signs below ("Effective Date") by and between Lehi City, 153 North 100 East, Lehi, Utah 84043 ("City") and APCO Inc., 710 South Redwood Road, North Salt Lake, UT 84054 ("Contractor").

WHEREAS, City desires to contract for the purchase, installation and testing of a new SCADA master station as described in the City's RFP No. 2022-03 (the "Work"); and

WHEREAS, Contractor submitted a proposal which City determined to be the lowest responsive and most responsible proposal and the City desires to contract with Contractor to perform the Work;

NOW, THEREFORE, in consideration of the premises, the covenants and conditions set forth in this Agreement, and in further consideration of the execution of this Agreement and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, City and Contractor agree as follows:

1. **Scope of Work**. City hereby hires Contractor and Contractor agrees to be bound to the City to perform the Work as described in RFP No. 2022-03 (including all addendums, if any), and the Contractor's Project Scope attached hereto as Exhibit A, all of which are referred to as the "Contract Documents" and by this reference are incorporated herein and made a part hereof.

2. **Term**. The Work shall commence immediately upon the Effective Date. The Work shall be completed within eighteen weeks of the Effective Date.

3. **Payment**. City shall pay Contractor a total of One Hundred and Thirty Thousand Seven Hundred and Ninety-five Dollars ($130,795) ("Payment"), which price shall not be exceeded without prior written approval as described in this Agreement.

4. **Changes in Performance**. All changes in performance of this Agreement shall be described in detail on a change order request form, provided by the City, and which must be authorized in writing by an authorized representative of the City prior to commencing any proposed changes in performance. Contractor shall not be entitled to any additional consideration for changes in performance which were not authorized as contemplated by this section, nor for the correction of any mistakes attributable in any way to Contractor, or its employees, agents, subcontractors, independent contractors, and the like.

5. **Withholding Payment for Defective Performance**. Upon advanced written notification to supplier and agreement, the City may withhold or, on account of subsequently discovered evidence, nullify the whole or part of any of the

Lehi City Purchase Requisition Request

Supplier	**Name**	STUART C. IRBY CO.		**Vender #**	
	Street	PO BOX 843959		**Date**	3/9/2023
	City	DALLAS	**State**	TX	
	Zip	75284	**Phone**	801-724-3000	

Dean Lundell

POWER	53-14-15	
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
91,000'		OKON 160-23-9590 15KV OKOGUARD	$11.75	$1,069,250.00
		URO-J 1100MCM 220 MIL 133%		
		UPCOMING PROJECTS FOR POWER DEPT.		
		THIS PRIMARY WIRE IN STOCK AT IRBY		
		SALT LAKE CITY, UTAH LEAD TIME ON WIRE		
		HAS GONE OUT 52-60 WEEKS		
		PRICE IS SAME AS OCT 2022		
				$1,069,250.00

Justification:	Price Determination	
SEE ATT. LETTER	Verbal Quote	
	Informal Bid	
	Written Bid	*
	State Bid	
	Other	

Order Acknowledgement

irby
A Sonepar Company

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
801-975-7300

ORDER DATE	ORDER NUMBER
03/09/23	S013449977

REMIT TO:	PAGE NO.
STUART C. IRBY CO. POST OFFICE BOX 843959 DALLAS TX 75284	1

SOLD TO:
LEHI CITY CORP
153 NO 100 EAST
LEHI, UT 84043

SHIP TO:
LEHI CITY CORP
560 WEST GLENN CARTER DRIVE
LEHI, UT 84043
801-768-7100

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	1100 OKONITE		Gregory J McPhie

INSIDE SALESPERSON	TERMS CODE	REQD DATE	FRGHT ALLWD	SHIP VIA
Joseph C Rho	NET.30	03/12/23	Yes	120 UTAH COUNTY

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/UOM	Ext Amt
			********* Shipping Instructions **********		
			* KENNY 385-201-2612 OFC	*	
			* 801-655-3042 MBL	*	
			* CLAY 801-900-0420	*	
			**********		
91000FT		1	*OKON 160-23-9590 15KV OKOGUARD URO-J 1100MCM 220MIL 133% INSUL	11750.000M	1069250.00

Subtotal	**1069250.00**
S&H CHGS	**0.00**
Sales Tax	**0.00**
Amount Due	**1069250.00**

OUR PRODUCT AND SERVICES ARE SUBJECT TO, AND GOVERNED EXCLUSIVELY BY, OUT TERMS AND CONDITIONS OF SALE, WHICH ARE INCORPORATED HEREIN AND AVAILABLE AT www.irby.com/terms. ADDITIONAL OR CONFLICTING TERMS ARE REJECTED, VOID AND OF NO FORCE OR EFFECT.

Agenda Item No: 5

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2023-13 approving an agreement between Lehi City and Brightview Landscape Services for parks and detention mowing services.

Suggested Action:

Attachments:

Res 2023-13.docx

Agreement-ParksandDetentionAreasMowing.LehiCityParks.BrightViewLandscape.2.23.2023.pdf

LEHI CITY

RESOLUTION NO. 2023-13

A RESOLUTION OF THE LEHI CITY COUNCIL APPROVING AN AGREEMENT BETWEEN LEHI CITY AND BRIGHTVIEW LANDSCAPE SERVICES INC. FOR PARKS AND DETENTION MOWING SERVICES

WHEREAS, Lehi City ("City") needs to contract for mowing services for City parks and detention areas;

WHEREAS, Lehi City issued RFP 2023-01 and determined that Brightview Landscape Services Inc. ("Brightview") was the lowest responsive bidder and desires to contract with Brightview to perform the work;

WHEREAS, on March 14, 2023, the City Council held a duly-noticed public meeting to ascertain the facts regarding this matter, which facts and comments are found in the meeting record; and

WHEREAS, after considering the facts and comments presented to the City Council, the Council finds: (i) that it should approve the Agreement with Brightview; and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

NOW, THEREFORE, be it resolved by the City Council of Lehi City, Utah, as follows:

1. The Agreement attached hereto as Exhibit "A" is hereby approved and the Mayor is authorized to execute the agreement and take all other such action as is necessary to make them effective.

2. This resolution shall take effect immediately.

Approved and Adopted by the City Council of Lehi City, Utah this 14th day of March, 2023.

LEHI CITY

_____

Mark Johnson, Mayor

ATTEST

_____

Teisha Wilson, City Recorder

Exhibit “A”

AGREEMENT FOR LEHI CITY PARKS AND DETENTION MOWING SERVICES

THIS AGREEMENT FOR THE LEHI CITY PARKS AND DETENTION MOWING SERVICES ("Agreement") is made and entered into and effective as of the date the last party signs below ("Effective Date") by and between Lehi City, 153 North 100 East, Lehi, Utah 84043 ("City") and Brightview Landscape Services, Inc., whose principal place of business is located at 4112 S. 500 W., Murray, UT 84123 ("Contractor").

WHEREAS, City desires to contract for the mowing services for Lehi City parks and detention areas as designated in the RFP (the "Work"); and

WHEREAS, City issued RFP 2023-01 and Contractor submitted a Response to RFP 2023-01 which City determined to be the lowest responsive and most responsible proposal/bid and the City desires to contract with Contractor to perform the Work;

NOW, THEREFORE, in consideration of the premises, the covenants and conditions set forth in this Agreement, and in further consideration of the execution of this Agreement and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, City and Contractor agree as follows:

1. **Scope of Work**. City hereby hires Contractor and Contractor agrees to be bound to the City to perform the Work as described in RFP 2023-01 and Contractor's Response to RFP 2023-01 dated February 2, 2023, both attached hereto as Exhibit A, and referred to as the "Contract Documents" and by this reference are incorporated herein and made a part of this Agreement.

2. **Term**. The Work shall commence on the Effective Date and shall be completed no later than one (1) year after the Effective Date. This Agreement may be renewed at the City's discretion. [March 31, 2024].

3. **Payment**. City shall pay four cents ($0.04) per square foot of property mowed. The total amount paid shall be two hundred and nine thousand dollars ($209,000) for twenty-six (26) mows. [$209,000 annual price. Monthly price to be invoiced is $12,417.00].

4. **Changes in Performance**. All changes in performance of this Agreement shall be described in detail on a change order request form, provided by the City, and which must be authorized in writing by an authorized representative of the City prior to commencing any proposed changes in performance. Contractor shall not be entitled to any additional consideration for changes in performance which were not authorized as contemplated by this section, nor for the correction of any mistakes attributable in any way to Contractor, or its employees, agents, subcontractors, independent contractors, and the like.

5. **Withholding Payment for Defective Performance**. The City may withhold or, on account

of subsequently discovered evidence, nullify the whole or part of any of the Payment to the extent that the City reasonably determines such withholding is necessary to protect itself from loss or liability on the account of defective or incomplete performance by Contractor, including but not limited to defective goods or services not remedied, or any other failure to comply with the terms and conditions of this Agreement.

6. **Termination**. The City may terminate this Agreement at any time if, in the sole discretion of the City, Contractor's performance under this Agreement is unsatisfactory, Contractor fails to perform its duties and obligations required by this Agreement with diligence or within the time specified herein, or Contractor has otherwise materially breached this Agreement.

   6.1 Before terminating this Agreement if Contractor's performance is unsatisfactory, the City shall first provide written notice to Contractor of the City's intention to terminate this Agreement. The notice of termination must be provided by City to Contractor at least seven (7) calendar days prior to termination. After receiving such notice of termination from City, Contractor shall have the next five (5) working days in which to cure any deficiency noted by the City. If Contractor adequately cures any such deficiency to the sole satisfaction of the City, this Agreement shall continue. However, in the event Contractor fails to adequately cure any such deficiency, this Agreement shall terminate and Contractor shall be liable for any resulting damages associated with the deficiency and breach of this Agreement. The City may pursue any such damages through all available means, whether in law or in equity, or both.

   6.2 The City may, in its sole discretion, terminate, suspend, or abandon this Agreement without cause at any time by providing written notice to Contractor of the City's intention to terminate this Agreement without cause. The notice of termination shall be provided by the City to Contractor at least seven (7) calendar days prior to termination.

   6.3 Any Work which Contractor has completed or performed prior to the date of any termination, suspension, or abandonment shall be recorded and tangible work documents shall be transferred to, and become the sole property of, the City. If the City has terminated this Agreement without cause, then subsequently requests Contractor to recommence its performance of the Work after more than three (3) months from the date of termination, the consideration payment amount shall be subject to renegotiation at the request of either party hereto.

   If City terminates this Agreement without cause, Contractor shall be paid a pro rata portion of the Payment for the reasonable value of the Work that Contractor has completed or performed prior to the date of termination.

   6.4 If the Lehi City Council decides not to appropriate a sufficient amount of resources

to fund the consideration payment, this Agreement shall be void and of no further force or effect. In the event of such non-appropriation of resources, the City shall be relieved of all of its obligations contemplated by this Agreement, including but not limited to the Payment. In the event of such non-appropriation of resources, Contractor shall be entitled to payment for all services performed prior to being notified of the non-appropriation event.

7. **Taxes**.

7.1 Each party shall be solely responsible for any tax liability which it may incur as a result of this Agreement.

8. **Indemnification and Insurance**.

8.1 Contractor shall be solely responsible for any damage or injury which it, or its employees, agents, subcontractors, independent contractors, and the like may cause in the performance of this Agreement. Consequently, to the fullest extent permitted by law, Contractor shall indemnify, defend, and hold harmless the City, any subsidiary or affiliate of the City, and its past, present and future agents, representatives, and employees from and against all claims, damages, lawsuits, losses, liabilities, liens, cost, citations, penalties, fines and expenses, including but not limited to attorneys' fees, arising out of or resulting from Contractor's performance of this Agreement, provided that such claims, damages, losses, liabilities, liens, costs, citations, penalties, fines, and expenses are caused in whole or in part by any negligent, grossly negligent, reckless, or intentional act or omission attributable in any way to Contractor, or its employees, agents, subcontractors, independent contractors, and the like, or anyone directly or indirectly employed by Contractor or any subcontractor, or any party for whose acts Contractor may be liable, regardless of whether liability is imposed upon such party. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity, which may otherwise exist in favor of the City. In any and all claims against the City, or any subsidiary or affiliate, or any of its past, present or future agents, representatives, or employees, by Contractor, or its current or former employees, agents, subcontractors, independent contractors, and the like, or anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation under this paragraph shall not be limited in any way by the amount or types of damages, compensations, or benefits payable by or for Contractor, or any subcontractor, worker's compensation acts, disability benefit acts, or other employee benefit acts.

8.2 Contractor, at its own expense, shall provide for the payment of workers' compensation benefits to its employees employed on or in connection with the performance of this Agreement, and in accordance with applicable State and

Federal laws.

8.3 Contractor, at its own expense, shall maintain comprehensive general liability insurance in amounts including $3,000,000 per occurrence.

8.4 Contractor, at its own expense, shall maintain automobile public liability insurance with bodily injury and death limits of at least $250,000 for any one person, and $500,000 for any one occurrence, and a property damage limit per occurrence of $250,000. Such benefits and coverage shall not be deemed to limit Contractor's liability under this Agreement. It is intended by this Section that the requirements set forth herein will satisfy applicable minimum requirements under Utah law. However, in the event that the foregoing requirements do not satisfy applicable Utah law, Contractor must maintain automobile public liability insurance in amounts satisfying applicable Utah law.

8.5 Before commencing the Work, and at any time thereafter upon written request by the City, Contractor shall furnish the City with a copy of certificates of insurance as evidence that policies providing the coverage required by this Agreement are in effect.

8.6 All insurance required by this Agreement, with the exception of worker's compensation and employer's liability policies, shall include the City, its directors, officers, agents, and employees as additional insured persons with respect to the activities of Contractor in the performance of this Agreement, or that of its employees, agents, subcontractors, independent contractors, and the like. Any certificate presented as evidence of insurance shall specify the date when such benefits and insurance expire. Unless a different length of time is expressly set forth in this Agreement, Contractor shall maintain any insurance required by this Agreement until after the Work has been fully performed by Contractor, and subsequently approved and accepted by the City. Contractor shall provide the City with written notice at least sixty (60) days in advance of any cancellation, termination, or material alteration of said policies of insurance.

9. **[left intentionally blank]**

10. **Representations and Warranties.**

10.1 Each party represents that:

10.1.1. Its signatory has the authority to the party to this Agreement.

10.1.2 It has not sold, assigned, or otherwise transferred any interest in the claims or subject matter contemplated by this Agreement.

10.2 Contractor represents and warrants that:

10.2.1. Contractor has sufficiently and reasonably researched the requirements of this Agreement, understands the same, and is able to competently perform each of its duties and obligations required hereunder.

10.2.2. Contractor warrants the workmanship, materials, proper functioning, and manner of the Work contemplated by this Agreement for the entire Warranty Period. In the event that any portion of the Work does not remain in good and operating condition (in the sole judgment of the City) during the Warranty Period (ordinary wear and tear excepted), Contractor, at its own expense, shall immediately perform all necessary repairs and replacements to maintain such inadequate Work in good and operating condition (to the City's sole satisfaction). Should any portion of the Work imminently jeopardize the health and safety of the City, or any other individual, the City may perform any necessary repairs and replacements (or arrange for a third party to perform such services) at Contractor's expense – to be paid by Contractor within thirty (30) days of receiving a notice of indebtedness from the City.

10.2.3. Contractor shall perform its obligations required by this Agreement in a manner consistent with applicable professional and technical standards for Work of a similar and comparable nature, and shall ensure that the implementation thereof is also performed in an applicable professional, technical, and workman-like manner. Contractor shall correct any defect in its performance at no additional cost to the City. Upon request by the City, Contractor must be able to summarize and concisely report pertinent information associated with this Agreement and the performance thereof to the City in a timely manner. Contractor shall not make any alterations or variations in or additions to, or omissions from, its duties and obligations contemplated by this Agreement, without the prior written consent of the City

10.3 Contractor's licensure or authority to transact business issued by the Utah Division of Corporations and Commercial Code and the Utah Division of Occupational and Professional Licensing, as well as any other required licensure, is currently active, and shall remain active throughout the performance of this Agreement.

11. **Confidentiality.** The parties acknowledge that this Agreement may be subject to public disclosure pursuant to the Government Records Access and Management Act, UTAH CODE ANN. § 63G-2-101, *et seq*., as the same may be amended from time to time.

Notwithstanding the above, Contractor agrees that, except as directed by the City, Contractor shall not at any time during or after the term of this Agreement disclose to any person or entity any information or document provided by the City which the City has designated as "confidential" or "private." Upon the conclusion or termination of this Agreement, Contractor shall turn over to the City all documents, papers, and other matter, including copies thereof, which are in Contractor's possession or control, and which are designated "confidential" or "private." Contractor further agrees to bind its employees and any sub-contractors to the terms and conditions of this Section 11.

12. **Authority**. Each individual signing this Agreement warrants and represents that he or she has been authorized by appropriate action of the party which he or she represents and has authority to enter into this Agreement on behalf of the party.

13. **Notice.**

13.1 If any notice is required to be provided pursuant to the terms and conditions of this Agreement, said notice must be provided as follows:

To the City:	To Contractor:
Lehi City Corporation	Brightview Landscaping Services, Inc.
Attn: Steve Marchbanks	Attn: Aaron Lott
153 North 100 East	4112 South 500 West
Lehi, Utah 84043	Murray, Utah 84123

13.2 If notice is sent via regular mail, commercial courier, and the like, receipt thereof shall be presumed on the third Calendar Day thereafter.

14. **Attorneys' Fees and Costs**. Each party shall bear its own attorneys' fees and costs incurred in connection with the drafting, execution, and performance of this Agreement. However, if any action at law or in equity is necessary to enforce or interpret the terms of this Agreement, the prevailing party in such action shall be entitled to recover reasonable attorneys' fees, legal costs, and other collection fees and costs incurred by the prevailing party in connection with the suit, both before and after the judgment, in addition to any other relief to which such party may be entitled.

15. **Non-Waiver**. No failure to exercise and no delay in exercising any right, remedy, or power under this Agreement shall operate as a waiver thereof, nor shall any single or partial exercise of any right, remedy, or power under this Agreement preclude any other or further exercise thereof, or the exercise of any other right, remedy or power provided herein or by law or in equity.

16. **Binding Effect**. This Agreement is binding upon the parties and their proper and allowable heirs, legatees, representatives, successors, and assignees.

17. **Assignment**. Neither party may assign this Agreement nor delegate any responsibilities under this Agreement without prior written consent. Any purported assignment or delegation in violation of this Section without prior written consent from the non-assigning party, shall be void and will be considered a material breach of this Agreement.

18. **Amendments**. This Agreement may not be modified, amended, or terminated, except by an instrument in writing.

19. **Time**. Time is of the essence with this Agreement, as well as every term, covenant, and condition contained herein.

20. **Force Majeure**. Neither party shall be liable for any failure or delay in performing an obligation under this Agreement that is due to causes beyond its reasonable control, such as natural catastrophes, governmental acts or omissions, laws or regulations, labor strikes or difficulties, pandemics, transportation stoppages or slowdowns or the inability to procure parts or materials. If any of these causes continue to prevent or delay performance for more than 180 days, the non-delaying party may terminate this Agreement, effective immediately upon notice to the delaying party.

21. **Severability**. If any provision of this Agreement is determined to be invalid or unenforceable, the remaining provisions of this Agreement shall, nevertheless, be construed, performed, and enforced as if the invalidated or unenforceable provision had not been included in the text of the Agreement.

22. **Governing Law**. This Agreement shall be construed in accordance with the laws of the State of Utah.

23. **Entire Agreement**. All agreements, covenants, representations and warranties, express or implied, oral or written, of the parties concerning the subject matter hereof are contained solely in this Agreement, subject to any implied warranties and conditions imposed upon the parties by Utah law. No other agreements, covenants, representations, or warranties have been made by any party to any other party concerning the subject matter hereof. All prior and contemporaneous conversations, negotiations, possible and alleged agreements, representations, covenants, and warranties concerning the subject matter hereof are merged herein. This is an integrated agreement.

[*signature page follows*]

Dated the 23rd day of February, 2023.

Brightview Landscaping Services, Inc.

By: Aaron Lott
Its: Director of Finance

STATE OF ~~UTAH~~ Colorado)
: ss.
COUNTY OF ~~UTAH~~ Denver)

On this 23rd day of February, 2023, personally appeared before me Aaron Lott, whose identity is personally known to me (or proven on the basis of satisfactory evidence) and who by me duly sworn/affirmed, did say that he/she is the Director of Finance of Brightview Landscaping Services, Inc. and that said document was signed by him/her in behalf of said Brightview Landscaping Services, Inc. by Authority of its Articles of Organization, Operating Agreement, or Resolution of its Members/Managers and said Aaron Lott acknowledged to me that said Company executed the same.

Witness my hand and official seal.

(notary signature)

LAURA J GRIESER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104011505
MY COMMISSION EXPIRES APRIL 14, 2026

Dated the 23rd day of February, 2023.

Lehi City Corporation

Mayor Mark Johnson

Attest:

Teisha, Wilson, City Recorder

EXHIBIT A – Contract Documents

Contract Documents:

1. RFP No. 2023-1 Lehi City Parks and Detention Mowing RFP
2. BrightView Proposal Pricing
3. Bid Forms
4. BrightView's Proposal

Lehi City Parks and Detention Mowing RFP

No. 2023 - 1

Lehi City Corporation

REQUIRED PRE-BID MEETING:

January 25th, 2023
9:00 AM MST

RESPONSES ARE DUE PRIOR TO:
February 2nd, 2023
5:00 PM MST

Required method is to submit electronically to:
http://solutions.sciquest.com/apps/Router/SupplierLogin?CustOrg=StateOfUtah

LEHI CITY PARKS AND DETENTION MOWING – REQUEST FOR PROPOSAL (RFP)

REFERENCE NUMBER:	2023-1
PROJECT TITLE:	Lehi City Parks and Detention Mowing RFP
PROJECT LOCATION:	Lehi, UT 84043
SUBMISSION DEADLINE:	February 2, 2023
SUBMISSION TIME:	5:00 PM MST
SUBMISSION PLACE:	Sciquest Website (link is on cover page)
REQUIRED PRE-BID MEETING DATE:	January 25, 2023
REQUIRED PRE-BID MEETING TIME:	1:00 PM MST
REQUIRED PRE-BID MEETING LOC:	Lehi City Council Chambers 153 North 100 East, Lehi, UT 84043
PROJECT DESCRIPTION:	Lehi City Parks Division is currently looking for a qualified contractor to provide mowing services for Lehi City parks.
PROJECT CONTACT:	Steve Marchbanks Facilities Superintendent (385) 201-2718 smarchbanks@lehi-ut.gov
RESPONDENTS:	Carefully read all instructions, requirements, and specifications. Give all requested information properly and completely. Submit your proposal with appropriate supplements and/or samples. Please submit responses through SciQuest. All proposals must be submitted through SciQuest by the deadline. Proposals received after the submission deadline will not be considered.

Additional instructions for submitting responses:

A. It is the responsibility of the respondent to "Log In" through SciQuest. For assistance contact SciQuest at sciquestadmin@utah.gov.

B. Questions regarding this RFP should be submitted through SciQuest. The respondent may also contact Project Contact (listed above) for specific questions regarding the proposal content. The bid number and title must be referenced on all responses and correspondence related to the RFP. Significant questions that arise subsequent to the issue of this RFP will be consolidated and answers will be provided to all respondents on record as receiving this RFP. All questions should be received two business days prior to the due date.

C. The required method to submit your response is through SciQuest.

D. Following the deadline, the names of those responding to the RFP will be made public. All other information will remain confidential, as required by law. (See Section 1.9)
Unless specifically authorized by the city's administrative office, telephonic proposals or modifications of proposals will not be considered. However, modifications by email, fax, etc. for proposals already submitted through the proper channels will be considered, if received prior to the time for the submission deadline.

SECTION 1: INSTRUCTIONS TO RESPONDENTS

1.1 ADMINISTRATIVE GUIDANCE

The information provided in this RFP is designed to provide interested respondents with sufficient information to submit responses meeting minimum requirements, but it is not intended to limit response content or to exclude any relevant or essential data therefrom. Respondents are at liberty and are encouraged to expand upon the specifications to give additional evidence of their ability to provide the services requested in this RFP.

1.2 SCOPE OF TERMS & CONDITIONS

Before submitting a response, the respondent shall understand all contract conditions referred to in this document, and any addenda issued before the RFP submission date. It shall be the respondent's responsibility to ensure that the response includes all addenda issued prior to the RFP submission date. By submitting a response, the respondent acknowledges and accepts the Terms and Conditions described herein.

1.3 RESPONSE PREPARATION COSTS

Lehi City is not liable for any cost incurred by the respondent associated with the preparation of the response or the negotiation of a contract for services prior to the issuing of the contract.

1.4 RESTRICTIONS

All responses must clearly set forth any restrictions or provisions deemed necessary by the respondent to effectively service the proposed project.

1.5 RFP RESPONSE & PRICING

Any response submitted pursuant to this RFP shall constitute an offer by the proponent to the City. The cost submitted with the Bid Form shall, upon being awarded a contract subject to this RFP, commit the successful proponent to said cost in performing the Scope of Work. The representations contained in Section 3.3, and submitted pursuant to this RFP, shall be binding upon each respective proponent for (a) sixty (60) days from the submission deadline or (b) until the successful proponent and the City enter into an agreement pursuant to this RFP, whichever occurs first.

A respondent may withdraw or modify its response, including the representations made on the Bid Form, prior to the submission deadline as contemplated by Lehi City Municipal Code 03.28.080.C.3. Any such withdrawal or modification must be in writing, and must be signed by the same authorized officer or agent who originally signed the Bid Form.

1.6 ADDENDUM TO THE RFP

In the event that it becomes necessary to revise this RFP in whole or in part, an addendum will be provided to all proponents and potential proponents of whom the City has record as having received this RFP. A statement issued in an addendum shall have the effect of modifying this RFP as outlined in said addendum.

Any other communication, whether verbal or written, which are received by any representative of the respondent from sources other than official addendum should be confirmed by the respondent with the RFP contact as being true and accurate prior to incorporating such information into its response. This refers to both formal and informal conversations and communications.

1.7 ALTERNATIVE RESPONSES

Respondents may submit more than one response, each of which must follow the criteria of Section 3 and satisfy the requirements of this RFP. If alternative responses are submitted, the respondent must explain the reasons for the alternative(s) and its alternative's comparative benefits. Each response submitted will be evaluated on its own merits.

1.8 DISCLOSURE OF RESPONSE CONTENT

Under the Government Records Access and Management Act, Section 63-2-101 et seq., Utah Code Ann. (1993 and supp. 1996), as amended ("GRAMA") certain information in the submitted response may be open for public inspection. If the respondent desires to have information contained in its response protected from such disclosure, the respondent may request such treatment by providing a "written claim of business confidentiality and a concise statement of reasons supporting the claim of business confidentiality" with the response (GRAMA, Section 63G-2-309). Pricing elements of any response will not be considered protected. All material contained in and/or submitted with the response becomes the property of Lehi City and may be returned only at the city's option.

SECTION 2: BACKGROUND AND PROJECT DESCRIPTION

2.1 BACKGROUND

Lehi City is a family friendly, safe, and active community of approximately 80,000 people located halfway between Salt Lake City and Provo, Utah. The mountains above Lehi watch over a dynamic community that has always represented the best of each generation. Today, high tech companies from across the nation have come to embrace Lehi's lifestyle of opportunity and optimism.

Lehi City provides a full range of parks, recreation, and open space opportunities. The Parks Division currently maintains hundreds of acres of developed parks and open space with a variety of amenities, including baseball fields, basketball courts, soccer and football fields, playgrounds, picnic areas, tennis and pickleball courts, pavilions, and all varieties of trails. There are currently over a dozen parks planned for future development.

2.2 PROJECT DESCRIPTION

Lehi City Parks Division is currently looking for a qualified contractor to provide mowing services for Lehi City parks.

2.3 SCOPE OF WORK

Specifics for "Turf Grass Mowing" will be mowed once every week during the growing season, beginning approximately mid-April to mid-October of each year. The city will require mulching over cutting unless area is overgrown. Prior approval by the Lehi City Facilities Superintendent or designee is required before cutting at the beginning of the season. Exact dates of starting and ending will be mutually agreed upon by the contractor and Lehi City Facilities Superintendent or designee.

Contractor shall perform a physical walkthrough, each week, of the area to be maintained before any work is performed to pick up garbage, remove unexpected obstacles like rocks, toys, etc., and to assess the safety of site. Grass shall be mowed to a height not less than 3" or more than 3.5". All mowing equipment shall be equipped with sharp blades so as not to tear, but clearly cut the blades of grass. Turf shall be cut in a professional manner as not to scalp turf or leave areas of uncut grass. Care shall be taken to prevent discharge of grass clippings onto rock/mulch planters/areas or paved surfaces such as streets, curb and gutter, parking lots, sidewalks, walkways, and/or adjacent properties. Any material so discharged shall be removed immediately and properly disposed of prior to proceeding with mowing of other areas. Care shall be taken as to not run over trash, toys, clothes, shoes, or anything else left on the grass areas. All trash shall be properly disposed of or removed from the site and all other discarded items shall be kept in a single location on the site.

Upon completion of mowing, trimming, etc., the area shall be free of excess grass cuttings/clippings, accumulations of cut grass, tire tracks, or ruts from mowing equipment. Removal of cut grass from the grounds area where growth occurs is not generally required unless clippings are so heavy as to cause bunching or the clippings detract from the finished product. If clippings are so heavy as to cause bunching and/or detract from the finished product, turf area shall be raked, and the clippings shall be removed.

Specifics for "Grass Trimming" shall be performed concurrently with mowing around any building, along fence lines, shrubs and flower beds, trees, sign posts, miscellaneous obstacles in the grass, any turf grass area the mower cannot reach, etc., once each week. Discharge of trimming debris onto rock/mulch planters/areas and/or paved surface such as streets, curb and gutters, parking lots, sidewalks, walkways, and/or onto adjacent properties is prohibited. Any material so discharged shall be removed prior to proceeding work in other areas.

Specifics for "Grass Edging" sidewalks, walkways, and paths are to be edged concurrently with the mowing cycle. Edging shall be mechanically edged using a metal blade exposing concrete surface. Sidewalks must be edged on both sides where applicable. All material dislodged by the edger must be removed from the site.

No equipment shall come in close proximity of trees growing in the turf grass. No trimming of weeds or grass shall be executed within the mulch/rock tree ring. Weeds/grass within the tree rings will be removed manually or chemically by city staff. Any damages sustained to the trees by the contractor's equipment will be replaced or repaired by the contractor.

The city holds events/park reservations of various occupancy sizes and durations throughout the year. The Lehi City Facilities Superintendent or designee and the contractor shall communicate the details of the event prior to its occurrence. The contractor shall not perform any maintenance during the event or 4 hours before the event start time to allow for setup.

Contractor shall provide the Lehi City Facilities Superintendent or designee with a schedule at the beginning of the season of the proposed weekly work schedule, i.e. which area will be visited on which day of the week.

Contractor shall understand that the parks to be maintained are public spaces. Thus, normal maintenance schedules may be disrupted by normal usage of the park. The contractor shall be responsible for completing the aforementioned weekly maintenance, as described in this contract, despite planned or unplanned schedule disruptions.

2.4 PROJECT CONTACT

Respondents may contact the following individual(s) with questions regarding the project. All questions should be addressed on SciQuest and if further follow-up is needed you may contact the individuals below.

Steve Marchbanks
Facilities Superintendent
(385) 201-2718
smarchbanks@lehi-ut.gov

Specific questions regarding submittal requirements and/or contract negotiations should be referred to Sierra Pierson.

Sierra Pierson
Management Analyst
(385) 201-2513
spierson@lehi-ut.gov

SECTION 3: PROPOSAL & PRICING

3.1 PROPOSAL

Each proponent must submit a complete and concise proposal in response to this RFP, and must demonstrate the proponent's ability to meet the requirements of this RFP. Each proposal must be accompanied by a transmittal letter, signed by an authorized representative, binding the proponent to the terms proposed. At the discretion of the City, the contents of any proposal submitted by the successful proponent may become part of any contract awarded pursuant to this RFP.

Each proponent is solely responsible for any information submitted or omitted from its proposal. All materials contained in, or submitted with, a proposal shall become the property of the City, and may be returned only at the City's option.

Proposals must include the following information:

LETTER OF TRANSMITTAL

The letter of transmittal should include an introduction of the Respondent, including the name, address, telephone number, and fax number of the person to be contacted, along with others who are authorized to represent the Respondent in dealing with this RFP. Any other information not appropriately contained in the body of the proposal should also be included in the letter of transmittal. The transmittal letter should be signed by an authorized representative of the Respondent empowered with the right to bind the Respondent for the amounts estimated and terms proposed. This section should also include the Signature of Respondent page included at the end of this document.

PROJECT TEAM

Identify the key people that will work on the project, including their responsibilities on the project and past qualifications.

REFERENCES & QUALIFICATIONS

Include a list of clients for which the respondent has completed construction services, including the name of the organization, name of individual to contact, and contact information. References may include public and/or private sector organizations. As appropriate, include pictures and/or plans of previous work.

TIMELINE

Include a proposed timeline for the project. Identify a start and end date for each key aspect of the project. Estimate a date of completion for each section as well as a date of completion for

the entire project. Include a description of availability and indicate how soon after award of contract that work will begin.

COST PROPOSAL

The Respondent must submit a cost proposal allowing costs to be evaluated independently of other criteria in the proposal. The respondent should also include a proposed billing schedule. The cost proposal submitted should be the itemized Bid Summary Sheet covered in Section 5. The Bid Summary Sheet is intended to be all inclusive. Respondents are expected to review the Construction Document and complete an itemized Bid Summary Sheet.

The pricing for all products and services shall remain firm for the duration of the contract. No price changes, additions, or subsequent qualifications will be honored throughout the duration of the contract except with approved change orders. Pricing on all transportation, mobilization and other charges shall be prepaid by the Respondent and included in the proposal price. The Respondent must indicate any additional charges not mentioned above or forfeit the right to payment for such items.

FINANCIAL REPORT

The Respondent should furnish a current financial report (GAAP compliant) for the past three fiscal years. The financial report should include the size of the Respondent as measured by:

A. Number of personnel;

B. Number of clients, including the names of clients in the State of Utah; and

C. Annual sales.

The format and style of the proposal is at the discretion of the respondent. Respondents are encouraged to provide any supplemental information and attachments relevant to the response.

The format and style of the proposal is at the discretion of the respondent. Respondents are encouraged to provide any supplemental information and attachments relevant to the response.

3.3 REPRESENTATIONS & WARRANTIES

By submitting a proposal, each proponent represents and warrants that:

3.3.1. Its proposal is made in good faith.

3.3.2. Its proposal is not submitted in the interest of, or on behalf of, another person or entity.

3.3.3. It has not directly or indirectly induced or solicited any other proponent to submit a bid other than in good faith.

3.3.4. It has not directly or indirectly induced or solicited any other person or entity to abstain from submitting a proposal.

3.3.5. It has not sought by collusion to obtain for itself any advantage over other proponents or the City.

3.3.6. It shall not violate, or cause any other person or entity to violate, any Federal, State, or municipal law, including (but not limited to) the Utah Municipal Officers and Employees Ethics Act.

SECTION 4: RESPONSE EVALUATION

4.1 EVALUATION PROCESS

All proposals submitted in response to this RFP will be evaluated in a manner consistent with the Lehi City Municipal Code, and as otherwise set forth in this RFP.

As an initial step in the evaluation process, the City shall review all proposals received by the submission deadline. Next, any timely, yet non-responsive proposals (i.e., those proposals not conforming to the requirements set forth in this RFP or the Lehi City Municipal Code) will be eliminated. All remaining timely and responsive proposals shall then be cursorily reviewed by the City to eliminate from further considerations those bids which, in the sole discretion and judgment of the City, fail to offer sufficient or substantive provisions which are required to warrant further consideration. The City reserves the right to disqualify any proposal that significantly deviates from the terms, conditions, and specifications contemplated by this RFP. Any remaining bids will then be reviewed and evaluated in detail. If the City discovers at any point in the evaluation process that a proposal is lacking required or requested information, the City may remove said proposal from further consideration.

Lehi City reserves the right to be the sole judge as to the overall acceptability of any response or to judge the individual merits of specific provisions within competing offers.

4.2 EVALUATION CRITERIA

In determining which proponent is the lowest responsible proponent, the City shall evaluate the proposals received in accordance with the following criteria:

4.2.1. The proponent's relevant qualifications.

4.2.2. The proponent's professional reputation (with the City and other entities or individuals), including character, integrity, reputation, judgment, experience, and efficiency.

4.2.3. The quality of goods and services proposed, as well as the quality of previous goods or services provided by the proponent.

4.2.4. The proponent's ability, capacity, and skill to provide the Scope of Work.

4.2.5. The sufficiency of a proponent's financial resources, and the effect thereof on the proponent's ability to perform the Scope of Work.

4.2.6. Any litigation, prosecution, or other claims by or against a proponent.

4.2.7. Availability to perform the Scope of Work, as well as the proposed schedule of completion contained in the proposal.

4.2.8. The ability of a proponent to provide future maintenance and service with respect to the Scope of Work.

4.2.9. The proposed RFP pricing.

4.2.10. Which proposal will provide the best economic advantage to the City.

4.3 AWARD OF CONTRACT

Upon completion of the evaluation process contemplated by the Lehi City Municipal Code and this RFP, the City may, but is not required to, negotiate with and award a contract for the Scope of Work to the proponent which provides the best economic advantage whose proposal is determined in the sole discretion of the City to be in the best interests of the City.

If the City decides to award a contract pursuant to this RFP, the successful proponent shall be required to enter into a contract with the City for the Scope of Work, as set forth in Attached Agreement Template hereto. The terms and conditions set forth in Attached Agreement Template are non-negotiable, and may not be changed or conditioned upon the contents of any proposal submitted pursuant to this RFP. The City may consider adding additional terms and conditions suggested by the proponent to said contract, but is not required to implement any such terms and conditions into the final contract.

Proponents are urged to give special attention to the insurance and bond/letter of credit requirements set forth in Attached Agreement Template. The aforementioned bonds/letters of credit must be provided on one of the forms attached hereto as Attachments LPC01 through LPCxx, respectively, and shall become part of the final contract.

4.4 RIGHT TO REJECT

The City reserves the right to reject any and all proposals and to waive any formality in the proposals received, to accept or reject any or all of the items in the proposal, and award the contract subject to this RFP, in whole or in part, if it is deemed in the City's best interest. The City reserves the right to negotiate any and all elements of the proposals if any such action is deemed in the best interest of the city.

SECTION 5: BID SUMMARY SHEET—LEHI CITY PARKS AND DETENTION MOWING RFP

It is the contractor's responsibility to provide an itemized Bid Summary Sheet when responding to this RFP.

BID FORM: SIGNATURE OF RESPONDENT

By submitting a proposal pursuant to this RFP, each proponent acknowledges that its proposal may be subject to public disclosure pursuant to the Government Records Access and Management Act, UTAH CODE ANN. § 63G-2-101, *et seq*. ("GRAMA"), as the same may be amended from time to time. If a proponent desires to have specific information contained in its proposal protected from public disclosure, the proponent may provide a written claim and description of business confidentiality with respect to any such information. Filing a written claim and description of business confidentiality does not guarantee that any information will remain protected or private as the City will strictly comply with GRAMA. As a general rule, RFP pricing shall not be considered protected or private information.

I hereby acknowledge that I have received, read, and understand the foregoing Lehi City Parks and Detention RFP (RFP No. 2023-1). The proposal that has been submitted herewith complies with the requirements of said RFP and applicable provisions of the Lehi City Municipal Code.

Upon acceptance of this RFP, the undersigned agrees to complete all required work as described in this RFP according to the terms and conditions described herein.

Please complete this form and return no later than the RFP deadline, as indicated on the cover page.

Company _____

By _____

Title _____

Signature _____

Address _____

_____

Phone _____

Email _____

Date _____

Name	Address	Ground Cover Type	Grass Acres	Grass Sq Ft.	Area Type	Price per Sq Ft	Total Price per sqft based on 26 mows	
Benny Estates	1700 W. 1000 S.	Turf	0.723	31472.84	Detention Out Source	$0.04	$ 1,175.29	**Price per sqft is based on 26 mows**
Ivory Ridge Detention Basin	2700 N. 850 W.	Mix	2.748	119685.78	Detention Out Source	$0.04	$ 4,469.41	
Jordan Narrows	Pilgrim Rock Cove	Turf	4.849	211225.69	Detention Out Source	$0.04	$ 7,887.78	
Lehi Country Estates	1250 S. 500 W.	Mix	0.684	29811.72	Detention Out Source	$0.04	$ 1,113.26	
Lehi Ranches	1400 S. 350 W.	Mix	0.548	23884.42	Detention Out Source	$0.04	$ 891.91	
Meadow Brooke (Canyon View Estates)	271 S. Riverbed Ct. (1350 W.)	Turf	0.994	43278.29	Detention Out Source	$0.04	$ 1,616.14	
Pheasant Pointe	1400 W. 3100 N.	Turf	1.111	48410.48	Detention Out Source	$0.04	$ 1,807.79	
Snow Springs Basin (Sunset Meadows)	1900 W. Snow Springs Dr (600 S.)	Turf	0.484	21100.79	Detention Out Source	$0.04	$ 787.96	
Willes Estates Basin	300 E 1630 S	Mix	2.811	122438.43	Detention Out Source	$0.04	$ 4,572.21	
Arts Center Building	665 N. Center		0.04	1,742.40	Park Out-source	$0.04	$ 65.07	
Literacy Center	100 W. Main St.		0.15	6,534.00	Park Out-source	$0.04	$ 244.00	
Eagle Point	3200 N. 300 W.		0.23	10,018.80	Park Out-source	$0.04	$ 374.13	
Ozancin Estates	2600 N. Center Street		0.26	11,325.60	Park Out-source	$0.04	$ 422.93	
Murdock Bathroom	1450 W and Innovation Way		0.28	12,196.80	Park Out-source	$0.04	$ 455.46	
Railroad Museum	220 E. State Street		0.28	12,196.80	Park Out-source	$0.04	$ 455.46	
Sunset Corner	2100 N Sunset		0.3	13,068.00	Park Out-source	$0.04	$ 488.00	
Willow Springs Park Strip	SW Corner of 2300 W 300 N		0.32	13,939.20	Park Out-source	$0.04	$ 520.53	
Daughters of Utah Pioneers Park	100 W. State St.		0.35	15,246.00	Park Out-source	$0.04	$ 569.33	
Newman Ranch Park Strip	1100 W. & Main Street		0.35	15,246.00	Park Out-source	$0.04	$ 569.33	
Sunrise Summit Park	2700 W. Shady Bend Ln.		0.35	15,246.00	Park Out-source	$0.04	$ 569.33	
Dairy View Park	900 N. 1400 E.		0.39	16,988.40	Park Out-source	$0.04	$ 634.40	
Jordan Willows A	125 S. River Way (2700 West)		0.4	17,424.00	Park Out-source	$0.04	$ 650.66	
Fire Station 82	2600 N. 250 W.		0.24	10,454.40	Park Out-source	$0.04	$ 390.40	
Jordan Willows B	400 S. Water Way Rd. (3100 W.)		0.5	21,780.00	Park Out-source	$0.04	$ 813.33	
Snow's Spring Park	2185 W 1300 S		0.5	21,780.00	Park Out-source	$0.04	$ 813.33	
Jordan Willows C	3600 W. 621 S.		0.53	23,086.80	Park Out-source	$0.04	$ 862.13	
City Hall Compound	153 N. 100 E.		0.55	23,958.00	Park Out-source	$0.04	$ 894.66	
Eddington Park	1290 W. 700 S. (south side of development)		0.75	32,670.00	Park Out-source	$0.04	$ 1,219.99	
Forest Mellor Park	1300 S 1700 W		0.77	33,541.20	Park Out-source	$0.04	$ 1,252.53	
Main Street / Roundabout	From Lehi Roller Mills to 500 W Roundabout		0.77	33,541.20	Park Out-source	$0.04	$ 1,252.53	
Stagecoach Crossing Small Park	700 S. 1500 W.		0.95	41,382.00	Park Out-source	$0.04	$ 1,545.32	
Legacy Center Complex	123 N Center St		1.08	47,044.80	Park Out-source	$0.04	$ 1,756.79	
Holbrook's Ranch	2100 N. 3600 W. (north side of 2100 N.)		1.23	53,578.80	Park Out-source	$0.04	$ 2,000.79	
Chapel Valley Large Park	880 W. 975 S.		1.36	59,241.60	Park Out-source	$0.04	$ 2,212.25	
Joe Adams Memorial Park	1830 N. Trinnaman Ln.		1.57	68,389.20	Park Out-source	$0.04	$ 2,553.85	
Kensington Park	400 N. 2300 W.		3.71	161,607.60	Park Out-source	$0.04	$ 6,034.90	
Gateway Park	1870 N. 1400 W.		1.85	80,586.00	Park Out-source	$0.04	$ 3,009.31	
Pilgrim's Landing Park	3900 N Mayflower Ave.		4.57	199,069.20	Park Out-source	$0.04	$ 7,433.82	
Park View Park	1425 S. 400 W.		4.37	190,357.20	Park Out-source	$0.04	$ 7,108.49	
Centennial Park	600 W. 2250 N.		3.35	145,926.00	Park Out-source	$0.04	$ 5,449.30	
Allred Park	560 N. 750 W		4.17	181,645.20	Park Out-source	$0.04	$ 6,783.16	
Watercress Park	1500 S. Center St.		4.13	179,902.80	Park Out-source	$0.04	$ 6,718.09	
Jordan Narrows	Pilgrim Rock Cove (W of Younique Bldg)		4.85	211,266.00	Park Out-source	$0.04	$ 7,889.29	
Wines Park	500 N.100 E.		3.14	136,778.40	Park Out-source	$0.04	$ 5,107.70	
Sage Vista Park	500 N 1100 W		3	130,680.00	Park Out-source	$0.04	$ 4,879.97	
Dapple Gray (Gray's Crossing Basin)	525 S. 2100 W.		7.12	310,147.20	Park Out-source	$0.04	$ 11,581.80	
Greens Park	1850 W. 1600 N		3.46	150,717.60	Park Out-source	$0.04	$ 5,628.23	
Eagle Summit Park	Falcon Ridge Way Raven Crest Ln.		4.41	192,099.60	Park Out-source	$0.04	$ 7,173.56	
Willow Haven Park	2375 W. 300 N.		3.54	154,202.40	Park Out-source	$0.04	$ 5,758.36	
Spring Creek Park	2100 S. Bullrush Parkway		3.28	142,876.80	Park Out-source	$0.04	$ 5,335.43	
Ivory Ridge Park	601 W. 3200 N.		4.37	190,357.20	Park Out-source	$0.04	$ 7,108.49	
Sommerset Small Park	1450 W. Main		1.66	72,309.60	Park Out-source	$0.04	$ 2,700.25	
Point Meadows Park	2100 N. 2000 W.		2.97	129,373.20	Park Out-source	$0.04	$ 4,831.17	
Power Department	560 West Glen Carter Drive		1.84	80,150.40	Park Out-source	$0.04	$ 2,993.05	
Bandwagon Park	900 N. 200 W.		1.38	60,112.80	Park Out-source	$0.04	$ 2,244.79	
Stagecoach Crossing Park	525 S. 1915 W		2.38	103,672.80	Park Out-source	$0.04	$ 3,871.44	
Summercrest Park	1050 E. 1900 N.		2.39	104,108.40	Park Out-source	$0.04	$ 3,887.71	
Outdoor Pool	400 E. 200 S.		1.65	71,874.00	Park Out-source	$0.04	$ 2,683.98	
Somerset Large Park	1700 W. 300 S.		2.91	126,759.60	Park Out-source	$0.04	$ 4,733.57	
Dry Creek Park	100 W. 1600 N.		10.54	459,122.40	Park Out-source	$0.04	$ 17,144.96	
Exchange Park	3600 W Hardman Way		4.36	190,000.00	Park Out-source	$0.04	$ 7,095.15	
Dapple Gray Park Strip	2300 W & 700 S		0.22	9,583.20	Park Out-source	$0.04	$ 357.86	
New Police Station	128 N 100 E		0.13	5,655.66	Park Out-source	$0.04	$ 211.20	
Platypus Park Strip	Willow Park Rd (Between 120 N & 300 N)		0.11	4,787.33	Park Out-source	$0.04	$ 178.77	
Triumph Park	1750 W Traverse Terrace Dr		1.99	86,684.40	Park Out-source	$0.04	$ 3,237.05	
Museum House	93 N 100 W		0.15	6,534.00	Park Out-source	$0.04	$ 244.00	
Holbrook's Drexler - Wister	2700 N (Between Drexler Dr & Wister Ln)		0.41	17,847.00	Park Out-source	$0.04	$ 666.46	
Holbrook's 3600 N - N Pointe Way	Drexler Dr (Between 3600 W & N Pointe Wy)		0.23	10,055.00	Park Out-source	$0.04	$ 375.48	
Holbrook's W. Waterbury Way	W. Waterbury Way (Between N Pointe Wy & N Wayside Place)		0.39	16,988.40	Park Out-source	$0.04	$ 634.40	

Total Annual Price for all sites comes out to $209,000

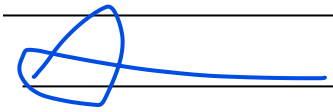
BID FORM: SIGNATURE OF RESPONDENT

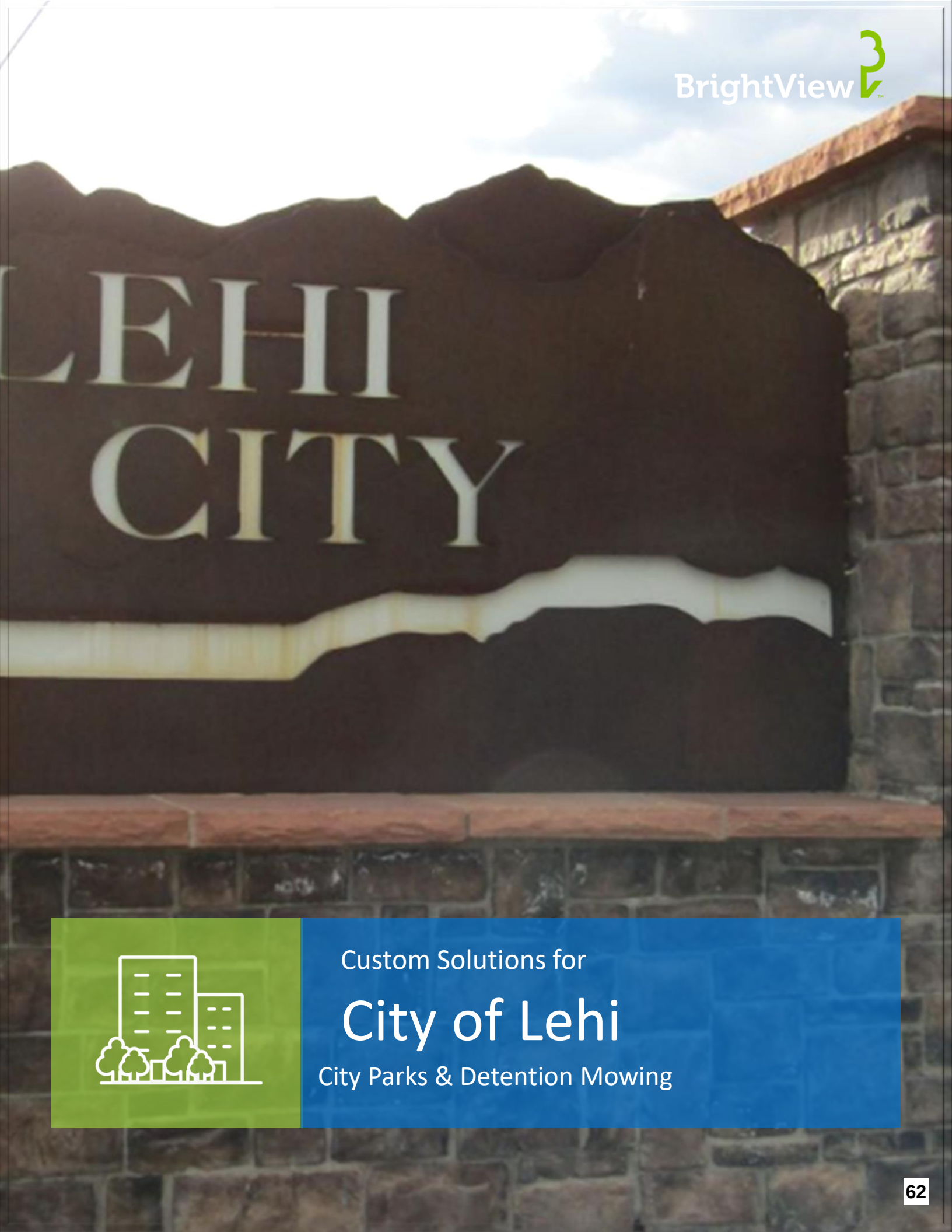
By submitting a proposal pursuant to this RFP, each proponent acknowledges that its proposal may be subject to public disclosure pursuant to the Government Records Access and Management Act, UTAH CODE ANN. § 63G-2-101, *et seq*. ("GRAMA"), as the same may be amended from time to time. If a proponent desires to have specific information contained in its proposal protected from public disclosure, the proponent may provide a written claim and description of business confidentiality with respect to any such information. Filing a written claim and description of business confidentiality does not guarantee that any information will remain protected or private as the City will strictly comply with GRAMA. As a general rule, RFP pricing shall not be considered protected or private information.

I hereby acknowledge that I have received, read, and understand the foregoing Lehi City Parks and Detention RFP (RFP No. 2023-1). The proposal that has been submitted herewith complies with the requirements of said RFP and applicable provisions of the Lehi City Municipal Code.

Upon acceptance of this RFP, the undersigned agrees to complete all required work as described in this RFP according to the terms and conditions described herein.

Please complete this form and return no later than the RFP deadline, as indicated on the cover page.

Company	BrightView Landscape Services, Inc
By	Aaron Lott
Title	Director of Finance
Signature	
Address	4112 S. 500 W. Murray, UT 84123
Phone	720-988-9507
Email	AARON.LOTT@BRIGHTVIEW.COM
Date	2-1-23



Custom Solutions for

City of Lehi

City Parks & Detention Mowing

February 1, 2023

Dear Steve & City of Lehi,

On behalf of the BrightView team I would like to personally thank you for the opportunity to submit our proposal to professionally manage the landscape mowing for parks and detention areas for City of Lehi.

We are excited to have an opportunity to work with the City of Lehi. We have carefully reviewed your specifications and have invested significant time to ensure we have developed a thorough and comprehensive proposal. We have reviewed every aspect of your site(s), considering all resources we feel will be required to serve you, your residents, and your visitors. We believe we will exceed your expectations. There are a few key areas we have dedicated thought towards, they include:

- Details and planning to ensure success. BrightView creates a plan specific to your unique sites that reflects your expectations, resolves your challenges, and enhances your properties. We provide detailed plans and the transparency required to build a lasting partnership.
- Trusted communication is our partnership promise. Our successful partnerships include clear communication to your key people. We pride ourselves in regular service schedules, immediate responses, and follow-up communication. Our services are backed by monthly quality checks on your site, and our crews.

From Day 1 BrightView provides you with a beautiful, safe, accessible, and healthy landscape that will maximize your investment, support your brand, and provide a welcoming environment for everyone – residents, employees, and visitors to City of Lehi.

The City of Lehi is an exceptional community, and it is understood that the quality of our landscape presentation and the thoroughness of our plan are an integral part of the driving the best experience for your residents and visitors. We appreciate the opportunity to get to know you, the sites, and present you with our custom service solution.

Sincerely,

Holly Teague & Scotty Neal

Aaron Lott – Financial Director

Holly Teague - Business Development Executive, Municipal 719-237-9733 holly.teague@brightview.com

Scotty Neal – Business Developer, Utah 385-302-4183 scotty.neal@brightview.com

Aaron Lott – Regional Financial Director 720-988-9507 aaron.lott@brightview.com

BID FORM: SIGNATURE OF RESPONDENT

By submitting a proposal pursuant to this RFP, each proponent acknowledges that its proposal may be subject to public disclosure pursuant to the Government Records Access and Management Act, UTAH CODE ANN. § 63G-2-101, *et seq*. ("GRAMA"), as the same may be amended from time to time. If a proponent desires to have specific information contained in its proposal protected from public disclosure, the proponent may provide a written claim and description of business confidentiality with respect to any such information. Filing a written claim and description of business confidentiality does not guarantee that any information will remain protected or private as the City will strictly comply with GRAMA. As a general rule, RFP pricing shall not be considered protected or private information.

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Our Framework



Our Vision

Our people create and maintain the best landscapes on Earth.

Relationships and results drive us.

We put our teams and our clients first and take pride in their success.

We're focused on providing unparalleled service that exceeds your expectations and results that help you succeed.



Our Mission

To create customer value through engaged local teams, providing industry-leading landscape services.



Strategic Imperatives

Strong Leaders Not Accepting Mediocrity

Ready, Trained, Safe & Enabled Crews

Consistency in Quality, Service & Productivity

Superior Financial Performance

Intense Customer Focus



Leadership Behaviors

Instills Trust

Focuses on Client

Values Differences

Builds Effective Teams

Drives Engagement

Ensures Accountability

Experience the BrightView Difference

We judge our success by the complete satisfaction of our customers. Every member of your landscape team will strive to earn your trust and loyalty through a proactive relationship in which we consistently perform work of the highest quality with unparalleled responsiveness.

Our ability to offer industry leading standards to our customers is attributed to our quality assurance and continuous improvement programs we have developed over our history.

When You Partner with BrightView



People

We provide competitive wages and benefits for all BrightView employees; a safe, open work environment; and numerous development opportunities (field and management) so that employees will continue to grow their careers with us. Being part of the BrightView team means being highly valued.



Environment

We are advocates for environmentally friendly horticultural best practices. As an established leader in the landscape industry, it is our duty and responsibility to apply unmatched expertise and resources to the process of finding real-world solutions that encourage water conservation, minimize green waste, and protect natural habitats.



Community

The places we work are part of the communities in which we live, play, and thrive. That's why it's so important to us to give back. We encourage and support employee volunteerism by providing meaningful opportunities and nurturing a culture of dedication and service.

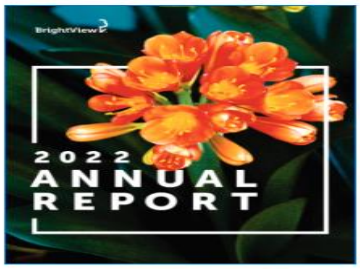
BrightView Financial Information



BrightView is a nationwide company that is publicly traded. A link to all our financial reports is https://investor.brightview.com/financials-and-filings/annual-reports/default.aspx Utah branch has a total of 100+ employees. Annual new maintenance contract sales for Utah are $2 million+. We currently have 200 clients in UT.

Annual Reports

2022



ANNUAL REPORT

2021



ANNUAL REPORT

2020



ANNUAL REPORT

2019



ANNUAL REPORT

2018



ANNUAL REPORT


Your Property,
Our Expertise
City of Lehi & BrightView

Project Approach

The City of Lehi is an amazing community, and your parks around the community creates not only the curb appeal that attracts new residents, but one that maintains residents' satisfaction and brings in visitors year-round. While it may not be the largest part of your operational budget, its ROI has far-reaching effects. When effectively and efficiently leveraged, landscapes can serve as a strategic asset with remarkable returns, such as increasing resident satisfaction, tourism, reduced liability and safety risks, and revenue growth.

Purpose & Objectives

The purpose of this project is to manage the maintenance of the landscape within your parks and detention areas within the City of Lehi. The objective is to ensure that your landscape is not only maintained, but remains healthy, enhances the environment, and quality of life for Lehi residents and visitors.

Detailed Approach

BrightView has taken great consideration on the approach of this project. Our plan is to assign our most qualified CST team, and crews. We plan to maintain the sites with 2-3 crews made up of 4 employees. Each crew has a crew leader and a designated staff member that has expertise in all areas of the project. We have routed the work to be performed Monday – Thursday (10-hour days) for all sites to be mowed, trimmed, and cleaned weekly. Your CST Team is made up of your Account Manager & Production Manager. We have allotted equipment that will increase efficiency & ensure all services are completed according to schedule.

Possible / Potential Issues

BrightView is always thinking two steps ahead and that includes considering any possible or potential issues when taking on projects such as this. One of those issues typically is the learning curve when taking on a new project. We are prepared for the learning curve, and although not awarded yet we have a game plan in place, down to how many crews, how much equipment, and assigning the customer service team that will manage this project.

BrightView's Capacity & Availability

BrightView is one of the largest participants in the government H2B Visa program. We have already received notification that many of our branches have received their H2B labor. This program ensures our labor pool is fully staffed between our H2B program as well as our domestic employees that are with us year-round. BrightView also recently has started investing in the green card sponsor program. Our plan and goal is to not have to rely on the H2B program in 3-5 years. Our landscape maintenance, snow/ice removal, tree care experts, and storm preparation/recovery teams are backed by national resources and on call 24/7, just like you are. Depend on us, no matter the weather, to deliver safe and navigable walkways, parking areas and entrances reducing your liability and minimizing safety risks to residents, visitors and staff. We are prepared to take on this project and have already started planning and allocating equipment, so we are ready for an April 1 start date for landscape maintenance as well as snow removal.

Your Transition to BrightView

By selecting BrightView, you will find an experienced partner who will provide experts in many disciplines, each dedicated to your needs. In your first 180 days of service, you can expect the following:

PRE-SERVICE

- Branch planning meeting
- Identify and mitigate any safety hazards
- Meet your Client Service Team. Establish communication, reporting expectations & preferences
- Individual site planning

30 DAYS

- Initial site walk-through
- Week 1 Alignment Check
- Week 2 Alignment Check
- 30 Day Alignment Check
- Receive first invoice

60 DAYS

- Site walk of SIMD areas
- Receive/Complete Customer Satisfaction Survey
- Review responses to Customer Satisfaction Survey with your Client Service Team, align and strengthen areas in need of improvement

90 DAYS

- Site walk of SIMD areas with your Client Service Team
- 90 Day Alignment Check

180 DAYS

- Site walk of SIMD areas with your Client Service Team
- 180 Day Alignment Check
- Begin discussions around how can we support your budget creation / attainment with your Account Manager

Landscape Plan Customized for City of Lehi

The below Gantt chart is a sample created for City of Lehi Parks & Detention Mowing. Upon award of contract our goal is to become your partner and truly customize your scope to accommodate your accurate needs and ensure the overall health and appearance of your parks. Some of the below scope items can also be performed as extra work items

TURF	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	OPTIONAL
Mow (Weekly)				●	●	●	●	●	●	●	●		
Trim (Weekly)				●	●	●	●	●	●	●	●		
Backpack blowing (Weekly)				●	●	●	●	●	●	●	●		
Edge				●	●	●	●	●	●	●			
Aeration				●					●				
Fertilizer					●		●		●				
Pre-emergent Weed control				●									
Post-emergent Weed control					●			●					
Disease Control													●
Insect Control													●
SHRUBS AND BEDS	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**OPTIONAL**
Weed control (Weekly)				●	●	●	●	●	●	●	●		
Pre-emergent weed control													
Post-emergent Weed control					●			●					
Spot Treatments (As Needed)				●	●	●	●	●	●	●			
Fertilization				●									
Dormant Prune		●											
Disease Control													●
Insect Control													●
TREES	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**OPTIONAL**
Tree Wrapping													●
Tree Wrap Removal													●
Round up Tree Rings					●				●				
Pruning up to 12' hgt.													●
Insect Control													●
MISCELLANEOUS	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**OPTIONAL**
Native Mowing				●									
Native Beauty Band Mowing				●									
Native Weed Control													●
Debris / Litter Removal				●	●	●	●	●	●	●	●		
Pet Waste Removal				●	●	●	●	●	●	●	●		
Fall Clean-up											●		
Spring Clean-up													
Curb/Gutter Weed Control					●		●		●	●			
IRRIGATION	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**OPTIONAL**
Check and Adjust (Weekly)				●	●	●		●		●			
Spring Start Up				●									
Winterization										●			
SEASONAL COLOR	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**OPTIONAL**
Change Out													●
Bed Preparation													●
Fertilization													●
SNOW MANAGEMENT	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**OPTIONAL**
Snow Management Services	●	●	●								●	●	

SAMPLE

An Expansive & Dedicated Support Network

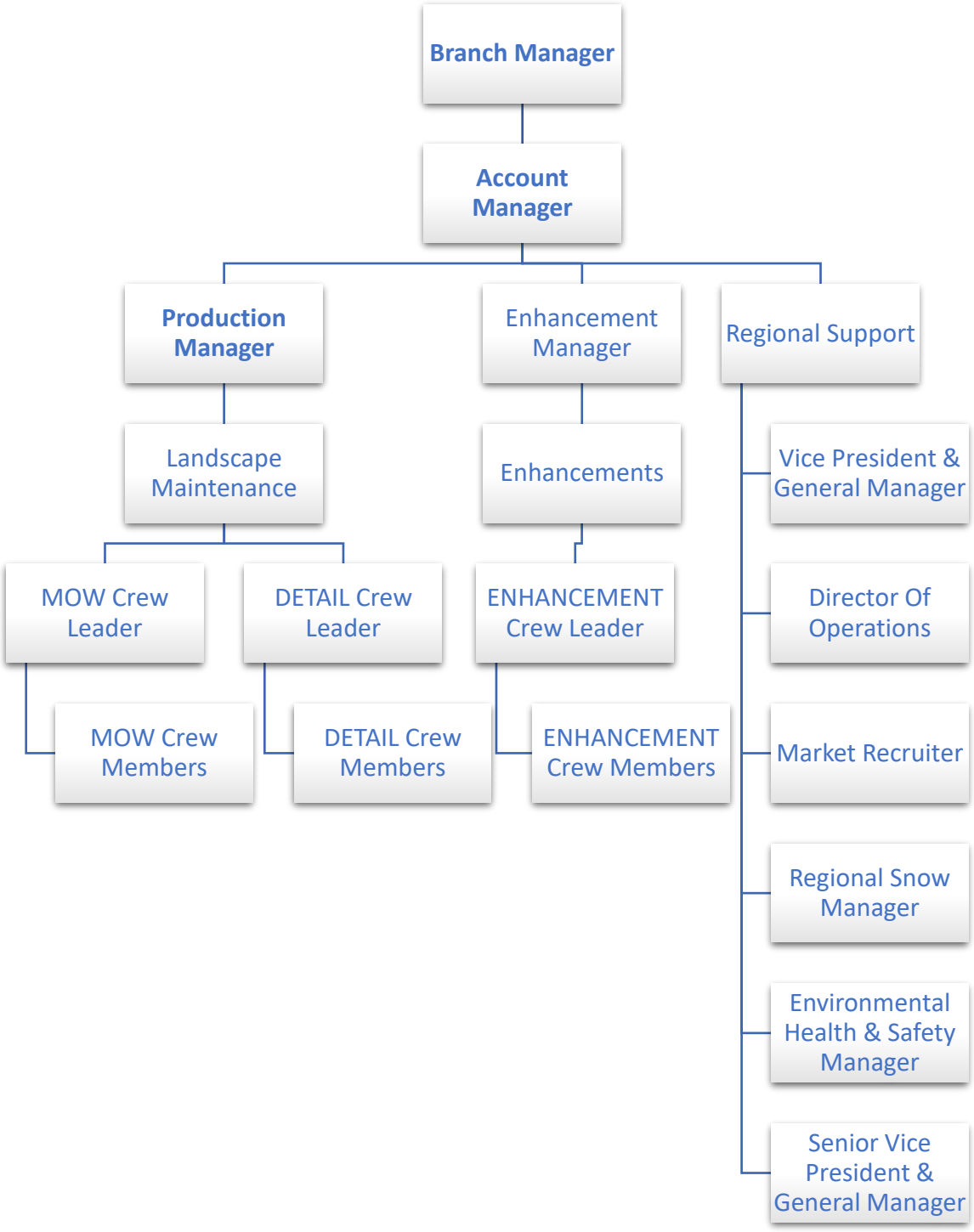
Our organizational structure enables us to pair the power of national resources with the know-how of local landscape experts. Focused on operating standards and procedures that drive consistency and predictable outcomes, we listen carefully and measure success against your standards.

We educate our employees – instilling knowledge, professionalism, and the confidence to effectively operate as an extension of your team. Senior leadership and account teams are accessible and involved. They ensure every team member understands your expectations and is empowered to exceed them.

We equip our teams with operating standards that allow them to safely and successfully execute performance delivery. We have invested in refining the science, technology, and human expertise behind our integrated capabilities to establish an operational model that is unlike any other in the industry. Designed to be highly efficient in helping clients reduce their operating expenses, this approach helps to effectively maintain and improve landscape conditions down to very last detail.



BrightView Organization Chart



The Breadth of Our Team

The team selected to maintain your property has the skills and experience necessary to meet your specific needs and expectations. Below is what you can learn to expect from each of the team members in place to support you.

CLIENT SERVICE TEAM

Job Title	Job Responsibility
Field and Landscape Crews	• Experienced landscape professionals at the heart of our company • Strong focus on attention to detail. • In charge of all groundwork that will take place on site, including mowing, blowing, edging, pruning, weeding and debris pick up. • Fulfill all contractual obligations and are directed by the Production Manager and Account Manager
Crew Leader	• Ensures readiness of workers, tools, and materials • Trains field personnel • Performs and leads job specifications
Production Manager	• Manages and schedules crews • Ensures readiness of workers, tools and materials • Maintains safe working conditions • Trains field personnel • Ensures delivery of job specifications and quality
*Account Manager	• **Primary customer contact*** • Accountable for customer satisfaction • Ensures compliance to job specifications and quality • Resolve / close service requests
Branch Manager	• Ensures quality and efficient landscape management for clients • Consistently improves best practices within the service branch • Leads and supports all branch personnel
Vice President & General Manager	• Ensures quality and efficient landscape management for clients • Responsible for supporting the entire market's successful operation

Your Broomfield BrightView Team



Robert Husted| Branch Manager
Robert.hustead@brightview.com | 801.231.5613

Robert joined BrightView in 2018 as a Production Manager. Since then, he has held the role of Account Manager, Senior Account Manager and Associate Branch Manager. Robert has been in the industry for 17 years and is most proud of building his relationship with key customers such as Amazon and Chevron. Robert holds a Bachelor of Business Management from BYU and a a Master of Business Administration from WGU.



Luis Caballero | Vice President & General Manager
Luis.Caballero@BrightView.com | 303-288-2701

Luis started with BrightView in 2012 as an irrigation tech and quickly advanced his career to an Account Manager carrying his branches largest client portfolio. His dedication to his accounts earned him an award for outstanding performance from Rocky Mountain Shopping Center in 2017. Caballero became branch manager in 2018 where he utilized his extensive customer service background to provide gold star service for our clients before being selected to lead the Rocky Mountain Region as our Vice President & General Manager in 2022.

Your Broomfield BrightView Team Continued



Troy Hatchet| Account Manager

Troy Hackett is a highly experienced professional in the landscaping industry, with a remarkable 18 years of experience under his belt. He has been with Brightview for the past three years, where he serves as the main point of contact as an account manager. His diverse background in the industry has allowed him to gain a broad range of knowledge and expertise, making him a valuable asset to the company and its clients.

Troy started his career in the landscaping industry as a landscaper for the LDS Church. Over the years, he has worked his way up through various roles, including crew member, crew lead, irrigation tech, and production manager. This experience has equipped him with the skills and knowledge necessary to excel in his current role as an account manager.

Overall, Troy's 18 years of experience, diverse background in the industry, and commitment to providing exceptional customer service make him a valuable asset to Brightview and its clients.

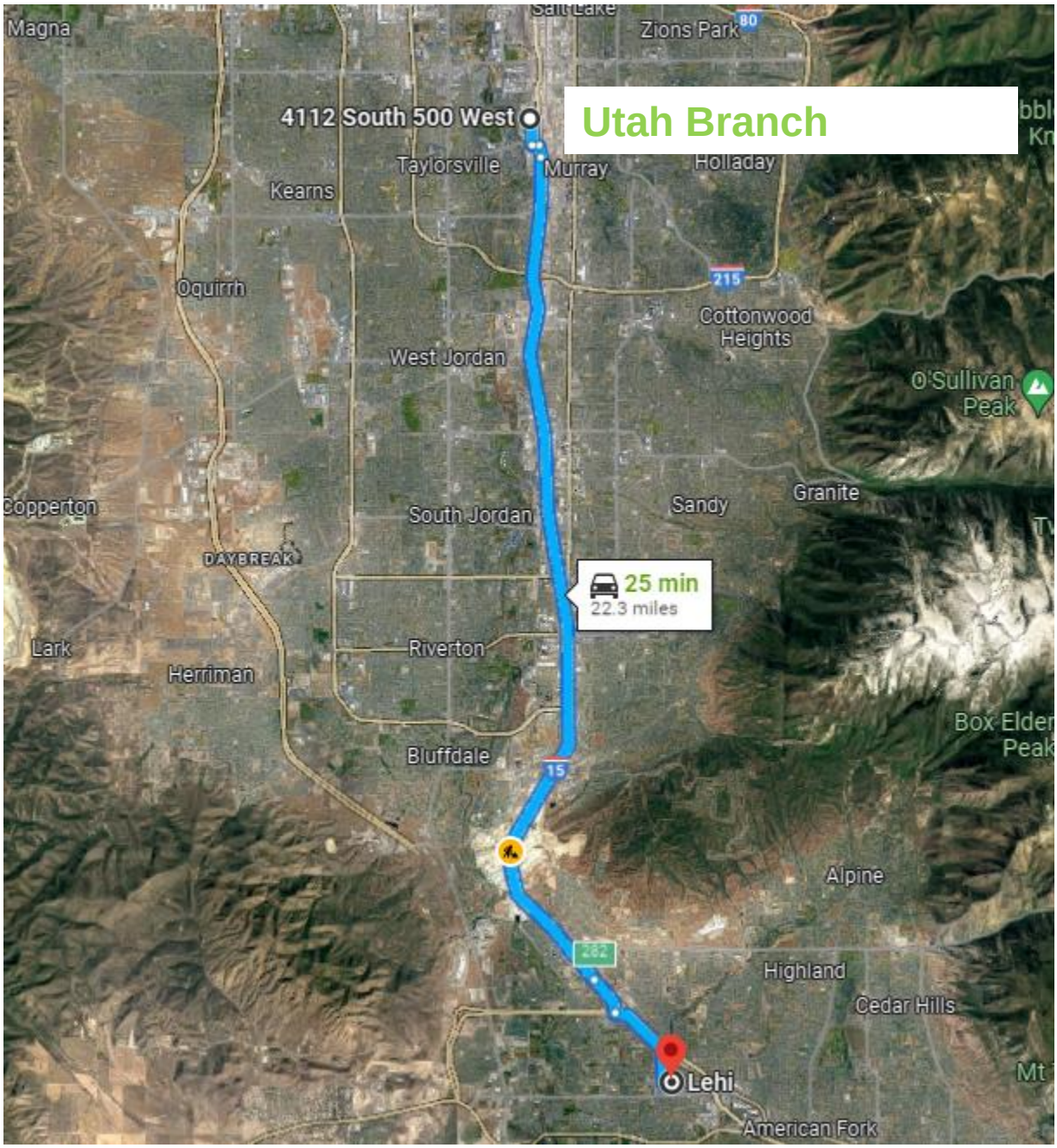


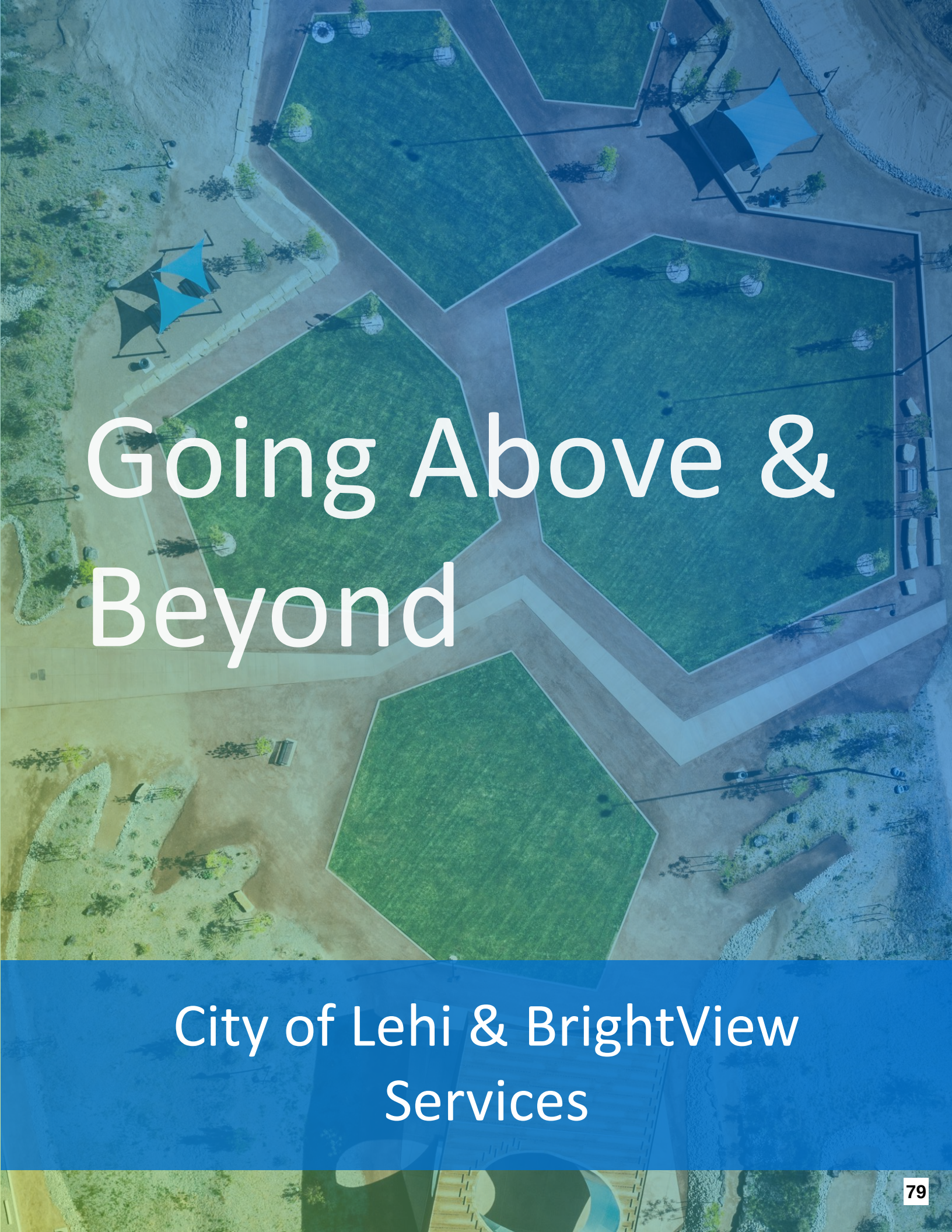
Jared Hadley| Production Manager

Jared has been a Production Manager at Brightview with 3 years of experience. Jared owned and ran his own landscaping business for 5 years. Jared was raised on a ranch in southeastern Idaho and has a strong connection with the outdoors.

Geographic Location

The branch that would service and manage this project is located at 4112 S. 500 W. Murray, UT. Below is a snipit from Google Earth showing our location and distance from City of Lehi to our branch.





Going Above & Beyond

City of Lehi & BrightView Services

We Have You Covered at Every Stage

We have experience in all aspects of our business and have a desire to learn all facets of landscape so we can provide the best service to our customers. That means we will be here to take care of your landscape at every stage of your property's lifecycle.

As a full-service and team-based landscape company, we can mobilize quickly to respond to special requests that may fall outside of the scope of landscape maintenance. We take pride in providing the highest-quality landscape services with a worry-free, dependable service commitment.

This all-encompassing expertise extends to:

DESIGN

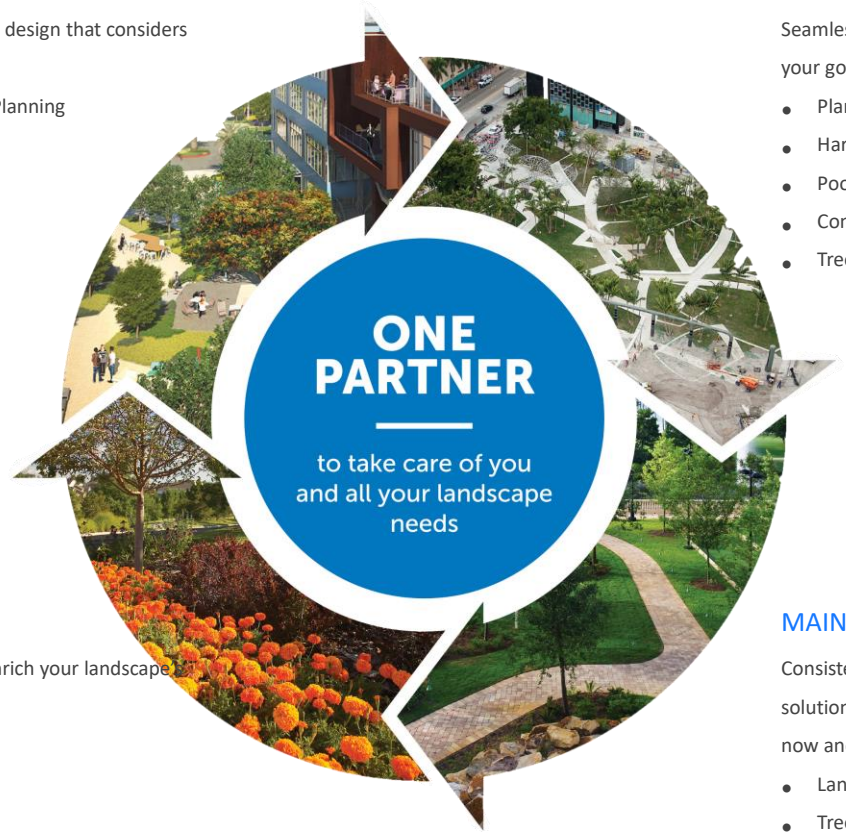
Forward-thinking, constructible design that considers future operating costs.

- Landscape Architecture & Planning
- Design Build
- Program Management

DEVELOP

Seamless project delivery that meets your goals, on-time and on-budget.

- Planting
- Hardscaping
- Pools & Water Features
- Compliance
- Tree Growing & Moving



ENHANCE

Thoughtful improvements to enrich your landscape's appearance and sustainability.

- Enhancements
- Sustainability
- Water Management

MAINTAIN

Consistent service delivery and proactive solutions that keep your property at its best, now and in the future.

- Landscape
- Tree Care
- Snow & Ice
- Specialty Turf
- Exterior Maintenance

Layered Communication & Quality Assurance

"We consider communication a key priority for City of Lehi, and the key to our success in delivering you not only the highest quality service, but also building a strong and lasting partnership. By being able to utilize all the tools below we are confident in creating a proactive, transparent and sustainable communication model."

- Laura Maxey, Account Manager

BrightView Connect	A customizable dashboard that will greatly improve communication, visibility, work order process, response time and transparency of service tickets. This tool will also be able to show and track where issues are coming from (i.e. mowing services, versus weeding etc.) and allow BrightView and City of Lehi to create a plan to emphasize areas with positive results, as well as address items of concern in a quick fashion.
Quarterly Business Reviews	Being able to get all Leaders together to discuss the state of the partnership on a Quarterly basis is key. We would set up 3 QBRs bringing our senior leadership in the market to truly drive a strong partnership. This timeframe will be used to either collaborate on KPI's, discuss what's ahead, areas of improvement or areas that are going well.
Quality Site Assessments (QSA)	This tool is something we would utilize on a monthly basis meant to collaborate and do an audit of the exterior identifying everything from missed items with follow up action, to bringing non-landscaping issues to your attention.
Customer Satisfaction Surveys	This is something we do two times a year to really drive engagement and an understanding of where we truly sit in your eyes. With the results of the survey, we can have real conversations on where we sit, what's working well and where are areas of opportunity.
Regular Site Visits	We understand that there are a lot of moving parts on a daily and weekly basis within the Lehi Community. Our plan is to be on sites daily, driving our plans and interacting with your management team. Our goal is to be an integral part of the sites and be very interactive, driving value with the end goal of improving your experience.

BrightView's 7 Standards of Excellence

The BrightView Standards of Excellence promote best practices in landscape maintenance and set a high bar for every property we serve. Our team members utilize strict quality standards and continuous improvement training to ensure you receive consistently excellent results.

Each crew is equipped with this tool, it matches up with our Quality Inspection (QI) report, and it ensures:

- Trained teams understand quality standards
- Trained teams understand site specific expectations
- Trained teams understand responsibility for meeting client expectation every day



1. Site Cleanliness
2. Weed Free
3. Green Turf
4. Crisp Edge Beds
5. Spectacular Flowers
6. Uniformly Mulched Beds
7. Neatly Pruned Trees & Shrubs





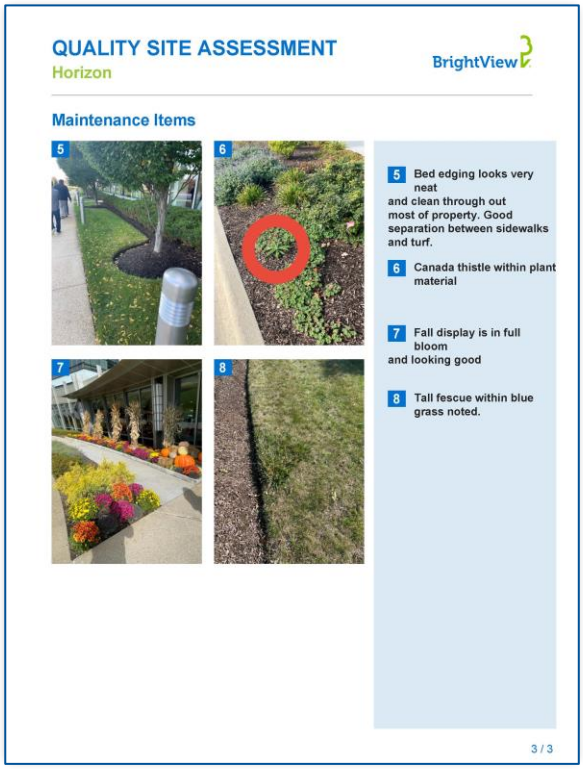


Ensuring Quality in Services

Our Quality Site Assessment (QSA) is a proprietary tool we have developed to help best capture quality assessment practices. This allows us to share our findings with you at each site easily, regularly, and promptly. Once the assessment is completed the report is automatically emailed to you for real-time communication and complete transparency. This report includes:

- '360 degree' site inspections, performed with designated site contact
- Observation images
- Notes on items already on our radar
- Recommendations that will give you a full view of your landscape
- Provides opportunity for site contact and Branch Account Manager to strategically discuss short- and long-term plan for the site
- Tags photos with notes
- Electronically tracks carry-over items
- Results downloaded and can be electronically sent to other stakeholders





BrightView CONNECT

We believe in the power of proactive communication and the importance of keeping you informed. That's why we created BrightView Connect; a proprietary web application designed for customers and property managers, providing timely insight into the property maintenance information that matters the most.

- A web-based, secure application that enables improved communication and collaboration between customer, property manager and BrightView personnel.
- Simple and user-friendly registration and navigation.
- Email notifications to users when service requests are created, updated and resolved.
- Fully mobile-enabled solution offering consistent functionality across browsers and devices.
- Advanced workflow technology to ensure service requests are assigned, processed and resolved.
- Provides insights and views to relevant open, in-progress and closed service requests.

Job Title	Horizon Therapeutics	BrightView Account Manager	BrightView Field Personnel
View notifications and announcements	✓	✓	✓
Review planned maintenance schedules	✓	✓	✓
Submit service requests	🔧	✓	🔧
View and update service requests	🔧	✓	🔧
Resolve / close service requests	🔧	✓	🔧
Receive notification emails	✓	✓	✓

Ready, Trained and Enabled Crews on Your Site

As a service company, it is our belief that our deliverable quality of service starts with a safer, more knowledgeable, more efficient and more service-oriented team. BrightView has put together an extensive training and education program for the teams that will be taking care of City and County of Broomfield. This training and education is organized around a basic curriculum which we have outlined with a brief overview of each program. In addition to this formal training and education, BrightView will also be providing hands-on field training, cross training and mentorship on an ongoing basis.

Hazardous Communication

This program was developed to meet or exceed the requirements contained within OSHA CFR 1910.1200—Hazard Communication and any applicable state "Right-to-Know" laws and intended for all team members who may encounter hazardous chemicals through the course of their daily work.

Standard Production Methods

This program is taught by our in-house training staff to teach our team members the best-known methods of executing the fundamental landscape operations.

Horticultural Training

Levels I, II, and III - These three programs are taught by our in-house horticulture staff. The classes start with basic horticultural training such as proper pruning techniques and plant identification and then expand to over integrated pest management and the diagnosis and treatment of unusual and complex problems which occur in the landscape. Each section is two full days of classroom training and one day of follow-up application.

Equipment Operation, Safety and Maintenance

This in-house program provides detailed training and hands on instruction in the operation, safety and maintenance of all standard landscape equipment. Safety issues will be detailed in English and distributed in employee paychecks on a weekly basis. In addition, all supervisors will hold weekly tail-gate talks highlighting pertinent equipment operation, safety and maintenance issues.



Etiquette & Professionalism

Our purpose is to take care of the community by delivering consistent excellence. Our team members take great pride in the work they do and the trusted relationships they foster, and that extends to the respect you can expect to see towards both people and property. Here are some ways we plan to take care of your employees, while taking care of your properties.

Our Etiquette Practices

- Mow up around buildings prior to the arrival of tenants and visitors when possible.
    - Eliminates the risk of injury
    - Eliminates distractions
- We practice the 25 Rule – within 25' feet from any pedestrian we stop and power down our equipment and acknowledge with a smile, wave, or hello
- Breaks are taken at high pedestrian and vehicle traffic times and/or shift changes.
- Mow large open areas away from the building during peak traffic times.
- Do not mow close to occupied areas
- Look professional. All our team members are equipped with uniforms

Professionals on the Job

- All team members will adorn a clean BrightView uniformed shirt
- When applicable, team members will also sport a BrightView hat
- All team members will wear Proper Personal Protective Equipment (PPE)
    - ANSI-Approved eye protection
    - Hearing protective devices
    - Class III safety vests
    - Safety toe boots

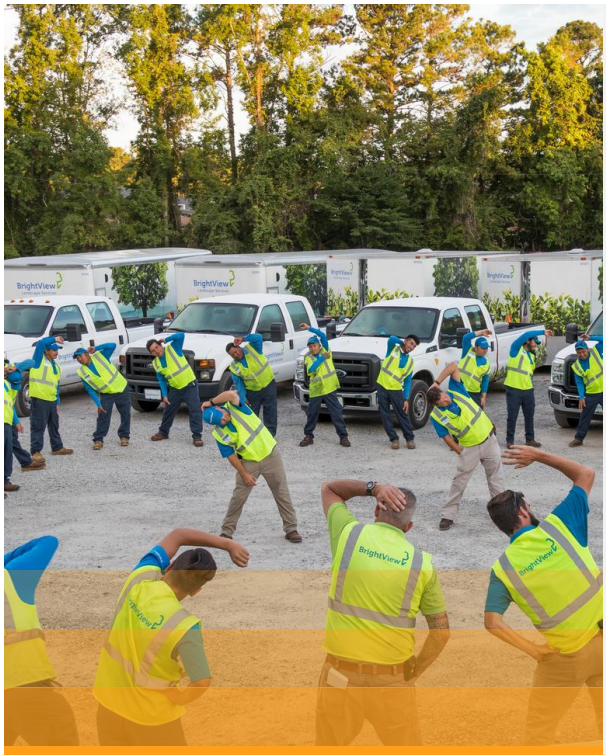


Our Employee Verification Process

BrightView confirms the eligibility of each employee a time of hire, through a web-based system E-Verify. Electronically comparing information provided by the employee to records available to the U.S. Department of Homeland Security (DHS) and the Social Security Administration (SSA), BrightView receive a response within seconds regarding the employee's eligibility. E-Verify is administered by SSA and U.S. Citizenship and Immigration Services (USCIS). USCIS facilitates compliance with U.S. immigration law by providing E-Verify program support, user support, training and outreach, and developing innovative technological solutions in employment eligibility verification.

E-Verify

Our Commitment to Safety



BrightView's Safety Responsibility

At BrightView, ensuring workplace safety is the responsibility of every leader and team member. We empower and expect everyone at BrightView to Take Pride in providing safe services and to Take Care of ourselves, each other and our clients.

Through this shared commitment, we live our safety promise every day to provide the highest quality services in the safest manner.

BrightView is committed to operating our business in a responsible manner. The opportunity to deliver world-class professional services and create inspiring and safe landscapes for our clients and customers is a privilege and responsibility that we work hard to protect and advance every day.

In delivering the highest quality service, our dedicated team members understand that nothing is more important than the safety of our people, customers, and the communities we serve. As one of our core values, safety helps to define BrightView and how we drive and deliver Confidence from Excellence.

We actively strive for continuous improvement of our safety performance in relentless pursuit of our vision of creating a workplace where No One Gets Hurt.

How we do this:

- Fostering a culture where all leaders and team members are empowered to address safety risks and prevent incidents and injuries.
- Integrating safety into our management decisions and operating practices.
- Training our people regularly on their responsibilities to create and maintain a safe and healthy work environment.
- Complying with Occupational Safety and Health Act (OSHA) regulations and company safety policies that are designed to protect our people from known workplace hazards.

Our Commitment to Safety



Personal Protective Equipment (PPE)

Proper PPE Is required of all team members engaged in jobsite production activities.

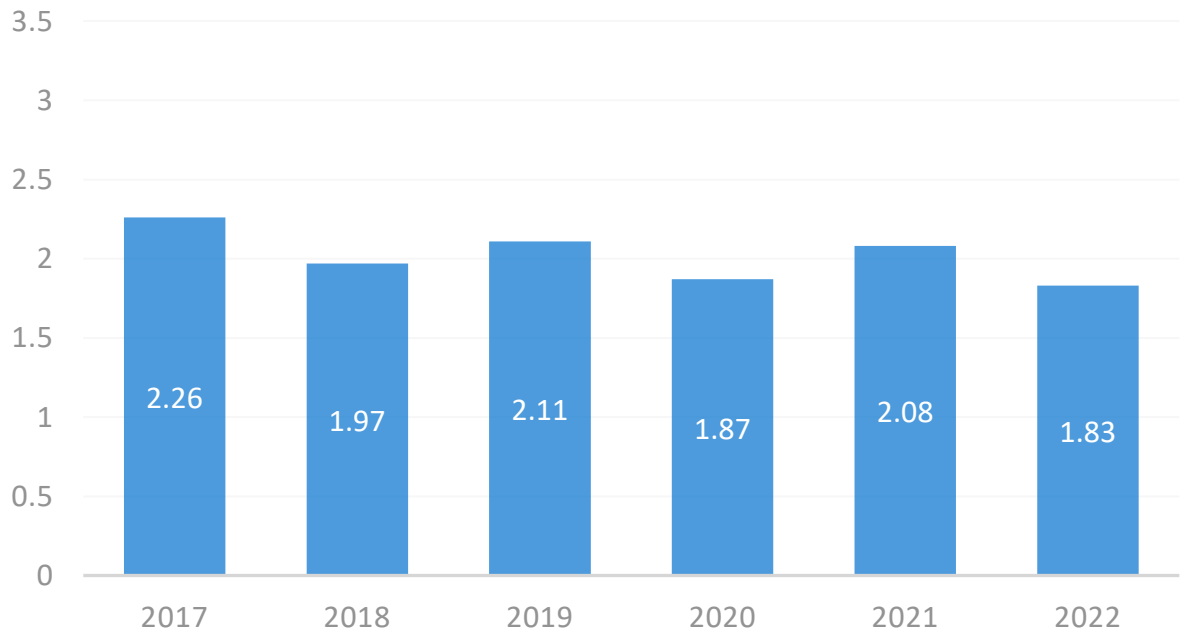
All field personnel are issued:

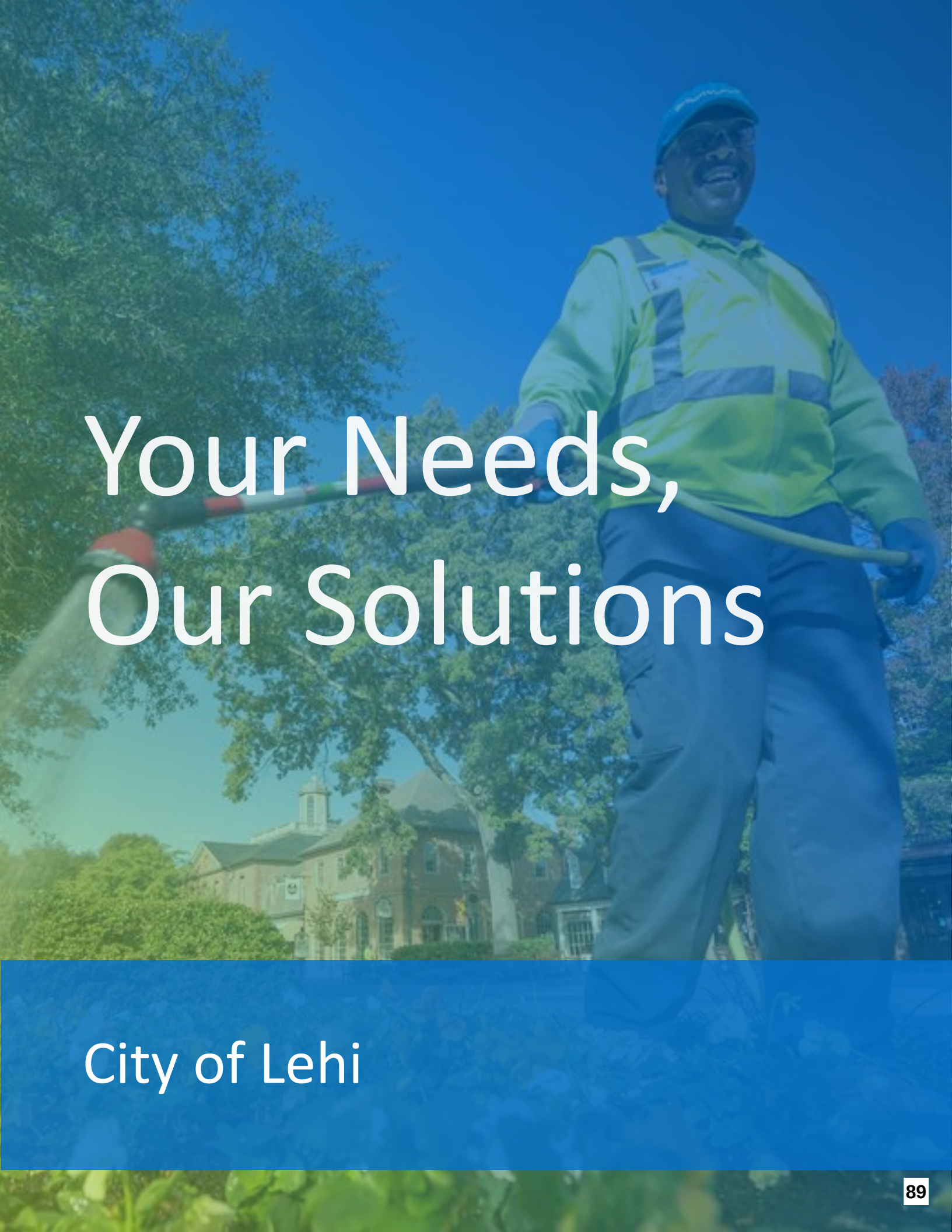
- ANSI-Approved Eye Protection
- Hearing Protection Devices
- Class III Safety Vests
- Safety Toe Boots

All PPE is inspected and cleaned daily.

OSHA Recordable Performance

Industry Average: 4.20





Your Needs, Our Solutions

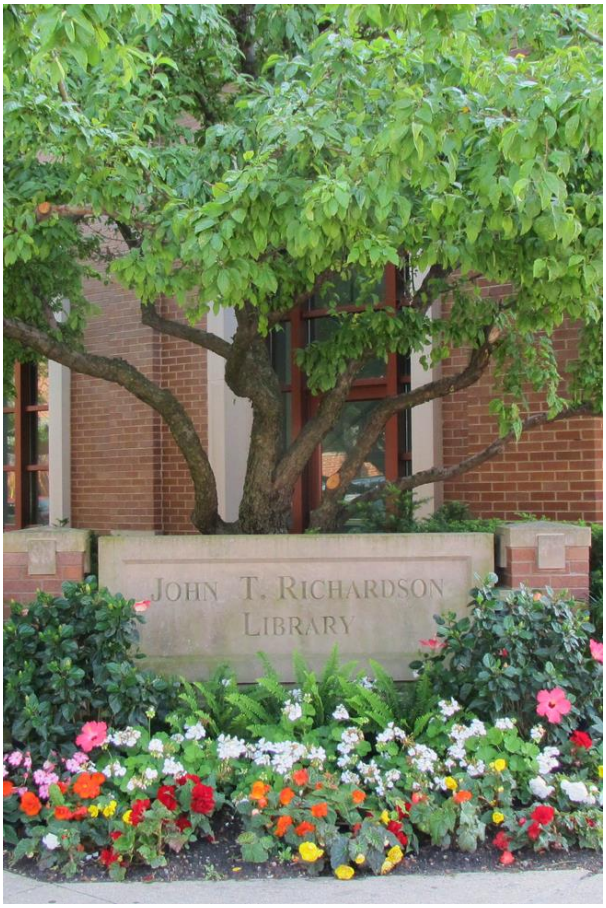
City of Lehi

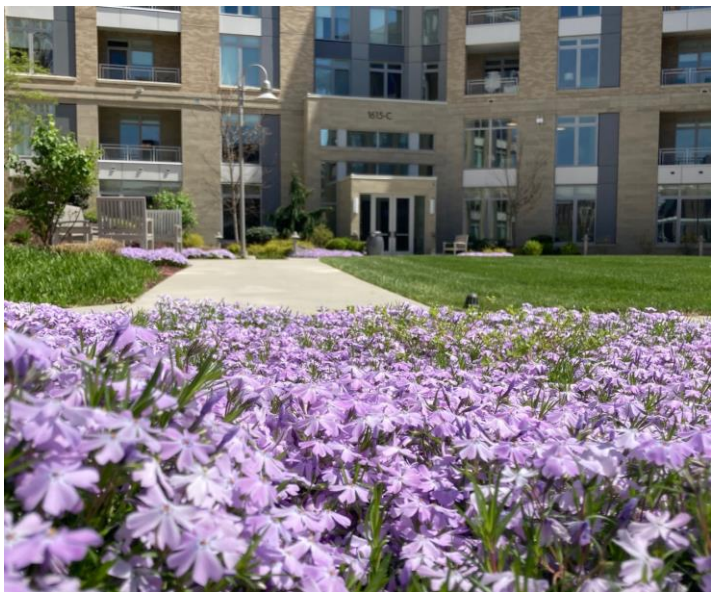
A Custom Color Program for Your Brand & Budget



On a per-square-foot basis, color plantings are usually the most intensively managed element of a landscape. However, there are ways to develop an outstanding color program that makes a strong return on the investment.

Color themes may be used to complement buildings, company colors or the appropriate season of the year. The number of potentially successful color schemes are vast, but we'll put together a proposal based on your input—and deliver a customized, cost-effective plan that's uniquely yours.







Working Towards a Brighter, More Sustainable Future



Committed to Sustainable Practices

BrightView creates, preserves and maintains beautiful external environments. In addition to the landscapes BrightView designs, builds, maintains and enhances – and the millions of C02-consuming plants and trees added to landscapes each year – BrightView is continually striving to minimize the impact of its work on the environment through innovative landscaping techniques, efficient equipment, and environmentally responsible practices.

CLEANER AIR BrightView to minimize greenhouse gas emissions in part using zeroworks- and low-emission vehicles and equipment.

RECYCLING GREEN WASTE As part of standard practice, BrightView repurposes green debris as compost or organic mulch and highlights compost as sustainable alternatives to clients

EFFICIENT VEHICLES BrightView proudly manages a large fleet of vehicles, including hybrid vehicles, eco-boost and fully electric and continues to focus on sustainability and reducing carbon emissions in connection with its operations.

EMISSIONS MANAGEMENT BrightView is one of the nation's largest users of zero-emission commercial landscaping equipment including electric line trimmers, blowers, and mowers.

EQUIPMENT REPLACEMENT & RECYCLING We regularly replace and recycle all equipment and vehicles in order to stay current with emission laws and updates in equipment fuel efficiency.

WATER CONSERVATION BrightView is an industry-leading provider of water-efficient landscaping services and works with its clients to increase efficiencies in the responsible use of water, including reductions in wasted water usage and energy consumption.

5-Pronged Approach to Achieving Our Carbon Neutrality Goal



1. STEWARDSHIP: We're actively engaging with industry partners and suppliers to lead a transformation towards our environmental goals. One of the ways we reduce waste is by using RootStepper tray systems. These reusable trays enable planting of multiple plants avoiding the use of individual pots.



2. SUSTAINABILITY: We're helping to sequester carbon by planting trees and through the sustainable design and maintenance of landscapes. BrightView plants more than 80,000 trees annually. By 2030, BrightView plans to engage in incremental initiatives to plant 2 million trees, which would offset the CO2 produced by approximately 7,000 vehicles.



3. A CLEANER FLEET: BrightView began introducing hybrid vehicles to our fleet 10 years ago and we intend to expand those efforts by deploying 500 electric vehicles over the coming 12 to 24 months. By 2027, we expect to convert approximately 30% of our total fleet to electric or hybrid.



4. GREENER EQUIPMENT: We plan to rapidly convert approximately 35,000 pieces of 2-cycle gas powered equipment to rechargeable energy sources by 2025, resulting in a greater than 50 percent reduction in BrightView's carbon footprint.



5. EFFICIENT BUILDINGS: Where possible, we intend to convert electrical power to our buildings with alternative energy sources and we are planning to pilot these measures at one of our branches in 2022. In the 300 properties we currently own or lease, we're replacing outdated equipment and appliances with energy-efficient alternatives. Through paperless billing and digital record keeping, we're saving more than 1 mil-lion sheets of paper annually.

References



City of Arvada

Christine Biddle

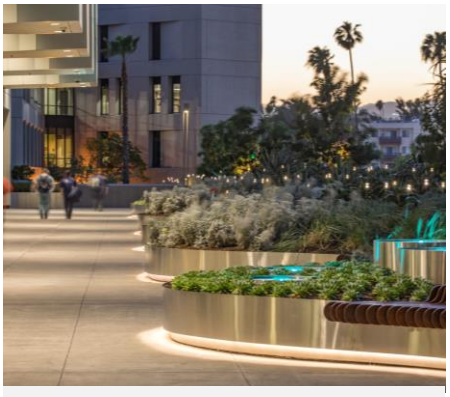
720-898-7720



City of Louisville

Nick Potopchuk

720-450-7741



Oracle Interlocken

Terry Buss

303-272-9133

Dastrop@ecommunity.com



Banning Lewis Ranch Metro District

Josh Miller

719-284-7226



City of Colorado Springs

Eric Becker / Jarod Clayton

719-323-3871 /

Thank you again for the opportunity to present our landscape proposal.

Should you have any questions, please don't hesitate to reach out.

Holly Teague
Business Development Executive, Municipal
719-237-9733
Holly.teague@BrightView.com

Agenda Item No: 6

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Preliminary subdivision approval for the Fox Canyon Plats A1 and I1 including 41 single family lots located at approximately 5400 North Fox Canyon Road with the Flex Land Use Designations in the Traverse Mountain Planned Community

Suggested Action:

Attachments:

Fox Canyon Plats A1 and I1 Subdivision DRC 11.16.22.docx

CC Staff Report Fox Canyon A1 and I1 Subdivision 01.10.23.docx

Fox Canyon A1 Adjustments DRC 03.01.23.docx

Fox Canyon I1 Adjustments DRC 03.01.23.docx

Fox Canyon Traffic Study DRC 03.01.23.docx

Fox Canyon A1 and I1 Preliminary - narrative.pdf

Fox Canyon A1 I1 - Preliminary Plans Original.pdf

Fox Canyon A1 Updated.pdf

Fox Canyon I1 Updated.pdf

Fox Canyon Traffic Impact Study.pdf

Aerial Map.pdf

General Plan Map.pdf

Zoning Map.pdf

Fox Canyon Plats A1 and I1
DRC Redline Comments

Perry Homes - requests preliminary subdivision review of Fox Canyon Plats A1 and I1 including 41 single family lots located at approximately 5400 North Fox Canyon Road with the Flex Land Use Designation in the Traverse Mountain Planned Community.

DRC Members Present: Glade Kirkham, Garion Rowett, Greg Allred, Ryan Allred, Jacob Hernandez, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer
Representatives of the Applicant Present: Dave Reddish and Dan Reeve
Date of Plans Reviewed: 11/7/22
Time Start: 1:40pm
Time End: 1:59pm

DRC REDLINE COMMENTS:
Glade – Power:
1. Relocate 2' TM easement to behind 10' PUE
2. The front lot 10' PUE is not a DE. Remove DE.
3. Show/Dimension PUE/PRV detail to indicate adequate clearances for vault, pipes, conduits, cabinets, etc.
4. Cut/Fill as required to provide the PUE space to be evenly graded with walk.

Garion – Fire:
5. Show the provided setback. Lots 106,107,108,113,114, and 115, are affected by the Wildland Urban Interface and will require fire sprinklers. Hatch these lots and provide a note on your plat.

Greg/Ryan – Water/Sewer:
6. Eliminate city owned sewer and SD mains through lot 119 & 120. Install sewer in city ROW.
7. Remove easement from plat. Sewer and SD shall outfall to Fox Canyon Road at the Northwest end of Lookout Cove.

Trent – Parks:
8. Use 8' truncated dome for trail crossing at Jackrabbit Cir.

Gary – Building/Inspections: See General Comments
Jacob – Public Works: No comments
Ross – Engineering:
9. Change PUE to be PUE and roadway construction easement

Luke- Traffic Engineer:
10. Add note on the plat identifying restrictions in the site triangle areas.

Kim – Planning: No comments

PRIOR TO SCHEDULING A PRECONSTRUCTION MEETING:
1. Provide an engineer's cost estimate for the cost of all improvements to Lehi City Engineering. (Duane Butler- dbutler@lehi-ut.gov or 385-201-2523)
2. 10% Warranty 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. Pay all necessary inspection fees and any up-front supply costs required by the City for power supplies, water system supplies, public signs (stop signs, address signs, etc.) and any other associated costs so that the City can order all necessary supplies for the development.
4. Include surveyor's and engineer's stamps and signatures on the construction drawings.
5. Show lot addresses on the final plat (must coordinate with Planning Division).
6. New property line adjacent to existing roads and any new trails must be staked and reviewed by the City.
7. Irrigation Company signature on the construction drawings for the irrigation piping.
8. Submit Storm Water Pollution Prevention Plan (SWPPP) through ComplianceGo.com for review by Lehi Public Works (Contact Jacob Hernandez- jhernandez@lehi-ut.gov or 385-201-2435).
9. 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.

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.

10. 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.
11. Address any comments or conditions from City Council approval.
12. Plans need to be signed by Community Development Director and Public Works Director before precon can be scheduled
13. Planner needs to sign off on building plans prior to the precon meeting

PRIOR TO RECORDING OF PLAT:

1. Provide a Mylar of the final plat for recording with the owners notarized signature(s).
2. Include surveyor's and engineer's stamps and signatures on the plat.
3. Submit a title report to be reviewed by Lehi City Attorney.
4. Provide a signed easement verification sheet (for proposed public utility easements on the plat).
5. Provide a signed original copy of the CC&Rs to record with the plat (to be reviewed by City Attorney).
6. All City utilities/infrastructure has been accepted and signed off by all Lehi City Inspectors.

DRC GENERAL COMMENTS:

1. Retaining walls will require building permits.
2. 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.
3. Developer is responsible to purchase, move or remove any existing RMP facilities.
4. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
5. 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.
6. 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.
7. All signage will require a separate review and approval process
8. All required private improvements (except private landscaping) shall be completed prior to the certificate of occupancy being granted.
9. 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.
10. 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 DECEMBER 8th AND NEEDS ENVELOPES

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.

FOX CANYON A1 AND I1 PRELIMINARY SUBDIVISION
CITY COUNCIL REPORT

Applicant	Perry Development		
Meeting Date	March 14, 2023		
Requested Action/Purpose	Approval of a proposed preliminary subdivision		
Decision Type	Administrative		
Location	Approximately 5400 North Fox Canyon Road		
Existing General Plan Designation	Medium Density Residential (MDR)/ Environmentally Sensitive (ESA)		
Existing Zoning	Planned Community (PC)		
Existing Land Use	Undeveloped Hillside		
Number of Lots/Units	38 Lots		
Adjacent Zoning and Land Use	*North*	PC	Single Family (Hidden Canyon)
	South	PC	Single Family (Northridge)
	East	PC	Single Family (Hidden Canyon)
	West	PC	Fox Canyon Area J1 Concept
Dates of DRC Reviews	November 16, 2022 and March 1, 2023		
Date of Planning Commission Review	December 8, 2022		
Date of Previous City Council Review	January 10, 2023		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

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

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 11.080. Preliminary Plat Approval Process.
The review and approval process for a Preliminary Subdivision Plat is identified in the appendix of this code, including review by the Development Review Committee, review and recommendation following a public hearing by the Planning Commission and review and approval by the City Council.

Section 11.100. Effect of Preliminary Subdivision Plat Approval.
A preliminary subdivision plat shall not authorize the development of land. After a preliminary subdivision plat has been approved by the City Council, the applicant may file an application for final subdivision plat approval.

Section 37.030. Connectivity Standards

A. Purpose. These standards are intended to create a connected transportation system between neighborhoods and commercial areas within the City. The specific purposes of this Section include:

1. encouraging active transportation through additional connections and increased destination access;

2. providing better routes to interconnect neighborhoods, shopping, recreation, civic buildings, employment centers, schools and parks;

B. Residential Connectivity Standards. All new residential subdivisions with ten or more units or more than one acre

shall meet the following connectivity index, block length, and cul-de-sac length standards for private and public roads.

1. Required Connectivity Index. The minimum required connectivity index shall be required based on the project density as identified in the following table of minimum connectivity index scores:

Density	Index Score
0-2.5 DU/AC	1.5
2.6-4 DU/AC	1.6
4.1+ DU/AC	1.75

a. Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

v. other significant natural or historic features;

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

b. Reductions in the required connectivity index will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.

c. The total allowed reduction to the required connectivity index shall be based on an analysis of existing conditions that prevent connections. As part of the analysis, City staff shall ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.

PROPERTY HISTORY

July 26, 1997	Property came into Lehi as part of the Deerfield Annexation
January 24, 2012	City Council approved the Comprehensive Traverse Area Plan Amendment.
December 8, 2020	City Council approved the Fox Canyon A1 and I1 concept with 43 single family lots
January 12, 2021	City Council approved an amendment to the Traverse Mountain Area Plan eliminating a maximum street length; with the following adjustments: that the amendment only apply to Central Canyon. This also included a DRC comment for the Area Plan to reference the City's connectivity standards instead.

January 10, 2023 City Council reviewed the proposed preliminary subdivision and tabled it in order for a traffic study to be completed.

REPORT ANALYSIS

The applicant requests approval of the A1 and I1 preliminary subdivision located at approximately 5400 North Fox Canyon Road in the Central Canyon Area of the Traverse Mountain Planned Community.

These preliminary plans were previously reviewed by the City Council and tabled with instruction for the applicant to provide an updated traffic study. The applicant submitted a traffic study which was reviewed by the Lehi City Traffic Engineer, Luke Seegmiller. It also went to DRC and received no redline comments. The traffic study shows that the proposed number of units will not create more traffic than is generally expected residential streets.

The applicant also submitted updated plans with some slight modifications. The biggest one was a reduction from 41 lots to 38. They also modified the location of Lookout Cove on Plat A1. The updated location works better for traffic visibility and safety.

The location of the cul-de-sac on I1 changed as well. It moved off Fox Canyon Road onto a stubbed interior road. This also helps with traffic flows and safety.

DRC had no concerns with the modifications. There were five power comments on the modified A1 layout, mostly informative for the final subdivision layout. There were seven redline comments on the modified I1 layout including:
1. Label or remove the easement on the back of lots 105-107
2. Show trail reroute on final

Please consider including all DRC comments in your motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or approve with modifications the proposed preliminary subdivision. Any motion should include findings. Possible findings include:

1. The proposed subdivision meets/does not meet the requirements of the Traverse Mountain Area Plan.
2. The proposed subdivision should/should not receive an exception to the connectivity standards based on the slope in the area.
3. The proposed subdivision does/does not meet the requirements of the Lehi City Development Code in regards to subdivision approvals.
4. Other findings based upon information presented at the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed preliminary subdivision at their December 8, 2022 meeting. The minutes and motion from that meeting follow.

2.4) Public hearing and recommendation of Perry Home's request for preliminary subdivision review of Fox Canyon Plats A1 and I1 including 41 single family lots located at approximately 5400 North Fox Canyon Road with the Flex Land Use Designations in the Traverse Mountain Planned Community.
Katie Bussell presented information on the agenda item.

The applicant, Dan Reeves with Perry Homes, was present.

Commissioner Nielsen opened the public hearing.

(inaudible) echoed the comments from the previous item. His home borders the lot to the development and he would like to know how he can get to his property if he has to get to the back of his yard.

Katie summarized online comments regarding safety, fire evacuation, insufficient infrastructure, no green space, traffic issues.

Commissioner Nielsen closed the public hearing.

Ross Dinsdale addressed the public comments.

> **Motion:** Commissioner Bunker moved to send a positive recommendation of **Perry Home's request for preliminary subdivision review of Fox Canyon Plats A1 and I1 including 41 single family lots located at approximately 5400 North Fox Canyon Road with the Flex Land Use Designations in the Traverse Mountain Planned Community**; including all DRC comments and findings stated in the report, reducing the lot sizes for line of sight. Commissioner Carlson seconded. All in favor.
>
> **Vote:** Commissioner Nielsen, yes; Commissioner Everett, yes; Commissioner Bunker; yes; Commissioner Jackson, yes; Commissioner Eyre, yes; Commissioner Newall, yes; Commissioner Carlson, yes. The vote passed unanimously.

PREVIOUS CITY COUNCIL MINUTES

11. Consideration of Preliminary subdivision approval for the Fox Canyon Plats A1 and I1 including 41 single family lots located at approximately 5400 North Fox Canyon Road with the Flex Land Use Designations in the Traverse Mountain Planned Community. Councilor Hancock wanted to also table this item and use the same findings from the previous motion.

Motion: Councilor Hancock moved to table this item and direct that a traffic study be done to review the Area Plan and confirm the number of connectivity index outlined in the Area Plan to determine what kind of variance there is from that, so they can determine the impact on the surrounding areas; and that the developer conduct the traffic study with Lehi staff review. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Absent; and Councilor Southwick, Yes. The motion passed with 3 in favor and 2 absent.

Fox Canyon A1 Adjustments
DRC Redline Comments

Perry Homes- requests review of adjustments made to Fox Canyon A1

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Jacob Hernandez, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Dave Reddish, Merlin Huff
Date of Plans Reviewed: 2/21/23
Time Start: 2:29pm
Time End: 2:31pm

DRC REDLINE COMMENTS:
Glade – Power:
1. Where there is no planter strip for water meters and hydrants, a 15' PUE is required
2. The front lot 10' PUE is not a DE. Remove DE
3. Show/ Dimension PUE/PRV detail to indicate adequate clearances for vault, pipes, conduits, cabinets, etc.
4. Cut/Fill as required to provide the PUE space to be evenly graded with walk
5. Show existing equipment to be preserved in place along Fox Canyon Road

Garion – Fire: No comments
Greg– Water/Sewer: No comments
Trent – Parks: No comments
Gary – Building/Inspections: No comments
Jacob – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM IS SCHEDULED FOR CITY COUNCIL ON MARCH 14th

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.

Fox Canyon I1 Adjustments
DRC Redline Comments

Perry Homes- requests review of adjustments made to Fox Canyon I1

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Jacob Hernandez, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Dave Reddish, Merlin Huff
Date of Plans Reviewed: 2/21/23
Time Start: 2:32pm
Time End: 2:37pm

DRC REDLINE COMMENTS:
Glade – Power:
1. Where there is no planter strip for water meters and hydrants, a 15' PUE is required
2. The front lot 10' PUE is not a DE. Remove DE
3. Show/ Dimension PUE/PRV detail to indicate adequate clearances for vault, pipes, conduits, cabinets, etc.
4. Cut/Fill as required to provide the PUE space to be evenly graded with walk
5. Show existing equipment to be preserved in place along Fox Canyon Road

Garion – Fire: No comments
Greg – Water/Sewer:
6. Label or remove the easement on the back of lots 105-107

Trent – Parks: No comments
Gary – Building/Inspections: No comments
Jacob – Public Works: No comments
Ross – Engineering:
7. Show trail reroute on final

Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM IS SCHEDULED FOR CITY COUNCIL ON MARCH 14th

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.

Fox Canyon Traffic Study
DRC Redline Comments

Perry Homes- requests review of the Fox Canyon Traffic Study

DRC Members Present: Garion Rowett, Greg Allred, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Dave Reddish, Merlin Huff
Date of Plans Reviewed: 2/21/23
Time Start: 2:28pm
Time End: 2:28pm

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
Jacob – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM IS SCHEDULED FOR CITY COUNCIL ON MARCH 14th

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.

Perry Homes, Inc.
Builders/Developers

August 25, 2022

Lehi City Planning and Zoning
153 North 100 East
Lehi, Utah 84043

RE: Preliminary Plat – Fox Canyon Residential Subdivisions Plat A1 & Plat I1, Traverse Mountain

Dear Planning and Zoning,

For your consideration for Concept Review is Fox Canyon Areas A1 & I1, a forty-one (41) lot single-family detached residential development in Traverse Mountain on 17.59 acres at approximately 5400 North Fox Canyon Road (APN #s 11:013:0151, 11:013:0152 and a portion of 11:013:0185). The proposed land-use is R-1-8 (8,000 sf minimum single-family residential lots) with lots ranging in size from approximately 8,551 sf to 28,424 sf, with a majority of the lots being approximately 10,000 sf to 12,000 sf. The streets are proposed to be public right-of-ways, dedicated to and maintained by Lehi City. As all lots will be privately owned and maintained, thus no sub-association to the Traverse Mountain Master Association will be required.

The proposed use and density is actually less than what is allowable under the Traverse Mountain Area Plan, which allows for 60 total residential units in Area A1 and 60 total residential units in Area J1. In order to have similar or larger lot sizes as the adjacent land use of Toll Brother's Canyon Point to the north, Perry is proposing a much reduced 41 total lot count, rather than the 120 total allowable units in these two areas.

The Area Plan allows any unused density to be transferred to the Perry Homes Planning District. With only 41 out of 120 allowable units being developed in A1 & I1, this would lower the developed density by just over 65% and move the excess density closer to SR-92. With 41 units being proposed in Areas A1 & I1, the unused 79 remaining units of density in A1 & I1 will be transferred from Central Canyon to the Perry Homes Planning District upon recording of final plats of Areas A1 & I1.

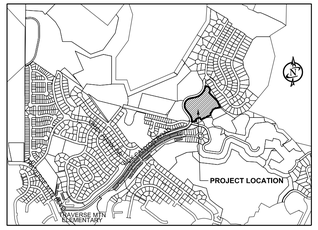
We are excited about this new development, and look forward to your favorable review of this concept.

Best Regards,

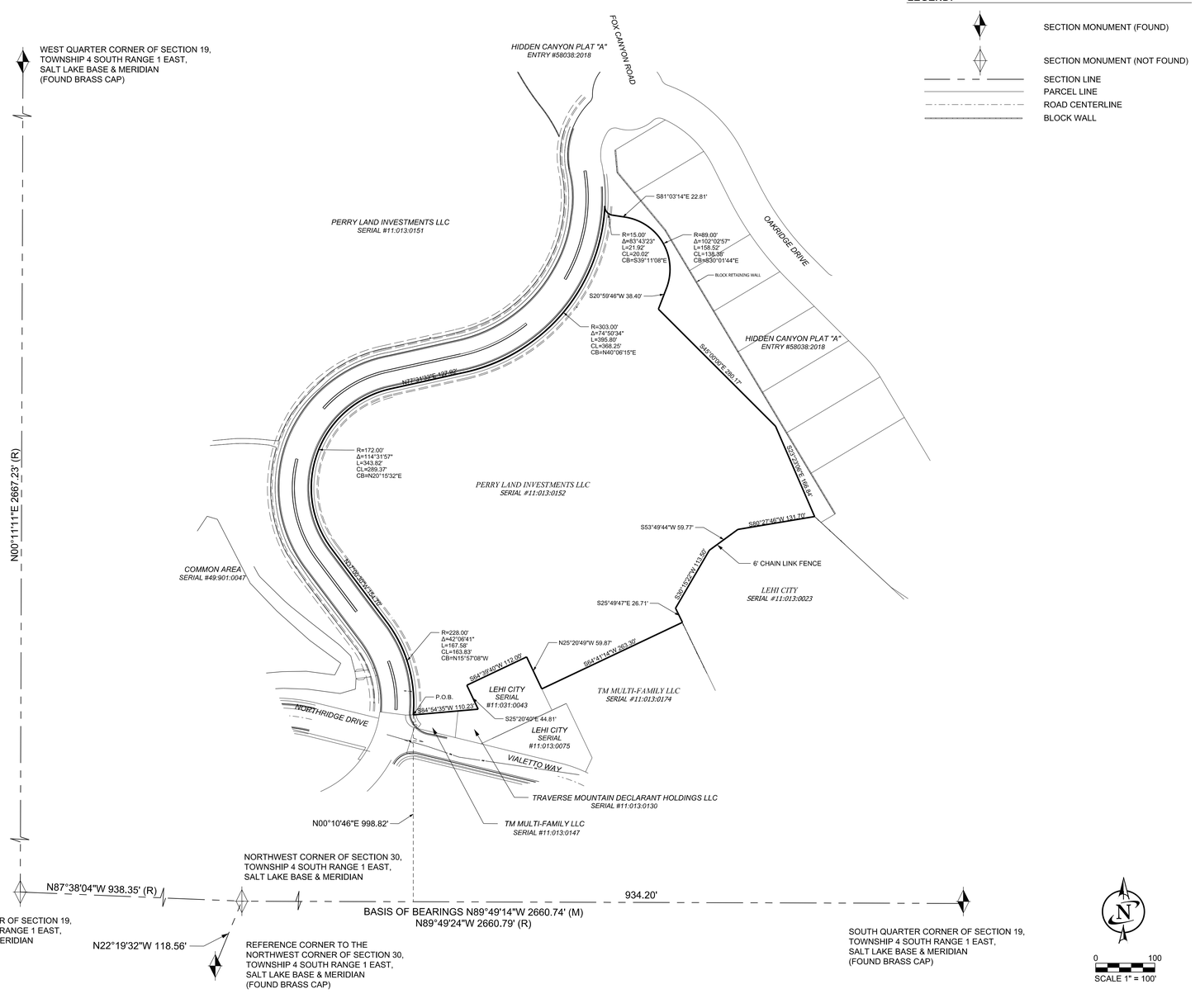
Dan Reeve
Vice President of Land

FOX CANYON SUBDIVISION PLAT A1
RECORD OF SURVEY

SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19,
TOWNSHIP 4 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN,
LEHI CITY, UTAH COUNTY, UTAH



VICINITY MAP
N.T.S.



LEGEND:

- SECTION MONUMENT (FOUND)
- SECTION MONUMENT (NOT FOUND)
- SECTION LINE
- PARCEL LINE
- ROAD CENTERLINE
- BLOCK WALL

SURVEYOR'S CERTIFICATE:

I, JARED ASHTON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR HOLDING LICENSE NO. 12411560 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS MAP IN ACCORDANCE WITH SECTION 17-23-17, AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND IN MY PROFESSIONAL OPINION.

PROFESSIONAL LAND SURVEYOR
12411560
JARED ASHTON
STATE OF UTAH

JARED ASHTON
UTAH PROFESSIONAL LAND SURVEYOR
LICENSE NO. 12411560

OVERALL BOUNDARY DESCRIPTION:

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT NORTH 89°49'14" WEST 934.20 FEET AND NORTH 00°10'46" EAST 998.82' FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING ALONG FOX CANYON ROAD RIGHT OF WAY; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING FIVE (5) COURSES: (1) ALONG A CURVE 167.58 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS NORTH 15°57'08" WEST 163.83 FEET, (2) NORTH 37°00'30" WEST 154.70 FEET, (3) ALONG A CURVE 343.82 FEET TO THE RIGHT, HAVING A RADIUS OF 172.00 FEET, THE CHORD OF WHICH IS NORTH 20°15'32" EAST 289.37 FEET, (4) NORTH 77°31'33" EAST 127.92 FEET, (5) ALONG A CURVE 395.80 FEET TO THE LEFT, HAVING A RADIUS OF 303.00 FEET, THE CHORD OF WHICH IS NORTH 40°06'15" EAST 368.25 FEET TO A POINT ALONG THE SOUTHERLY BOUNDARY LINE OF HIDDEN CANYON PLAT "A"SUBDIVISION RECORDED IN THE UTAH COUNTY RECORDERS OFFICE AS ENTRY #58038:2018; THENCE ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING SIX (6) COURSES: (1) ALONG A NON-TANGENT CURVE 21.92 FEET TO THE LEFT, HAVING A RADIUS OF 15.00 FEET, THE CHORD OF WHICH IS SOUTH 39°11'08" EAST 20.02 FEET, (2) SOUTH 81°03'14" EAST 22.81 FEET, (3) ALONG A CURVE 158.52 FEET TO THE RIGHT, HAVING A RADIUS OF 89.00 FEET, THE CHORD OF WHICH IS SOUTH 30°01'44" EAST 138.38 FEET, (4) SOUTH 20°59'46" WEST 38.40 FEET, (5) SOUTH 45°00'00" EAST 280.17 FEET, (6) SOUTH 23°23'06" EAST 166.84 FEET; THENCE SOUTH 80°27'46" WEST 131.70 FEET; THENCE SOUTH 53°49'44" WEST 59.77 FEET; THENCE SOUTH 30°15'22" WEST 113.50 FEET; THENCE SOUTH 25°49'47" EAST 26.71 FEET; THENCE SOUTH 64°41'14" WEST 263.30 FEET; THENCE NORTH 25°20'49" WEST 59.87 FEET; THENCE SOUTH 64°39'40" WEST 112.00 FEET; THENCE SOUTH 25°20'40" EAST 44.81 FEET; THENCE SOUTH 84°54'35" WEST 110.23 FEET TO THE POINT OF BEGINNING.

CONTAINING 378,751 SQ. FT. OR 8.695 ACRES, MORE OF LESS.

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH 89°49'14" WEST 2660.74' (M) BETWEEN THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN AND THE NORTHWEST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE BASE AND MERIDIAN.

BENCHMARK DESCRIPTION:

THE BENCHMARK FOR THIS SURVEY THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE BASE AND MERIDIAN. BENCHMARK ELEV. = 5298.82

NARRATIVE OF BOUNDARY

PURPOSE:
THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH THE BOUNDARY OF FOX CANYON AREA A1 SUBDIVISION, A MULTI-FAMILY DEVELOPMENT, AND TO GATHER INFORMATION NEEDED FOR THE DESIGN OF SAID FUTURE DEVELOPMENT.

PROCEDURE:
A TOPOGRAPHIC SURVEY WAS COMPLETED ON MARCH 1, 2021. THE DESCRIPTIONS FOR THE PROPOSED BOUNDARY WERE OBTAINED FROM THE UTAH COUNTY RECORDERS OFFICE AND PLOTTED PER MATHMATICAL CALLS IN THE DEEDS AND COMPARED TO THE SURVEYED OCCUPATION LINES.

RESULTS: THE DESCRIPTION SHOWN HEREON WAS CREATED FROM THE HIDDEN CANYON PLAT A SUBDIVISION PLAT AS WELL AS THE ADJOINING PARCELS. THE BOUNDARY SHOWN HEREON WAS FOUND TO FIT BOTH THE ADJOINING PROPERTY DESCRIPTIONS AS WELL AS THE EXISTING LINES OF OCCUPATION.

GENERAL NOTES:

1. THERE IS NO OBSERVABLE EVIDENCE OF THE SITE HAVING BEEN USED AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL.
2. PROPERTY LIES WITHIN FLOOD ZONE X PER FEMA FLOOD MAP 49049C0135F, EFFECTIVE 06/19/2020.
3. DOCUMENTS UTILIZED IN THE PERFORMANCE OF THIS SURVEY:

   NORTHRIDGE PLAT "A" - ENTRY #110274:2018
   TMTH LLC ROS - SURVEY #20-002
   HIDDEN CANYON PLAT "A" - ENTRY #58038:2018
   VIALETTO WAY ROAD DEDICATION PLAT - ENTRY #105797:2007
   VARIOUS ADJOINER PROPERTY DESCRIPTIONS

FOX CANYON SUBDIVISION PLAT A1
RECORD OF SURVEY

SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH

PERRY HOMES, INC.
DAN REEVE
17 EAST WINCHESTER STREET
SUITE 200
MURRAY, UT 84107
(801) 264-8800

PROTERRA GROUP Inc.
1654 Reunion Ave. Suite 10A, South Jordan Utah 84095
Phone: (801) 253-0248 Fax: (801) 253-6139
www. proterragroup.com

SHEET 1 OF 1

ROS1

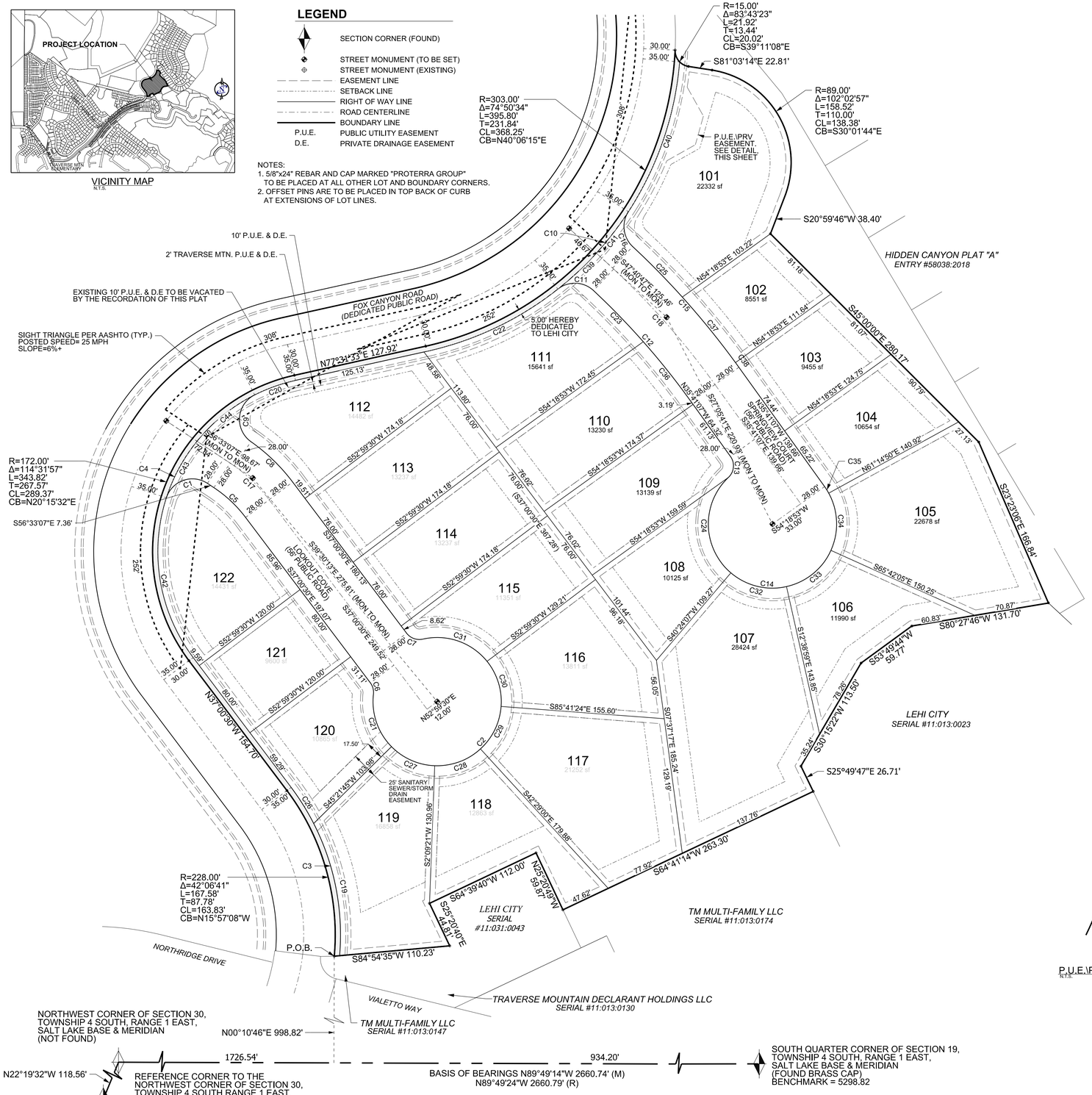
196

VICINITY MAP
N.T.S.

LEGEND

- SECTION CORNER (FOUND)
- STREET MONUMENT (TO BE SET)
- STREET MONUMENT (EXISTING)
- EASEMENT LINE
- SETBACK LINE
- RIGHT OF WAY LINE
- ROAD CENTERLINE
- BOUNDARY LINE
- P.U.E. PUBLIC UTILITY EASEMENT
- D.E. PRIVATE DRAINAGE EASEMENT

NOTES:
1. 5/8"x24" REBAR AND CAP MARKED "PROTERRA GROUP" TO BE PLACED AT ALL OTHER LOT AND BOUNDARY CORNERS.
2. OFFSET PINS ARE TO BE PLACED IN TOP BACK OF CURB AT EXTENSIONS OF LOT LINES.



BOUNDARY DESCRIPTION

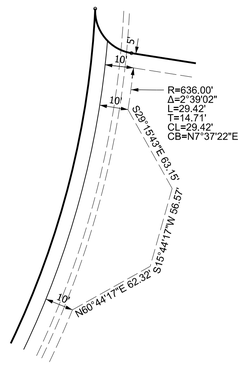
A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH LIES NORTH 89°49'14" WEST 934.20 FEET AND NORTH 00°10'46" EAST 998.82' FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND TRAVERSING THENCE ALONG A CURVE 167.58 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS NORTH 15°57'08" WEST 163.83 FEET; THENCE NORTH 37°00'30" WEST 154.70 FEET; THENCE ALONG A CURVE 343.82 FEET TO THE RIGHT, HAVING A RADIUS OF 172.00 FEET, THE CHORD OF WHICH IS NORTH 20°15'32" EAST 289.37 FEET; THENCE NORTH 77°31'33" EAST 127.92 FEET; THENCE ALONG A CURVE 395.80 FEET TO THE LEFT, HAVING A RADIUS OF 303.00 FEET, THE CHORD OF WHICH IS NORTH 40°06'15" EAST 368.25 FEET TO A POINT WHICH LIES ON THE SOUTHERLY BOUNDARY LINE OF HIDDEN CANYON PLAT "A"SUBDIVISION, RECORDED IN THE UTAH COUNTY RECORDER'S OFFICE AS ENTRY #58038:2018; THENCE ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING SIX (6) COURSES: (1) ALONG A NON-TANGENT CURVE 21.92 FEET TO THE LEFT, HAVING A RADIUS OF 15.00 FEET, THE CHORD OF WHICH IS SOUTH 39°11'08" EAST 20.02 FEET, (2) SOUTH 81°03'14" EAST 22.81 FEET, (3) ALONG AN ARC 158.52 FEET TO THE RIGHT, HAVING A RADIUS OF 89.00 FEET, THE CHORD OF WHICH IS SOUTH 30°01'44" EAST 138.38 FEET, (4) SOUTH 20°59'46" WEST 38.40 FEET, (5) SOUTH 45°00'00" EAST 280.17 FEET, (6) SOUTH 23°23'06" EAST 166.84 FEET; THENCE SOUTH 80°27'46" WEST 131.70 FEET; THENCE SOUTH 53°49'44" WEST 59.77 FEET; THENCE SOUTH 30°15'22" WEST 113.50 FEET; THENCE SOUTH 25°49'47" EAST 26.71 FEET; THENCE SOUTH 64°41'14" WEST 263.30 FEET; THENCE NORTH 25°20'49" WEST 59.87 FEET; THENCE SOUTH 64°39'40" WEST 112.00 FEET; THENCE SOUTH 25°20'40" EAST 44.81 FEET; THENCE SOUTH 84°54'35" WEST 110.23 FEET TO THE POINT OF BEGINNING.

CONTAINS 378,751 SQ. FT. OR 8.695 ACRES, MORE OF LESS.
CONTAINS 22 LOTS

2.5 UNITS PER ACRE

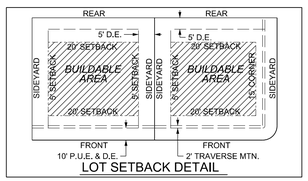
CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	26.00	47.88	41.40	34.20	N 70°41'26" E
C2	61.00	308.29	70.35	N/A	N 41°50'54" E
C3	233.00	170.35	166.58	89.18	N 16°03'46" W
C4	167.00	333.83	280.96	259.80	S 20°15'30" W
C5	122.00	41.61	41.41	21.01	S 46°46'49" E
C6	15.00	11.43	11.15	6.01	N 15°11'17" W
C7	15.00	17.26	16.32	9.73	N 69°58'19" W
C8	178.00	55.29	55.07	27.87	S 45°54'25" E
C9	26.00	53.60	44.60	43.36	N04°14'55" E
C10	308.00	391.32	365.53	227.06	N 41°07'39" E
C11	26.00	36.98	33.94	22.40	S 87°36'47" E
C12	722.00	140.85	140.63	70.65	S 41°16'27" E
C13	15.00	21.58	19.77	13.14	N 05°32'04" E
C14	61.00	279.41	91.77	N/A	S 84°27'56" E
C15	778.00	153.25	153.00	76.87	S 41°19'41" E
C16	26.00	36.30	33.42	21.82	N 06°58'20" W
C17	150.00	51.17	50.92	25.83	S 46°46'49" E
C18	750.00	157.01	156.72	78.79	S 41°40'57" E
C19	233.00	129.79	128.12	66.63	N 11°04'34" W
C20	167.00	41.45	41.35	20.83	S 70°24'50" W
C21	61.00	54.58	52.78	29.27	S 19°00'09" E
C22	308.00	139.17	137.99	70.79	N 64°34'52" E
C23	722.00	67.92	67.89	33.98	S 44°10'05" E
C24	61.00	102.58	90.91	68.17	S 01°25'19" E
C25	778.00	67.40	67.38	33.72	S 44°29'22" E
C26	233.00	40.56	40.51	20.33	N 32°01'17" W
C27	61.00	46.00	44.92	24.16	S 66°14'27" E
C28	61.00	47.53	46.33	25.04	N 69°50'11" E
C29	61.00	46.00	44.92	24.16	N 25°54'48" E
C30	61.00	46.00	44.92	24.16	N 17°17'36" W
C31	61.00	68.18	64.69	38.15	N 70°54'58" W
C32	61.00	56.48	54.49	30.45	S 76°07'26" E
C33	61.00	56.48	54.49	30.45	N 50°49'28" E
C34	61.00	56.48	54.49	30.45	N 02°13'37" W
C35	61.00	7.38	7.38	3.69	N 32°13'09" W
C36	722.00	72.93	72.90	36.50	S 38°34'45" E
C37	778.00	80.29	80.25	40.18	S 39°03'05" E
C38	778.00	5.57	5.57	2.78	S 35°53'24" E
C39	308.00	50.08	50.03	25.10	N 46°58'43" E
C40	308.00	152.12	150.57	77.64	N 18°52'41" E
C41	308.00	49.96	49.90	25.03	N 37°40'25" E
C42	167.00	160.14	154.07	86.83	S 09°32'15" E
C43	167.00	61.53	61.18	31.12	S 28°29'19" W
C44	167.00	70.71	70.18	35.89	S 51°10'24" W



P.U.E.\PRV EASEMENT DETAIL
N.T.S.

PLANNED COMMUNITY ZONING

PLAT I1: FLEX DENSITY



LOT SETBACK DETAIL

0 50
Scale 1" = 50'

PROTERRA GROUP
10450 South 2700 West, South Jordan, Utah 84095
Phone: (801) 253-0246 Fax: (801) 253-0139
www.proterragroup.com

FOX CANYON PLAT A1 & PLAT I1

SITE PLAN - PLAT A1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.	DESCRIPTION	DATE	

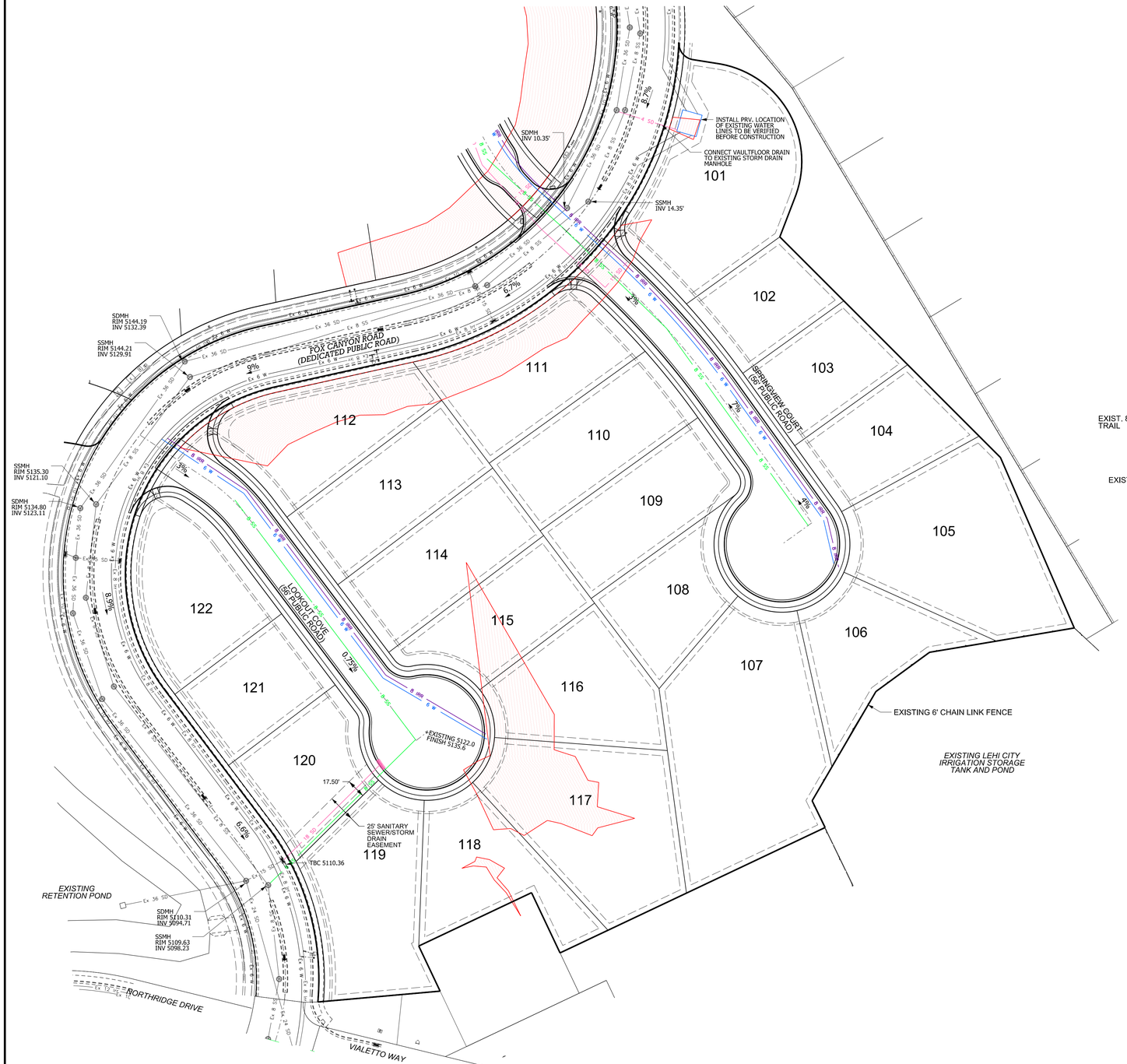
DESIGN CHECK: DAR

DRAFTING CHECK: JA

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
10-11-22
STATE OF UTAH

SHEET:
SP1

10/11/2022 9:38:16 AM J:\Projects\Perry Homes\PHO1 - Fox Canyon Area A1 & I1\Design\Drawings\FC_A1PLAT.dgn



LEGEND:

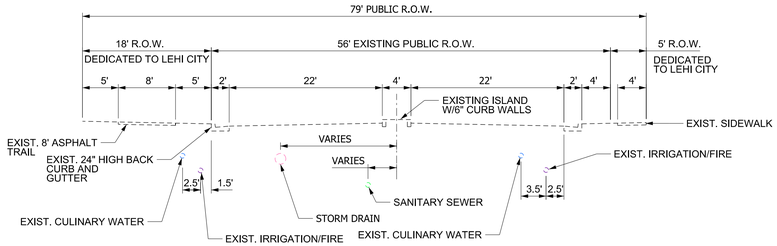
EXISTING GROUND OVER 30%

THE FOLLOWING ITEMS WILL BE REVIEWED AT THE TIME OF FINAL PLAT:

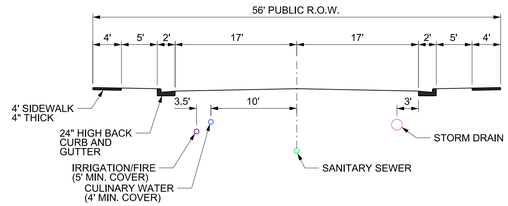
(A) PLAN & PROFILES/CONSTRUCTION DRAWINGS OF PUBLIC IMPROVEMENTS.
(B) ALL PIPE TYPES, SPECIFIC LOCATIONS & DETAILS (BENDS, DETECTOR TAPE ETC.).
(C) VALVES.
(D) BLOWOFFS INCLUDING SIZE TYPE & PROTECTION.
(E) MANHOLES, BOXES AND RELATED DETAILS.
(F) WATER & SEWER SERVICE DETAILS.
(G) FIRE HYDRANTS.
(H) LOT LINE UTILITY EASEMENTS.
(I) STREET LIGHTS/STREET SIGNS/TRAFFIC SIGNS.
(J) POWER LINE EXTENSIONS & DOME/TRANSFORMER LOCATIONS.
(K) LOT ADDRESSES
(L) CBR VALUES AND ROAD SUB-BASE.
(M) SUBDIVISION MONUMENTATION AND LOT CORNER MARKERS.

NOTES:

1. ALL SANITARY SEWER MANHOLES TO BE A MINIMUM OF 11' DEEP.
2. ALL SANITARY SEWER PIPES TO BE AT A MINIMUM SLOPE OF 0.40% AND A MAX OF 10%.



FOX CANYON ROAD EXISTING STREET SECTION
N.T.S.



56' TYPICAL RESIDENTIAL ROADWAY SECTION
N.T.S.

50 0 50 100
Horizontal Scale 1" = 50'

Blue Stakes of UTAH 811 — Blue Stakes.org

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
Phone: (801) 253-0246 Fax: (801) 253-6139
www.proterragroup.com

FOX CANYON PLAT A1

SITE PLAN - A1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS

REV.	DESCRIPTION	DATE

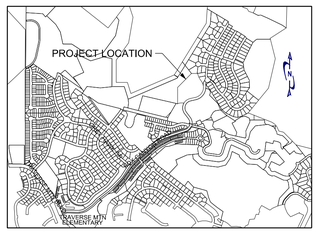
DESIGN CHECK:

DRAFTING CHECK:

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
10-11-22
STATE OF UTAH

SHEET:
SP2

10/11/2022 9:37:57 AM J:\Projects\Perry Homes\PH070 - Fox Canyon Area A1 & H\Design\Drawings\FC A1 SP1.dgn



VICINITY MAP
N.T.S.

BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH LIES NORTH 89°49'14" WEST 1292.58 FEET AND NORTH 00°10'46" EAST 1564.79 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND TRAVERSING THENCE NORTH 09°25'58" WEST 104.10 FEET; THENCE NORTH 02°08'58" EAST 434.39 FEET; THENCE NORTH 31°43'56" EAST 362.08 FEET; THENCE SOUTH 38°03'00" EAST 249.74 FEET; THENCE EAST 148.39 FEET; THENCE ALONG A NON-TANGENT CURVE 197.35 FEET TO THE LEFT, HAVING A RADIUS OF 428.00 FEET, THE CHORD OF WHICH IS SOUTH 25°06'55" EAST 195.61 FEET; THENCE ALONG A REVERSE CURVE 499.42 FEET TO THE RIGHT, HAVING A RADIUS OF 247.00 FEET, THE CHORD OF WHICH IS SOUTH 19°36'02" WEST 418.59 FEET; THENCE SOUTH 77°31'33" WEST 127.92 FEET; THENCE ALONG A CURVE 136.72 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS SOUTH 60°20'50" WEST 134.68 FEET; THENCE ALONG A NON-TANGENT CURVE FEET TO THE LEFT, HAVING A RADIUS OF 275.50 FEET, THE CHORD OF WHICH IS NORTH 84°46'00" WEST 193.45 FEET TO THE POINT OF BEGINNING.

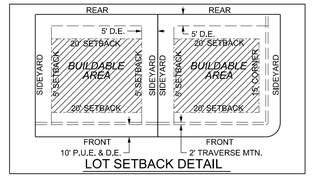
CONTAINING 376,517 SQ. FT. OR 8.644 ACRES, MORE OR LESS.
CONTAINS 19 LOTS.

2.2 UNITS PER ACRE

CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	228.00	80.64	80.22	40.75	S 37°09'51" E
C2	15.00	20.89	19.25	12.54	N 66°56'08" W
C3	353.00	82.17	81.99	41.27	S 79°49'46" W
C4	325.00	75.65	75.48	38.00	S 79°49'46" W
C5	297.00	69.14	68.98	34.73	S 79°49'46" W
C6	15.00	14.54	13.98	7.90	N 58°43'36" E
C7	61.00	309.90	69.03	N/A	S 03°30'07" E
C8	15.00	14.54	13.98	7.90	S 65°43'49" E
C9	275.50	19.00	18.99	9.50	S 66°11'16" E
C10	15.00	23.24	20.98	14.68	S 28°46'29" W
C11	172.00	104.04	102.46	53.67	S 29°50'32" E
C12	528.00	113.99	113.77	57.22	N 18°41'55" W
C13	500.00	107.94	107.73	54.18	N 18°41'55" W
C14	472.00	76.38	76.30	38.27	N 20°14'50" W
C15	228.00	119.84	118.46	61.34	N 39°56'26" W
C16	200.00	105.12	103.91	53.80	N 39°56'26" W
C17	172.00	48.75	48.59	24.54	N 33°00'09" W
C18	15.00	24.30	21.73	15.76	N 87°31'45" W
C19	61.00	275.68	94.18	N/A	S 04°28'02" E
C20	353.00	52.29	52.24	26.19	S 77°24'14" W
C21	61.00	63.74	60.88	35.13	N 67°53'42" W
C22	528.00	55.22	55.19	27.63	N 15°30'35" W
C23	228.00	21.71	21.70	10.86	N 27°36'40" W
C24	61.00	20.23	20.13	10.21	N 64°29'49" W
C25	353.00	29.89	29.88	14.95	S 84°04'22" W
C26	61.00	65.42	62.33	36.25	N 61°40'46" E
C27	61.00	60.23	57.82	32.83	S 59°18'28" E
C28	61.00	60.26	57.84	32.84	S 02°43'10" E
C29	61.00	60.25	57.83	32.84	S 53°52'29" W
C30	528.00	58.77	58.74	29.42	N 21°41'40" W
C31	228.00	23.84	23.83	11.93	N 52°00'08" W
C32	228.00	74.29	73.96	37.48	N 39°40'22" W
C33	61.00	60.25	57.83	32.84	S 77°42'35" W
C34	61.00	60.25	57.83	32.84	S 21°07'17" W
C35	61.00	63.90	61.02	35.23	S 37°10'52" E
C36	61.00	71.06	67.11	40.18	N 79°26'14" E
C37	200.00	122.75	120.83	63.38	N 30°05'48" W
C38	428.00	125.17	124.72	63.03	S 20°17'00" E
C39	428.00	72.19	72.10	36.18	S 33°29'35" E
C40	247.00	19.80	19.80	9.91	N 36°01'38" W
C41	247.00	40.38	40.33	20.23	N 29°02'51" W
C42	144.00	57.90	57.51	29.35	S 00°20'37" W
C43	229.00	147.35	144.83	76.33	N 07°15'31" E
C44	229.00	38.38	38.33	19.23	N 30°29'37" E
C45	229.00	112.64	111.51	57.49	N 63°25'59" E
C46	246.00	153.81	151.32	79.51	S 59°36'50" W
C47	275.50	156.91	154.80	80.65	S 89°00'15" E
C48	275.50	21.75	21.75	10.88	S 70°25'31" E
C49	246.00	73.98	73.70	37.27	S 68°54'38" W
C50	246.00	79.83	79.48	40.27	S 50°59'55" W

PLANNED COMMUNITY ZONING

PLAT I1: FLEX DENSITY



LOT SETBACK DETAIL

LEGEND

- SECTION CORNER (FOUND)
- STREET MONUMENT (TO BE SET)
- STREET MONUMENT (EXISTING)
- EASEMENT LINE
- SETBACK LINE
- RIGHT OF WAY LINE
- ROAD CENTERLINE
- BOUNDARY LINE
- P.U.E. PUBLIC UTILITY EASEMENT
- D.E. PRIVATE DRAINAGE EASEMENT

NOTES:
1. 5/8"x24" REBAR AND CAP MARKED "PROTERRA GROUP" TO BE PLACED AT ALL OTHER LOT AND BOUNDARY CORNERS.
2. OFFSET PINS ARE TO BE PLACED IN TOP BACK OF CURB AT EXTENSIONS OF LOT LINES.
3. LOTS 106, 107, 108, 113, 114 & 115 ARE REQUIRED TO HAVE A REAR MINIMUM SETBACK OF 30'.

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
Phone: (801) 253-0246 Fax: (801) 253-6139
www.proterragroup.com

FOX CANYON PLAT A1 & PLAT I1

SITE PLAN - PLAT I1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.	DESCRIPTION	DATE

DESIGN CHECK: DAR

DRAFTING CHECK: JA

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
10-11-22
STATE OF UTAH

SHEET:
SP3

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LEGEND:

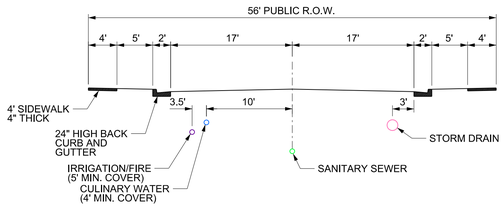
EXISTING GROUND OVER 30%

THE FOLLOWING ITEMS WILL BE REVIEWED AT THE TIME OF FINAL PLAT:

(A) PLAN & PROFILES/CONSTRUCTION DRAWINGS OF PUBLIC IMPROVEMENTS.
(B) ALL PIPE TYPES, SPECIFIC LOCATIONS & DETAILS (BENDS, DETECTOR TAPE ETC.).
(C) VALVES.
(D) BLOWOFFS INCLUDING SIZE TYPE & PROTECTION.
(E) MANHOLES, BOXES AND RELATED DETAILS.
(F) WATER & SEWER SERVICE DETAILS.
(G) FIRE HYDRANTS.
(H) LOT LINE UTILITY EASEMENTS.
(I) STREET LIGHTS/STREET SIGNS/TRAFFIC SIGNS.
(J) POWER LINE EXTENSIONS & DOME/TRANSFORMER LOCATIONS.
(K) LOT ADDRESSES
(L) CBR VALUES AND ROAD SUB-BASE.
(M) SUBDIVISION MONUMENTATION AND LOT CORNER MARKERS.

NOTES:

1. ALL SANITARY SEWER MANHOLES TO BE A MINIMUM OF 11' DEEP.
2. ALL SANITARY SEWER PIPES TO BE AT A MINIMUM SLOPE OF 0.40% AND A MAX OF 10%.



56' TYPICAL RESIDENTIAL ROADWAY SECTION
N.T.S.

50 0 50 100
Horizontal Scale 1" = 50'

Blue Stakes of UTAH 811 bluestakes.org

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
Phone: (801) 253-0246 Fax: (801) 253-6139
www.proterragroup.com

FOX CANYON PLAT I1

SITE PLAN - PLAT I1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.	DESCRIPTION	DATE

DESIGN CHECK:

DRAFTING CHECK:

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
10-17-22
STATE OF UTAH

SHEET:
SP4

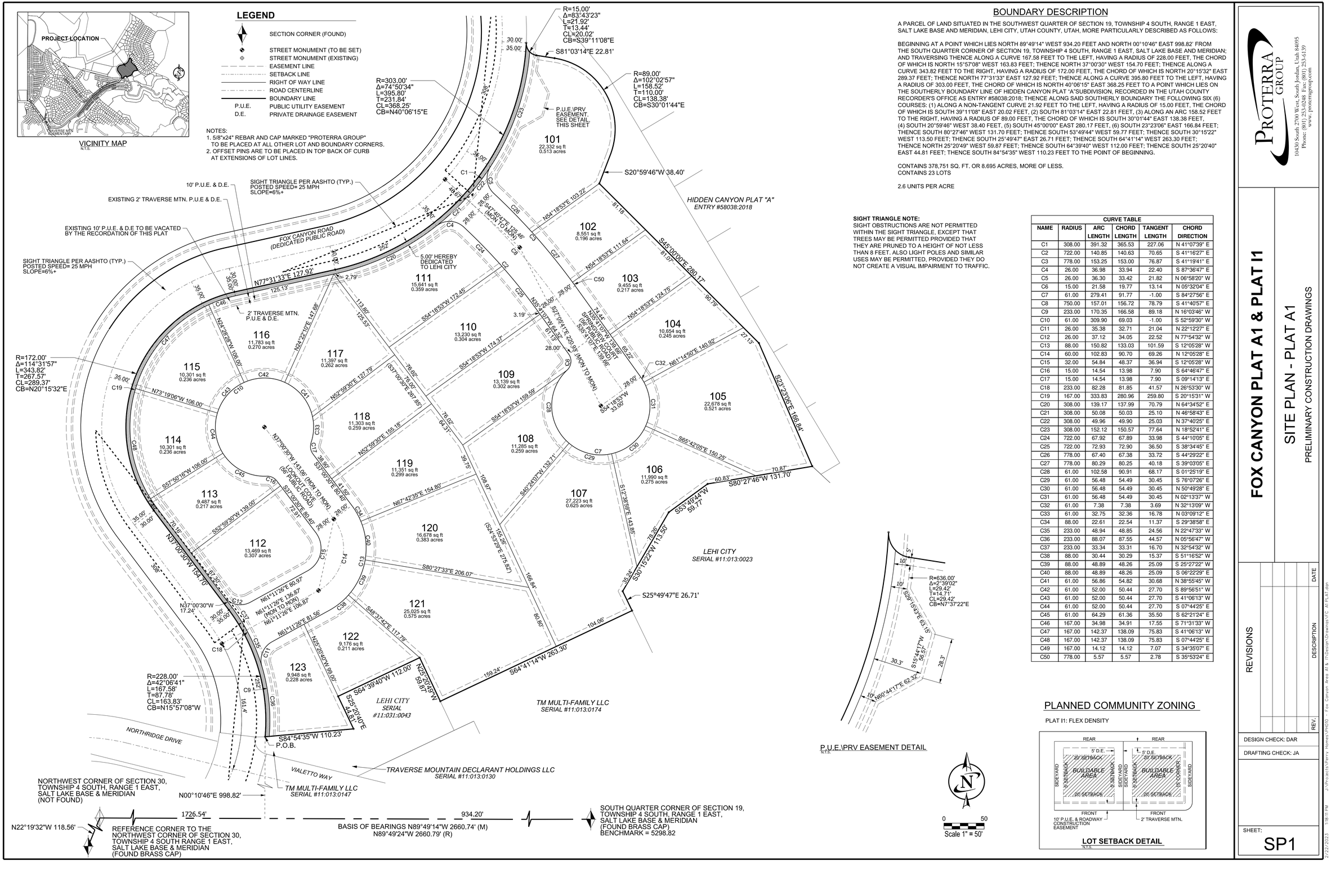
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VICINITY MAP
N.T.S.

LEGEND

- SECTION CORNER (FOUND)
- STREET MONUMENT (TO BE SET)
- STREET MONUMENT (EXISTING)
- EASEMENT LINE
- SETBACK LINE
- RIGHT OF WAY LINE
- ROAD CENTERLINE
- BOUNDARY LINE
- P.U.E. PUBLIC UTILITY EASEMENT
- D.E. PRIVATE DRAINAGE EASEMENT

NOTES:
1. 5/8"x24" REBAR AND CAP MARKED "PROTERRA GROUP" TO BE PLACED AT ALL OTHER LOT AND BOUNDARY CORNERS.
2. OFFSET PINS ARE TO BE PLACED IN TOP BACK OF CURB AT EXTENSIONS OF LOT LINES.



BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH LIES NORTH 89°49'14" WEST 934.20 FEET AND NORTH 00°10'46" EAST 998.82' FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND TRAVERSING THENCE ALONG A CURVE 167.58 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS NORTH 15°57'08" WEST 163.83 FEET; THENCE NORTH 37°00'30" WEST 154.70 FEET; THENCE ALONG A CURVE 343.82 FEET TO THE RIGHT, HAVING A RADIUS OF 172.00 FEET, THE CHORD OF WHICH IS NORTH 20°15'32" EAST 289.37 FEET; THENCE NORTH 77°31'33" EAST 127.92 FEET; THENCE ALONG A CURVE 395.80 FEET TO THE LEFT, HAVING A RADIUS OF 303.00 FEET, THE CHORD OF WHICH IS NORTH 40°06'15" EAST 368.25 FEET TO A POINT WHICH LIES ON THE SOUTHERLY BOUNDARY LINE OF HIDDEN CANYON PLAT "A"SUBDIVISION, RECORDED IN THE UTAH COUNTY RECORDER'S OFFICE AS ENTRY #58038:2018; THENCE ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING SIX (6) COURSES: (1) ALONG A NON-TANGENT CURVE 21.92 FEET TO THE LEFT, HAVING A RADIUS OF 15.00 FEET, THE CHORD OF WHICH IS SOUTH 39°11'08" EAST 20.02 FEET, (2) SOUTH 81°03'14" EAST 22.81 FEET, (3) ALONG AN ARC 158.52 FEET TO THE RIGHT, HAVING A RADIUS OF 89.00 FEET, THE CHORD OF WHICH IS SOUTH 30°01'44" EAST 138.38 FEET, (4) SOUTH 20°59'46" WEST 38.40 FEET, (5) SOUTH 45°00'00" EAST 280.17 FEET, (6) SOUTH 23°23'06" EAST 166.84 FEET; THENCE SOUTH 80°27'46" WEST 131.70 FEET; THENCE SOUTH 53°49'44" WEST 59.77 FEET; THENCE SOUTH 30°15'22" WEST 113.50 FEET; THENCE SOUTH 25°49'47" EAST 26.71 FEET; THENCE SOUTH 64°41'14" WEST 263.30 FEET; THENCE NORTH 25°20'49" WEST 59.87 FEET; THENCE SOUTH 64°39'40" WEST 112.00 FEET; THENCE SOUTH 25°20'40" EAST 44.81 FEET; THENCE SOUTH 84°54'35" WEST 110.23 FEET TO THE POINT OF BEGINNING.

CONTAINS 378,751 SQ. FT. OR 8.695 ACRES, MORE OF LESS.
CONTAINS 23 LOTS

2.6 UNITS PER ACRE

SIGHT TRIANGLE NOTE:
SIGHT OBSTRUCTIONS ARE NOT PERMITTED WITHIN THE SIGHT TRIANGLE. EXCEPT THAT TREES MAY BE PERMITTED PROVIDED THAT THEY ARE PRUNED TO A HEIGHT OF NOT LESS THAN 8 FEET. ALSO LIGHT POLES AND SIMILAR USES MAY BE PERMITTED, PROVIDED THEY DO NOT CREATE A VISUAL IMPAIRMENT TO TRAFFIC.

CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	308.00	391.32	365.53	227.06	N 41°07'39" E
C2	722.00	140.85	140.63	70.65	S 41°16'27" E
C3	778.00	153.25	153.00	76.87	S 41°19'41" E
C4	26.00	36.98	33.94	22.40	S 87°36'47" E
C5	26.00	36.30	33.42	21.82	N 06°58'20" W
C6	15.00	21.58	19.77	13.14	N 05°32'04" E
C7	61.00	279.41	91.77	-1.00	S 84°27'56" E
C8	750.00	157.01	156.72	78.79	S 41°40'57" E
C9	233.00	170.35	166.58	89.18	N 16°03'46" W
C10	61.00	309.90	69.03	-1.00	S 52°59'30" W
C11	26.00	35.38	32.71	21.04	N 22°12'27" E
C12	26.00	37.12	34.05	22.52	N 77°54'32" W
C13	88.00	150.82	133.03	101.59	S 12°05'28" W
C14	60.00	102.83	90.70	69.26	N 12°05'28" E
C15	32.00	54.84	48.37	36.94	S 12°05'28" W
C16	15.00	14.54	13.98	7.90	S 64°46'47" E
C17	15.00	14.54	13.98	7.90	S 09°14'13" E
C18	233.00	82.28	81.85	41.57	N 26°53'30" W
C19	167.00	333.83	280.96	259.80	S 20°15'31" W
C20	308.00	139.17	137.99	70.79	N 64°34'52" E
C21	308.00	50.08	50.03	25.10	N 46°58'43" E
C22	308.00	49.96	49.90	25.03	N 37°40'25" E
C23	308.00	152.12	150.57	77.64	N 18°52'41" E
C24	722.00	67.92	67.89	33.98	S 44°10'05" E
C25	722.00	72.93	72.90	36.50	S 38°34'45" E
C26	778.00	67.40	67.38	33.72	S 44°29'22" E
C27	778.00	80.29	80.25	40.18	S 39°03'05" E
C28	61.00	102.58	90.91	68.17	S 01°25'19" E
C29	61.00	56.48	54.49	30.45	S 76°07'26" E
C30	61.00	56.48	54.49	30.45	N 50°49'28" E
C31	61.00	56.48	54.49	30.45	N 02°13'37" W
C32	61.00	7.38	7.38	3.69	N 32°13'09" W
C33	61.00	32.75	32.36	16.78	N 03°09'12" E
C34	88.00	22.61	22.54	11.37	S 29°38'58" E
C35	233.00	48.94	48.85	24.56	N 22°47'33" W
C36	233.00	88.07	87.55	44.57	N 05°56'47" W
C37	233.00	33.34	33.31	16.70	N 32°54'32" W
C38	88.00	30.44	30.29	15.37	S 51°16'52" W
C39	88.00	48.89	48.26	25.09	S 25°27'22" W
C40	88.00	48.89	48.26	25.09	S 06°22'29" E
C41	61.00	56.86	54.82	30.68	N 38°55'45" W
C42	61.00	52.00	50.44	27.70	S 89°56'51" W
C43	61.00	52.00	50.44	27.70	S 41°06'13" W
C44	61.00	52.00	50.44	27.70	S 07°44'25" E
C45	61.00	64.29	61.36	35.50	S 62°21'24" E
C46	167.00	34.98	34.91	17.55	S 71°31'33" W
C47	167.00	142.37	138.09	75.83	S 41°06'13" W
C48	167.00	142.37	138.09	75.83	S 07°44'25" E
C49	167.00	14.12	14.12	7.07	S 34°35'07" E
C50	778.00	5.57	5.57	2.78	S 35°53'24" E

P.U.E.\PRV EASEMENT DETAIL
N.T.S.

PLANNED COMMUNITY ZONING

PLAT I1: FLEX DENSITY

LOT SETBACK DETAIL
N.T.S.

0 50
Scale 1" = 50'

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
Phone: (801) 253-0246 Fax: (801) 253-0139
www.proterragroup.com

FOX CANYON PLAT A1 & PLAT I1

SITE PLAN - PLAT A1

PRELIMINARY CONSTRUCTION DRAWINGS

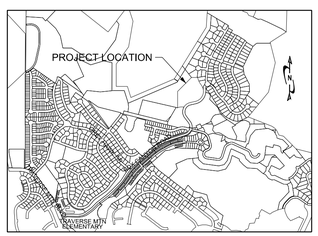
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REV.	DESCRIPTION	DATE

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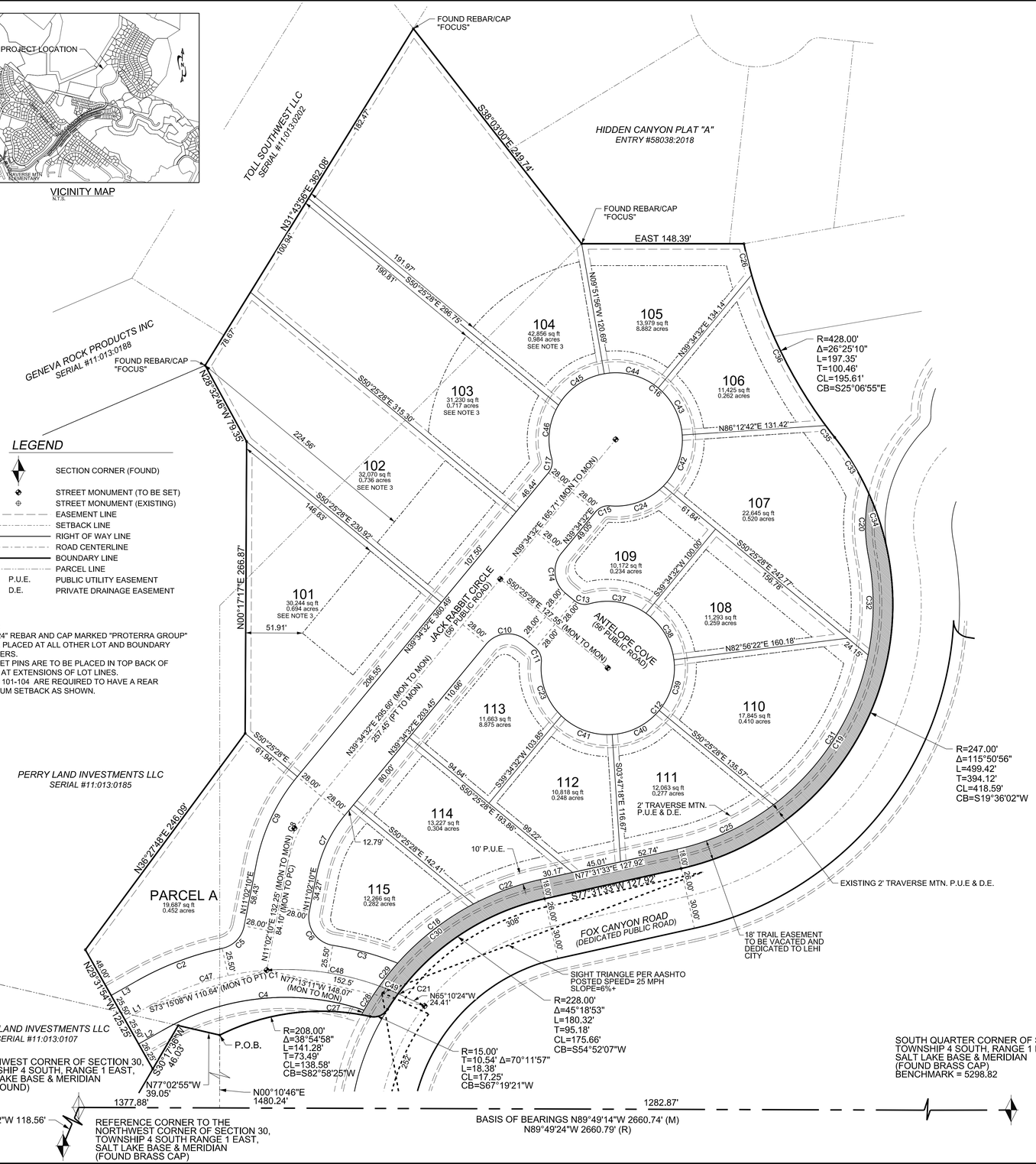
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VICINITY MAP
N.T.S.



BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH LIES NORTH 89°49'14" WEST 1282.87 FEET AND NORTH 00°10'46" EAST 1480.24 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND TRAVERSING THENCE NORTH 77°02'55" WEST 39.05 FEET; THENCE SOUTH 30°17'36" WEST 46.03 FEET; THENCE NORTH 29°31'54" WEST 125.25 FEET; THENCE NORTH 36°27'48" EAST 246.09 FEET; THENCE NORTH 00°17'17" EAST 266.87 FEET; THENCE NORTH 28°32'46" WEST 79.35 FEET; THENCE NORTH 31°43'56" EAST 362.08 FEET; THENCE SOUTH 38°03'00" EAST 249.74 FEET; THENCE EAST 148.39 FEET; THENCE ALONG A NON-TANGENT ARC 197.35 FEET TO THE LEFT, HAVING A RADIUS OF 428.00 FEET, THE CHORD OF WHICH IS SOUTH 25°06'55" EAST FOR 195.61 FEET; THENCE ALONG A REVERSE ARC 499.42 FEET TO THE RIGHT, HAVING A RADIUS OF 247.00 FEET, THE CHORD OF WHICH IS SOUTH 19°36'02" WEST 418.59 FEET; THENCE SOUTH 77°31'33" WEST 127.92 FEET; THENCE ALONG AN ARC 180.32 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS SOUTH 54°52'07" WEST 175.66 FEET, THENCE ALONG A REVERSE ARC 18.38 FEET TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, THE CHORD OF WHICH IS SOUTH 67°19'21" WEST 17.25 FEET; THENCE ALONG A REVERSE ARC 141.28 FEET TO THE LEFT, HAVING A RADIUS OF 208.00 FEET, THE CHORD OF WHICH IS SOUTH 82°58'25" WEST OF 138.58 FEET TO THE POINT OF BEGINNING.

CONTAINING 386,889 SQ. FT. OR 8.882 ACRES, MORE OR LESS.
CONTAINS 15 LOTS.

1.7 UNITS PER ACRE

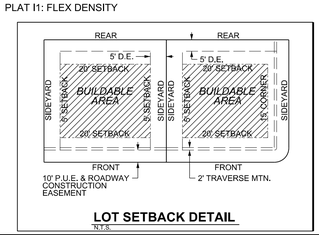
LINE TABLE		
NAME	LENGTH	DIRECTION
L1	27.33	N 60°28'06" E
L2	27.33	N 60°28'06" E
L3	27.33	N 60°28'06" E

CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	250.00	239.96	230.85	130.12	S 87°19'47" W
C2	275.50	83.58	83.26	42.11	N 69°09'33" E
C3	275.50	61.72	61.59	30.99	S 74°34'51" E
C4	224.50	188.75	183.24	100.36	N 84°33'16" E
C5	26.00	30.32	28.63	17.15	N 44°26'35" E
C6	26.00	41.76	37.42	26.94	N 34°58'53" W
C7	122.00	60.77	60.14	31.03	N 25°18'21" E
C8	150.00	74.72	73.95	38.15	N 25°18'21" E
C9	178.00	88.66	87.75	45.27	N 25°18'21" E
C10	26.00	40.84	36.77	26.00	S 84°34'32" W
C11	15.00	14.54	13.98	7.90	N 22°39'11" W
C12	61.00	309.90	69.03	NA	N 39°34'32" E
C13	15.00	14.54	13.98	7.90	N 78°11'45" W
C14	26.00	40.84	36.77	26.00	N 05°25'28" W
C15	15.00	14.54	13.98	7.90	S 67°20'49" W
C16	61.00	309.90	69.03	NA	N 50°25'28" W
C17	15.00	14.54	13.98	7.90	S 11°48'15" W
C18	246.00	211.54	205.08	112.81	S 52°53'27" W
C19	229.00	354.52	320.16	223.86	N 33°10'29" E
C20	144.00	57.90	57.51	29.35	S 00°20'37" W
C21	250.00	2.22	2.22	1.11	N 65°25'39" W
C22	246.00	65.33	65.13	32.86	S 69°55'07" W
C23	61.00	54.22	52.45	29.05	S 20°20'42" E
C24	61.00	54.22	52.45	29.05	N 69°39'18" E
C25	229.00	97.93	97.19	49.73	N 65°16'25" E
C26	428.00	29.45	29.45	14.73	S 13°52'37" E
C27	246.00	4.78	4.78	2.39	S 28°48'43" W
C28	246.00	26.19	26.18	13.11	S 32°25'05" W
C29	246.00	26.77	26.75	13.40	S 38°35'05" W
C30	246.00	88.49	88.01	44.73	S 52°00'23" W
C31	229.00	165.70	162.11	86.67	N 32°17'35" E
C32	229.00	90.89	90.29	46.05	N 00°11'39" E
C33	247.00	60.18	60.03	30.24	N 31°20'38" W
C34	247.00	56.86	56.73	28.55	N 17°46'12" W
C35	428.00	13.64	13.63	6.82	S 37°24'44" E
C36	428.00	154.27	153.43	77.98	S 26°10'27" E
C37	61.00	54.22	52.45	29.05	N 80°30'13" W
C38	61.00	51.08	49.60	27.15	N 31°03'01" W
C39	61.00	49.65	48.29	26.29	N 16°15'27" E
C40	61.00	49.65	48.29	26.29	N 62°53'37" E
C41	61.00	51.08	49.60	27.15	S 69°47'55" E
C42	61.00	51.08	49.60	27.15	N 20°12'05" E
C43	61.00	49.65	48.29	26.29	N 27°06'23" W
C44	61.00	52.64	51.02	28.08	N 75°08'42" W
C45	61.00	52.32	50.73	27.89	S 55°33'47" W
C46	61.00	50.00	48.61	26.50	S 07°30'44" W
C47	250.00	114.33	113.34	58.18	S 72°56'04" W
C48	250.00	104.87	104.10	53.22	N 81°56'50" W
C49	250.00	18.54	18.53	9.27	N 67°48'21" W

SIGHT TRIANGLE NOTE:
SIGHT OBSTRUCTIONS ARE NOT PERMITTED WITHIN THE SIGHT TRIANGLE, EXCEPT THAT TREES MAY BE PERMITTED PROVIDED THAT THEY ARE PRUNED TO A HEIGHT OF NOT LESS THAN 8 FEET. ALSO LIGHT POLES AND SIMILAR USES MAY BE PERMITTED, PROVIDED THEY DO NOT CREATE A VISUAL IMPAIRMENT TO TRAFFIC.

PLANNED COMMUNITY ZONING

PLAT I1: FLEX DENSITY



LOT SETBACK DETAIL
N.T.S.

0 50
Scale 1" = 50'

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
Phone: (801) 253-0246 Fax: (801) 253-6139
www.proterragroup.com

FOX CANYON PLAT A1 & PLAT I1

SITE PLAN - PLAT I1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS

REV.	DESCRIPTION	DATE

DESIGN CHECK: DAR

DRAFTING CHECK: JA

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
02-15-23
STATE OF UTAH

SHEET:
SP3

2/22/2023 12:43:38 PM J:\Projects\Perry Homes\PHO70 - Fox Canyon Area #1 & 11\Design\Drawings\FC 11 PLAT.dgn

Fox Canyon A1-I1-J1-L1
Fox Canyon Road
Traffic Impact Study

Lehi, Utah

February 2023

TRAFFIC STUDY

TRANSPORTATION ENGINEERING

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Fox Canyon A1-I1-J1-L1
Fox Canyon Road
Traffic Impact Analysis

Lehi, Utah

Category II

February 2023

Prepared by:

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I. Introduction and Summary

This traffic analysis is for the proposed Fox Canyon Parcels A1, I1, J1 and L1 located north of Northridge Drive along Fox Canyon Road in Lehi, Utah. Parcel A1 is planned to include 22 single family units. Parcel I1 is planned to include 19 single family units. J1/L1 is planned to include 143 multi-family units. The site is projected to generate 100 AM and 128 PM peak hour trips with 1,462 daily trips. Parcel A1 is planning two accesses to Fox Canyon Road, Springview Court to the north and Lookout Cove to the south. Parcel I1 is planning a single access to Fox Canyon Road (Jackrabit Circle) which aligns with the northern A1 access (Springview Court). J1/L1 will have a direct access to Fox Canyon Road (Arctic Fox Drive) which aligns with the southern A1 access (Lookout Cove) and two secondary accesses via the existing Northridge Drive and Grey Hawk Drive.

Table 1 shows the results of the analysis.

Table 1: Analysis Results and Summary

		2023 Existing	2023 Background	2023 Total
Traverse Mountain Blvd / Fox Canyon Road	AM	Side street delay at LOS C	Side street delay declines to LOS E	Side street delay declines to LOS F. With a signal- LOS B
	PM	Side street delay at LOS B	Side street delay declines to LOS C	Side street delay declines to LOS D. With a signal- LOS B
Fox Canyon Road / Grey Hawk Drive	AM	Side street delay at LOS A	Side street delay at LOS B	Side street delay at LOS B
	PM	Side street delay at LOS A	Side street delay at LOS B	Side street delay at LOS B
Fox Canyon Road / Northridge Drive / Vialetto Way	AM	Side street delay at LOS A	Side street delay at LOS A	Side street delay at LOS B
	PM	Side street delay at LOS A	Side street delay at LOS A	Side street delay at LOS B
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	AM			Access egress at LOS B
	PM			Access egress at LOS B
Fox Canyon Road / Springview Court / Jackrabbit Circle	AM			Access egress at LOS B
	PM			Access egress at LOS B

Recommendations

The site accesses are located approximately 450 feet apart along the S Curve of Fox Canyon Road. The roadway has a steep grade at this location. There are two northbound and two southbound lanes at the access points and the direction of travel is separated by a raised center median. The primary issue with these accesses is sight distance. A stopping sight distance of 215 feet is required for both accesses and a left turn sight triangle of 335 feet and a right turn sight triangle of 290 feet is required for both accesses. The sight triangles should be confirmed by a licensed surveyor.

The intersection of Fox Canyon Road / Traverse Mountain Blvd operates near capacity in the AM peak period with the addition of background traffic to the area. This worsens with site traffic added to the intersection. As more traffic develops and uses Fox Canyon, this stop controlled intersection will operate at capacity and a traffic signal should be considered. With a signal at this intersection, it will operate at acceptable delays and Levels of Service. At buildout of all development to use Fox Canyon, the proposed site Fox Canyon Parcels A1, I1, J1 and L1 represents 10% of the total traffic in the AM at this intersection and 12% of the total traffic in the PM peak hour.

II. Proposed Project

Fox Canyon Parcels A1, I-, J1 and L1 are located north of Northridge Drive along Fox Canyon Road in Lehi, Utah. Parcel A1 is planned to include 22 single family units. Parcel I1 is planned to include 19 single family units. J1/L1 is planned to include 143 multi-family units. The site is projected to generate 100 AM and 128 PM peak hour trips with 1462 daily trips.

Parcel A1 is planning two accesses to Fox Canyon Road, Springview Court to the north and Lookout Cove to the south. Parcel I1 is planning a single access to Fox Canyon Road (Jackrabbit Circle) which aligns with the northern A1 access (Springview Court). J1/L1 will have a direct access to Fox Canyon Road (Arctic Fox Drive) which aligns with the southern A1 access (Lookout Cove) and two secondary accesses via the existing Northridge Drive and Grey Hawk Drive. The two new accesses along Fox Canyon Drive are located approximately 450 feet apart.

The conceptual site plans are shown in the appendix.

III. Study Area Conditions

The study area includes the following intersection.

- Traverse Mountain Blvd / Fox Canyon Road
- Fox Canyon Road / Grey Hawk Drive
- Fox Canyon Road / Northridge Drive / Violetto Way
- Fox Canyon Road / Lookout Cove / Arctic Fox Drive
- Fox Canyon Road / Springview Court / Jackrabbit Circle

Figure 1 shows the location of the site. Figure 2 shows existing intersection geometry.

Fox Canyon Road

Fox Canyon Road is currently striped as a two lane road from Traverse Mountain Blvd to Northridge Drive and a four lane road to the north. It has a posted speed of 25 MPH.

Traverse Mountain Blvd

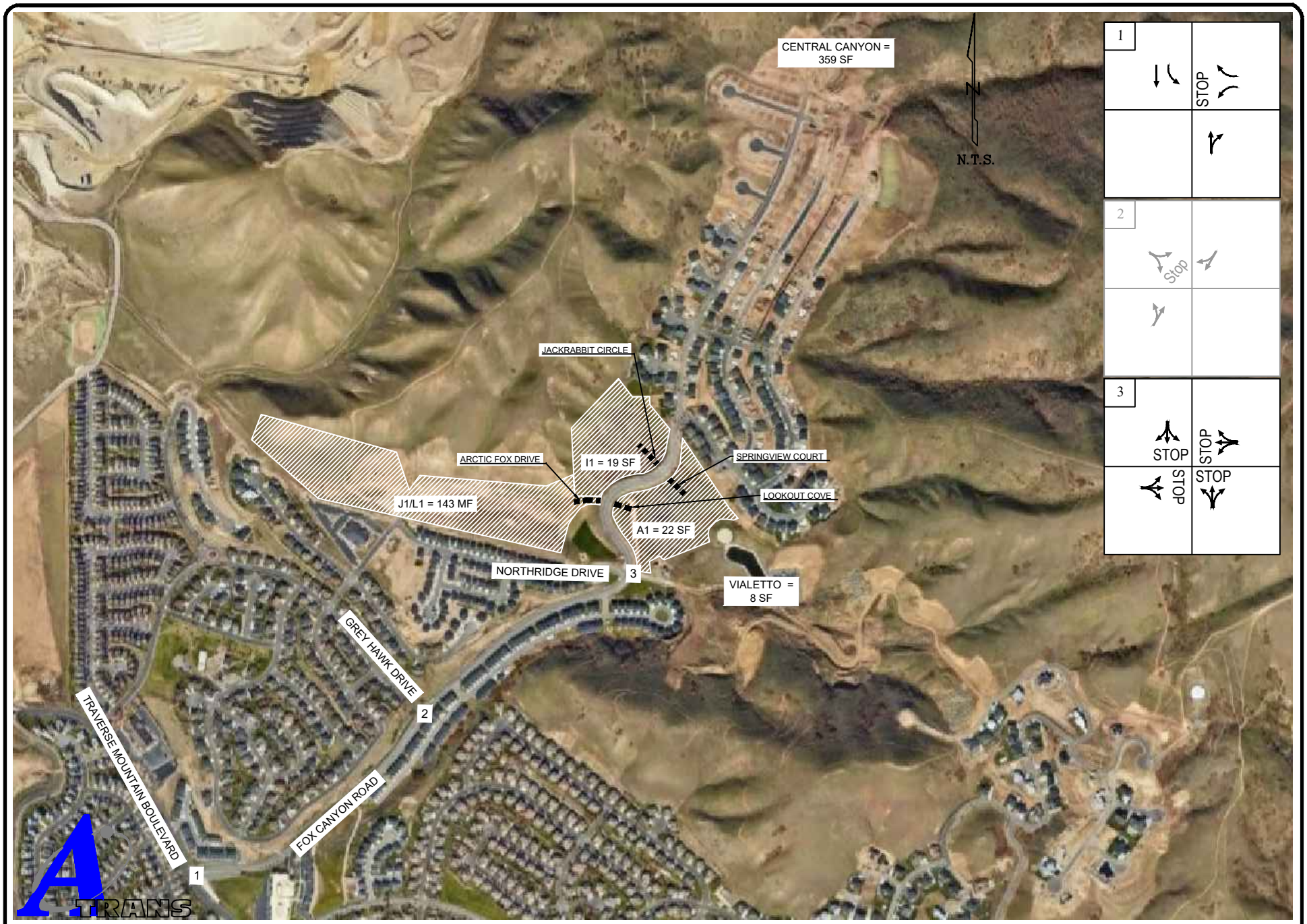
Traverse Mountain Blvd is currently a three lane road with a posted speed of 30 MPH.



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Figure 1

Site Location



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Figure 2

Existing Geometry

IV. Analysis of Existing Condition

The existing traffic counts were performed January 24-26, 2023 during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak periods. 2023 Existing Traffic volumes used in the study are shown in Figure 3.

The 6th Edition Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 2 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

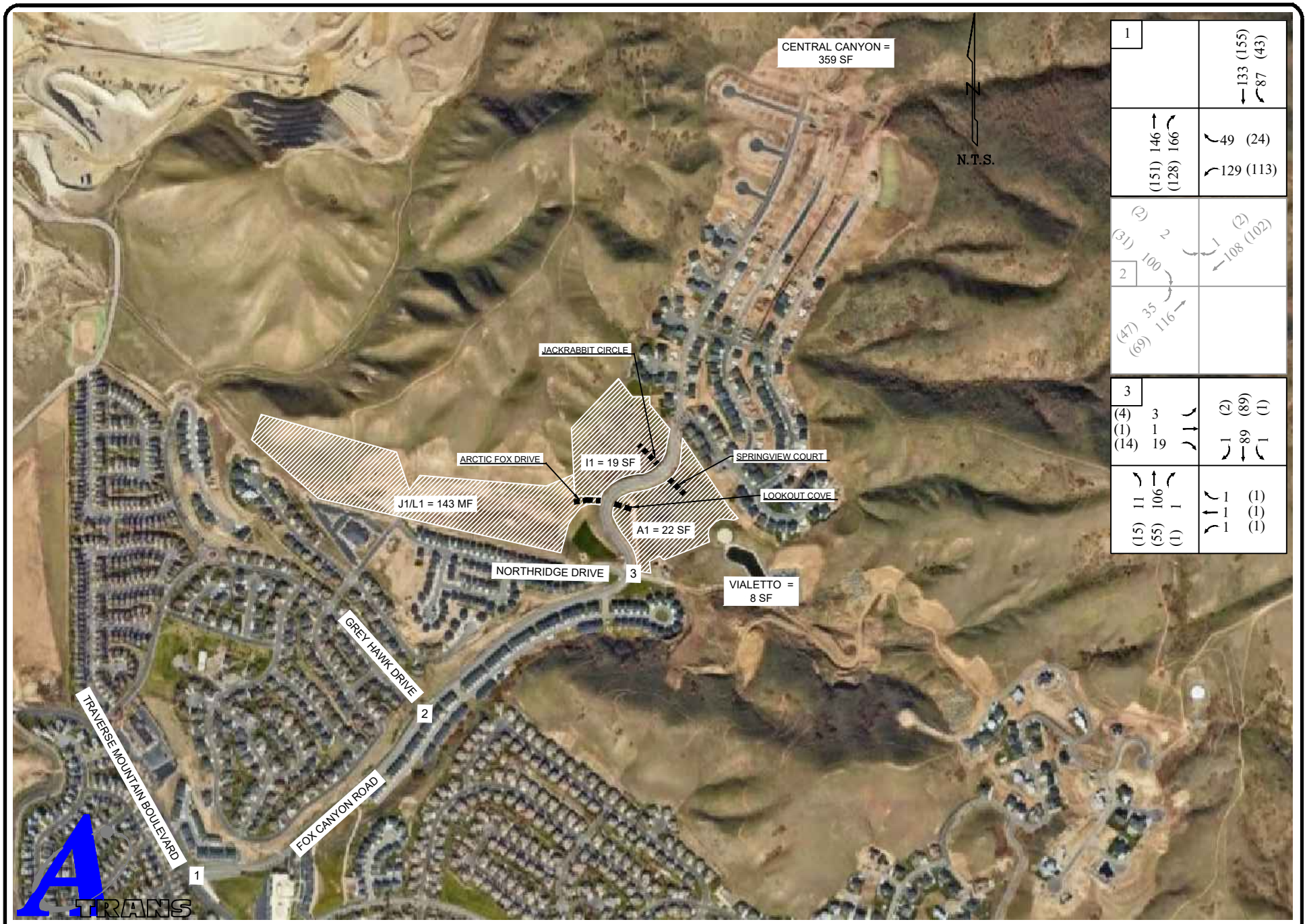
Table 2: Intersection LOS-Delay Relationship

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

The analysis shows that Traverse Mountain Blvd / Fox Canyon Road operates with side street delay at LOS C in the AM and LOS B in the PM peak period. Fox Canyon Road / Grey Hawk Drive and Fox Canyon Road / Northridge Drive / Vialetto Way operate with side street delay at LOS A in the AM and LOS A in the PM peak period. Table 3 shows the Existing LOS.

Table 3: Existing Level of Service

	Traverse Mountain Blvd / Fox Canyon Road (WBL)		Fox Canyon Road / Grey Hawk Drive (SEL)		Fox Canyon Road / Northridge Drive / Vialetto Way (NB)	
AM	17.0	C	9.7	A	8.0	A
PM	13.3	B	9.1	A	7.6	A



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Figure 3

Existing Traffic

V. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (11th Edition) handbook. Parcel A1 is planned to include 22 single family units. Parcel I1 is planned to include 19 single family units. J1/L1 is planned to include 143 multi-family units. The site is projected to generate 100 AM and 128 PM peak hour trips with 1462 daily trips. The trip generation for the site is shown in Table 4.

Table 4: Trip Generation for Site

Land Use Type	Density	Land Use #	Trips	% In	% Out	Trips In	Trips Out
AM							
A1	22 units	210	17	25%	75%	4	13
I1	19 units	210	15	25%	75%	4	11
J1/L1	143 units	220	68	24%	76%	16	52
Total			100			24	76
PM							
A1	22 units	210	24	63%	37%	15	9
I1	19 units	210	21	63%	37%	13	8
J1/L1	143 units	220	83	63%	37%	52	31
Total			128			80	48
Daily							
A1	22 units	210	251				
I1	19 units	210	219				
J1/L1	143 units	220	992				
Total			1,462				

The site is located at the top of a mountain road and is nearly built out. There are two additional parcels within the area that are incomplete. Once these two parcels are built (in addition to the site) the area is not expected to continue to grow. Therefore, to provide a future condition for the area the two parcels that remain are added as additional background traffic. These include Central Canyon (500 total units-100 existing-41 from A1/I1) with a total of 359 single family units and Vialetto with a total of 8 single family units. The trip generation for these additional parcels are shown in Table 5.

Table 5: Trip Generation for Non-Site Traffic

Land Use Type	Density	Land Use #	Trips	% In	% Out	Trips In	Trips Out
AM							
Central Canyon	359 units	210	212	25%	75%	53	159
Vialetto	8 units	210	7	25%	75%	2	5
Total			219			55	164
PM							
Central Canyon	359 units	210	331	63%	37%	209	122
Vialetto	8 units	210	10	63%	37%	6	4
Total			341			215	126
Daily							
Central Canyon	359 units	210	3,271				
Vialetto	8 units	210	99				
Total			3,370				

B. Trip Distribution

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

- 25% to/from north on Traverse Mountain Blvd
- 75% to/from south on Traverse Mountain Blvd

Origin Destination is shown in Figure 4.

- Site traffic for J1 / L1 was distributed with 5% to Arctic Fox Drive, 15% to Northridge Drive and 85% to Grey Hawk Drive. Based on the site layout it is likely that a higher volume of traffic may utilize Arctic Fox Drive for site ingress and egress than is applied within this analysis, but to provide a conservative analysis for Grey Hawk Drive, the majority of the traffic was assigned to this intersection.

Site traffic distribution is shown in Figure 5. Additional background traffic is shown in Figure 6. Opening Day Background Traffic (existing plus additional background) is shown in Figure 7 and Opening Day Total Traffic is shown in Figure 8.



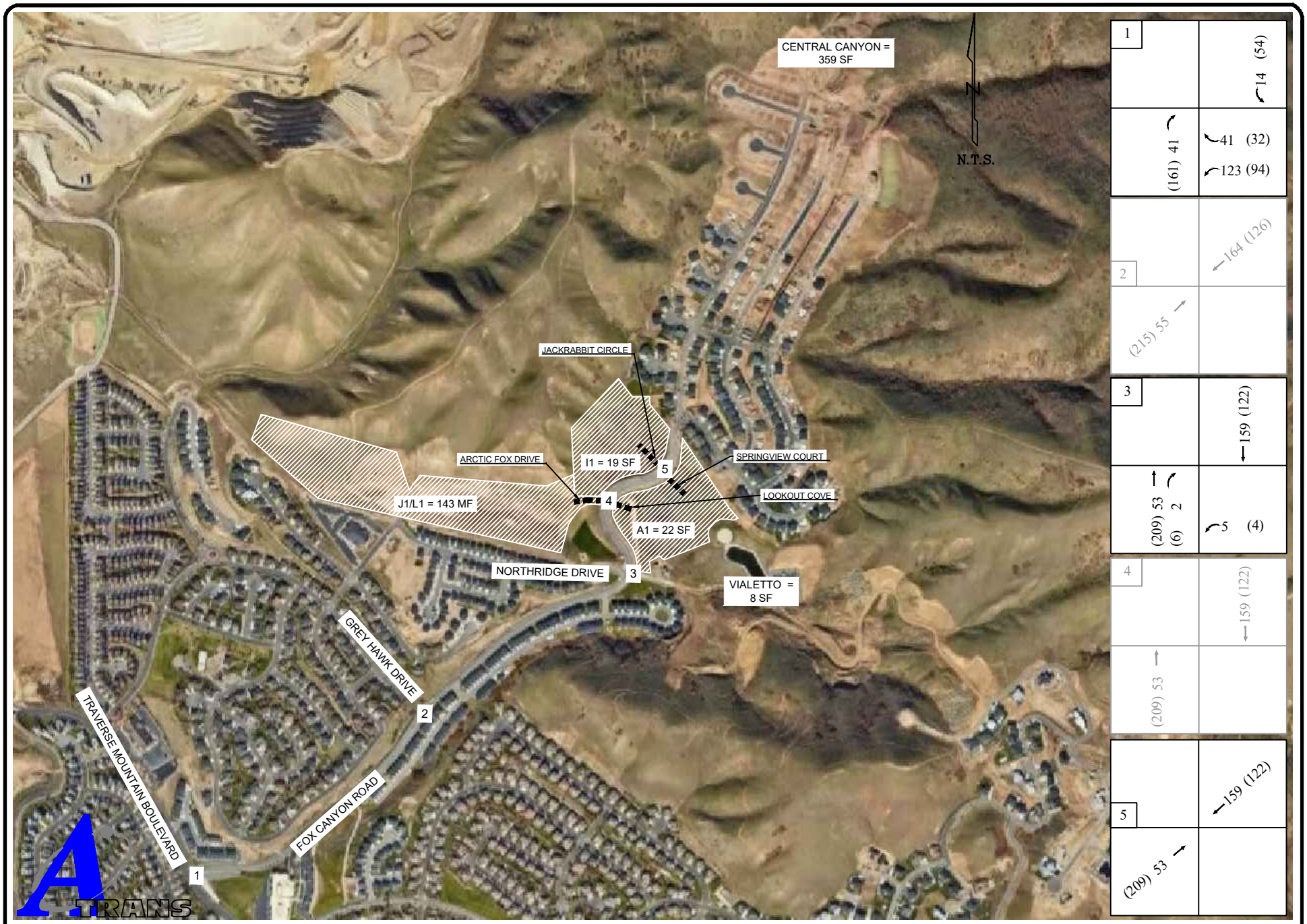
A-TRANS TRANSPORTATION ENGINEERING P.O. BOX 521651, SLC, UT 84152 Phone: 801-949-0348 Fax: 801-582-6252	Figure 4	Origin Destination



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Figure 5

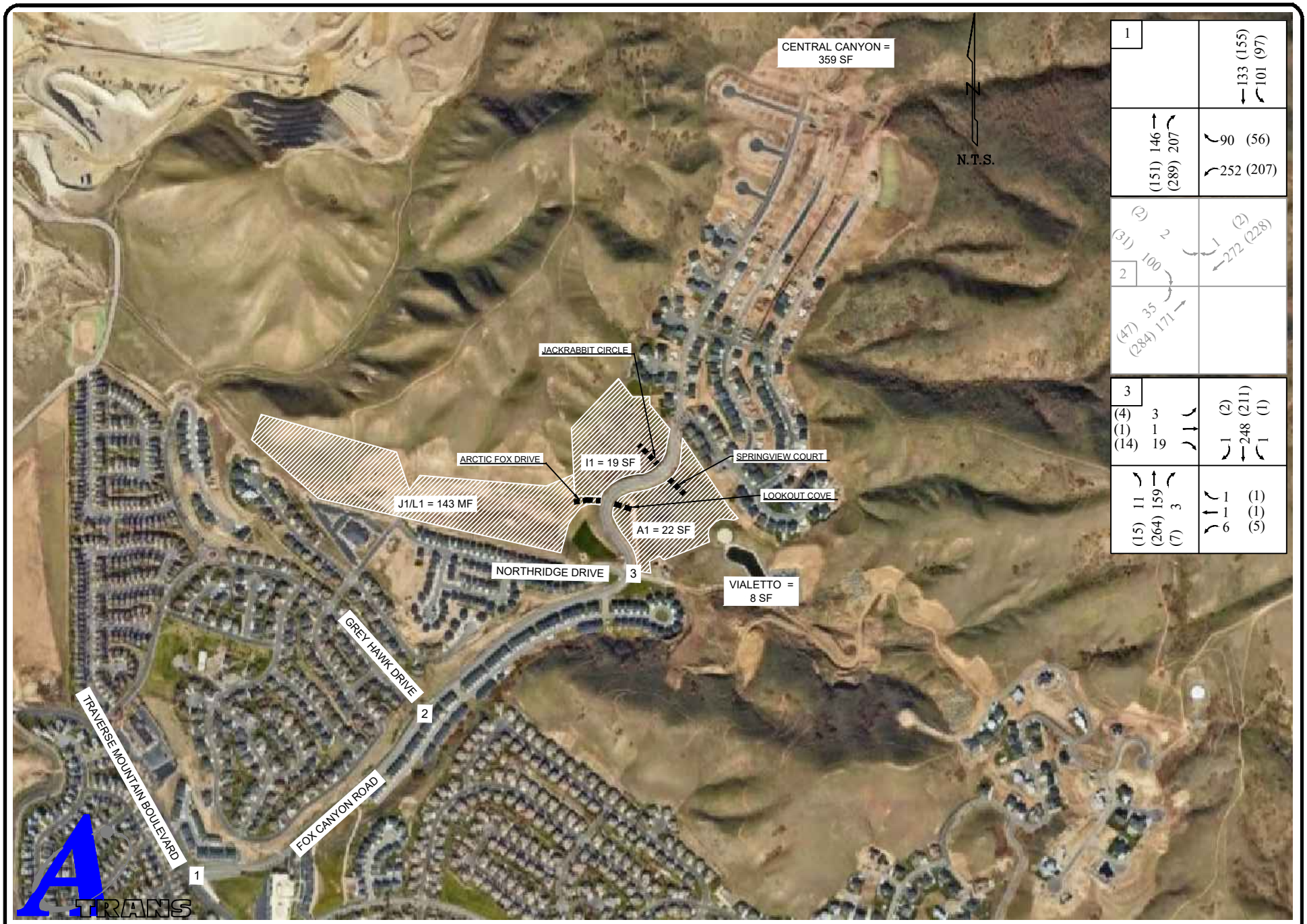
Site Generated Traffic



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Figure 6

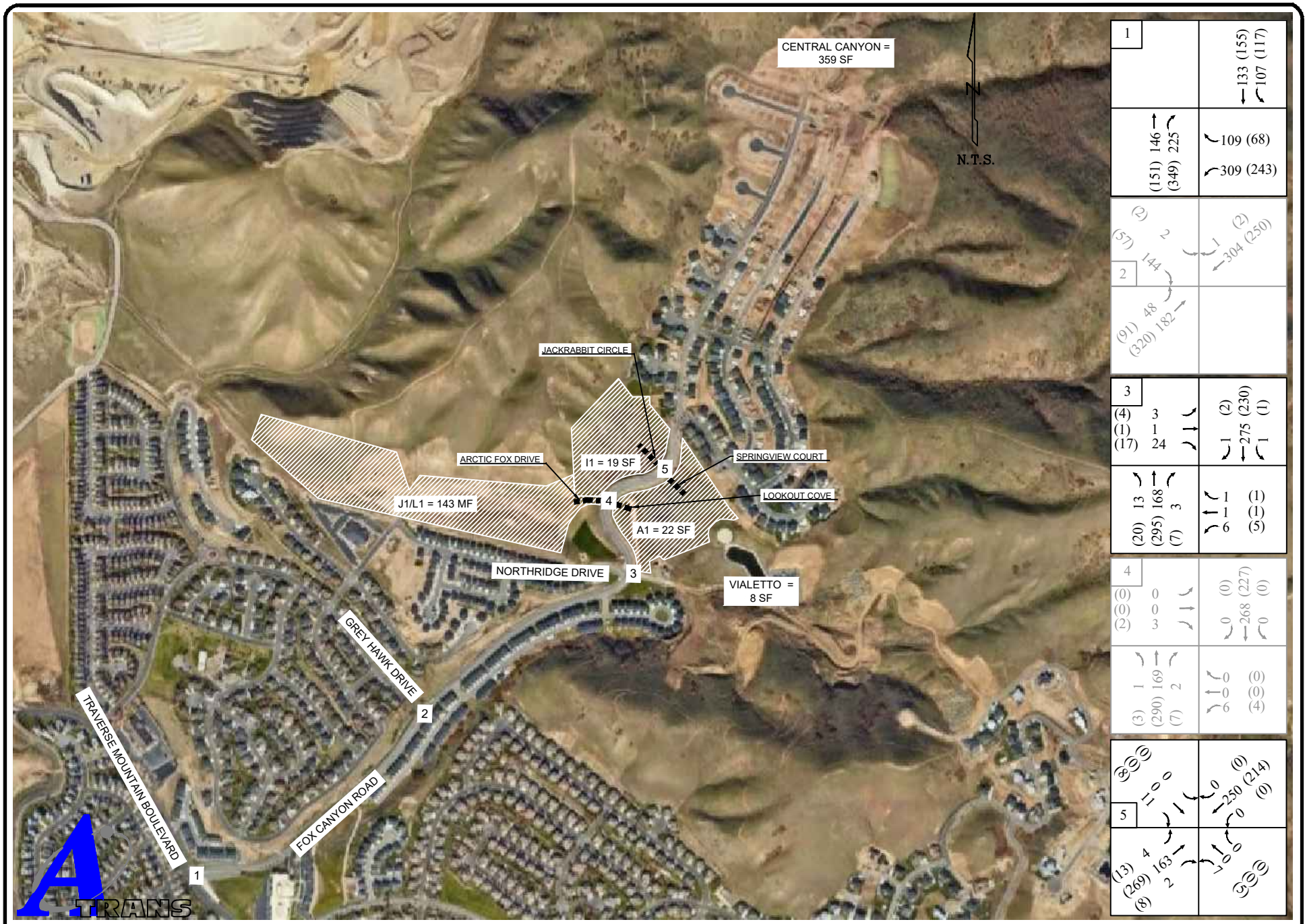
Additional Background Traffic



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Figure 7

Opening Day Background Traffic



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Figure 8

Opening Day Total Traffic

VI. Traffic Analysis

A. Level of Service Analysis

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Table 6 provides a summary of the analysis. Table 7 provides the traffic volumes by contributing element at the intersection of Traverse Mountain Blvd / Fox Canyon Road. Tables 8-12 show the intersection and access analysis.

Table 6: Analysis Results

		2023 Existing	2023 Background	2023 Total
Traverse Mountain Blvd / Fox Canyon Road	AM	Side street delay at LOS C	Side street delay declines to LOS E	Side street delay declines to LOS F. With a signal- LOS B
	PM	Side street delay at LOS B	Side street delay declines to LOS C	Side street delay declines to LOS D. With a signal- LOS B
Fox Canyon Road / Grey Hawk Drive	AM	Side street delay at LOS A	Side street delay at LOS B	Side street delay at LOS B
	PM	Side street delay at LOS A	Side street delay at LOS B	Side street delay at LOS B
Fox Canyon Road / Northridge Drive / Vialetto Way	AM	Side street delay at LOS A	Side street delay at LOS A	Side street delay at LOS B
	PM	Side street delay at LOS A	Side street delay at LOS A	Side street delay at LOS B
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	AM			Access egress at LOS B
	PM			Access egress at LOS B
Fox Canyon Road / Springview Court / Jackrabbit Circle	AM			Access egress at LOS B
	PM			Access egress at LOS B

Site traffic along Grey Hawk Drive will increase traffic along Grey Hawk Drive by 40% in the AM and 85% in the PM peak period. While two lane roadways typically have capacities of 9,000 daily trips, for a residential two lane road it is general to use a lower more neighborhood friendly capacity of 5,000 vehicles per day or 500 vehicles per hour.

With site traffic along Grey Hawk Drive the roadway is at 40% of capacity in the AM peak hour and 30% of capacity in the PM peak period. The intersection of Grey Hawk Drive / Fox Canyon Road operates with LOS C or better for side street delay. While this connection will increase traffic along Grey Hawk Drive, there is available roadway and intersection capacity to accommodate this traffic.

The intersection of Fox Canyon Road / Traverse Mountain Blvd operates near capacity in the AM peak period with the addition of background traffic to the area. This worsens with site traffic added to the intersection. As a signal this intersection operates with acceptable LOS. At buildout the site represents 10% of the total traffic in the AM at this intersection and 12% of the total traffic in the PM peak hour. Table 7 shows the peak hour traffic volumes at the intersection of Traverse Mountain Blvd / Fox Canyon Road.

Table 7: Traverse Mountain Blvd / Fox Canyon Road Intersection Volumes

	AM		PM	
	Veh/hr	% of Total	Veh/hr	% of Total
Existing	710		614	
Site	100	10%	128	12%
Background	219	21%	341	31%
Total	1029		1083	

Table 8: Traverse Mountain Road / Fox Canyon Drive Intersection Analysis

		NBTR	WBL	WBR	SBL	SBT	INT
2023 Existing	AM		17.0 C	10.3 B	8.5 A		
	PM		13.3 B	9.8 A	8.1 A		
2023 Background	AM		35.1 E	11.1 B	8.7 A		
	PM		22.3 C	10.7 B	8.9 A		
2023 Opening Day	AM		66.7 F	11.4 B	8.9 A		
	PM		32.4 D	11.2 B	9.2 A		
2023 Opening Day - Signalized	AM	13.0 B	16.9 B	3.6 A	20.6 C	10.4 B	13.6 B
	PM	9.0 A	17.3 B	4.9 A	16.9 B	7.5 A	11.3 B

Table 9: Fox Canyon Drive / Grey Hawk Drive Intersection Analysis

		NEL	SEL
2023 Existing	AM	7.6 A	9.7 A
	PM	7.6 A	9.1 A
2023 Background	AM	8.1 A	11.6 B
	PM	7.9 A	10.3 B
2023 Opening Day	AM	8.3 A	13.0 B
	PM	8.1 A	10.7 B

Table 10: Fox Canyon Drive / Northridge Drive / Vialetto Way Intersection Analysis

		NBLTR		EBLTR		WBLTR		SBLTR	
2023 Existing	AM	8.0	A	7.2	A	7.5	A	7.8	A
	PM	7.6	A	7.0	A	7.3	A	7.6	A
2023 Background	AM	9.1	A	7.9	A	8.4	A	9.9	A
	PM	10.0	A	8.0	A	8.4	A	9.2	A
2023 Opening Day	AM	9.3	A	8.0	A	8.5	A	10.6	B
	PM	10.8	B	8.1	A	8.5	A	9.6	A

Table 11: Fox Canyon Drive / Arctic Fox Drive / Lookout Cove Intersection Analysis

		NBL		EBLTR		WBLTR		SBL	
2023 Opening Day	AM	8.0	A	9.3	A	11.9	B	0.0	A
	PM	7.8	A	9.1	A	12.9	B	0.0	A

Table 12: Fox Canyon Drive / Springview Court / Jackrabbit Cir Intersection Analysis

		NEL		NWLTR		SWLTR		SWL	
2023 Opening Day	AM	7.9	A	11.9	B	9.3	A	0.0	A
	PM	7.8	A	12.9	B	9.0	A	0.0	A

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue length recommendations are provided by the HCM analysis and are done through Synchro. The only turn lanes within the study area are the southbound left and westbound left turn lanes at the Traverse Mountain Blvd / Fox Canyon Road intersection. The southbound left turn movement is expected to have minimal queue that will be accommodated by the 150 foot existing turn pocket. The westbound left turn pocket is expected at 12 vehicles (300 feet) during the AM peak period at full build out if the stop controlled intersection is maintained.

C. Sight Distances

Sight distance requirements are provided by AASHTO and FWHA to determine the required sight distances. Based on the evaluation of these sources the recommendations from AASHTO are the most conservative and are considered as the national standard, therefore they are recommended for this site.

Access sight distance requirements comes from AASHTO Green Book which provides the minimum and recommended sight distance to provide sufficient sight triangles that allow for vehicles to enter and exit the roadway safely. This is based on the design speed of the road (30 MPH) and becomes a primary concern if the roadway has vertical and/or horizontal curves which do occur along the site frontage. The AASHTO requirements are shown in Table 13.

Table 13: AASHTO Sight Distance Requirements

Design Required Sight Distances								
Sight Distances (SD)	Grade	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph
Stopping SD (ft)	0%	155	200	250	305	360	425	495
Stopping SD (ft)	-3%	158	205	257	315	378	446	520
Stopping SD (ft)	-6%	165	215	271	333	400	474	553
Sight Triangle Sight Distance								
From Minor Street	Case	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph
Left Turn	B1	280	335	390	445	500	555	610
Right Turn	B2	240	290	335	385	430	480	530

TS – Two-Way Stop

The information comes from the AASHTO Green Book, Exhibit 3-1 on page 3-4 and 3-4 for Stopping Sight Distance and Intersection Sight Triangle – p 9-38 to -p 9-51.

Based on this requirement a stopping sight distance of 215 feet is required for both accesses and a left turn sight triangle of 335 feet and a right turn sight triangle of 290 feet is required for both accesses. The sight triangles should be confirmed by a licensed surveyor.

VII. Conclusions

This traffic analysis is for the proposed Fox Canyon Parcels A1, I1, J1 and L1 located north of Northridge Drive along Fox Canyon Road in Lehi, Utah. Parcel A1 is planned to include 22 single family units. Parcel I1 is planned to include 19 single family units. J1/L1 is planned to include 143 multi-family units. The site is projected to generate 100 AM and 128 PM peak hour trips with 1,462 daily trips. Parcel A1 is planning two accesses to Fox Canyon Road, Springview Court to the north and Lookout Cove to the south. Parcel I1 is planning a single access to Fox Canyon Road (Jackrabbit Circle) which aligns with the northern A1 access (Springview Court). J1/L1 will have a direct access to Fox Canyon Road (Arctic Fox Drive) which aligns with the southern A1 access (Lookout Cove) and two secondary accesses via the existing Northridge Drive and Grey Hawk Drive.

The following comments are made about the project:

- Fox Canyon Road funnels the traffic from the upper Canyon down to the Fox Canyon Road and Traverse Mountain Boulevard intersection. With all the proposed development, this intersection will operate at LOS F in the AM peak period and a traffic signal will likely be needed once warranted. This intersection is planned to be signalized in the Traverse Mountain Transportation Master Plan.
- The proposed site traffic from A1, I1, J1 and L1 represents 10% of the AM peak and 12% of the PM peak Fox Canyon generated traffic.
- No other changes to traffic control are projected necessary
- It is recommended that confirmation of sufficient sight distance to meet AASHTO standards for the proposed accesses on the horizontal curve of Fox Canyon Road for the A1 and I1 parcels.
- With the existing raised median along Fox Canyon Road along Parcels A1 and I1, the median would either need to be breeched or the traffic could make right turns to travel to the roundabout to the north and then make a U-turn to head south down the canyon.

APPENDICES

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

Appendix A Traffic Counts and Projections

AM PEAK HOUR VOLUMES

INTERSECTION: **Grey Hawk Drive** **and** **Fox Canyon Road**

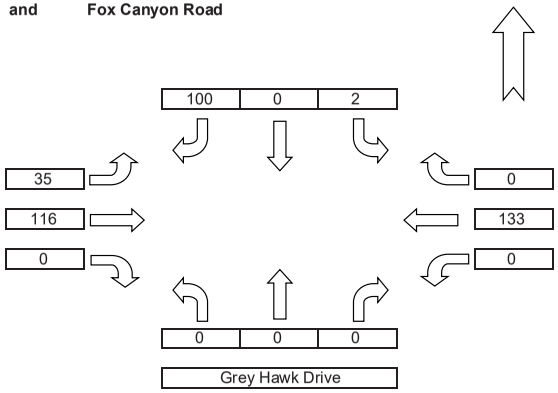
Ped = 0

N-S STREET: **Grey Hawk Drive**
E-W STREET: **Fox Canyon Road**

COUNT DATE: **January 25, 2023**
Day of the Week: **Wednesday**
NOTES:

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

PK HR VOLUME:	386
PHF:	0.71
PEAK HOUR:	
FROM: 7:25 AM	TO: 8:25 AM



AM Traffic

COUNT DATA INPUT: Name: Thomas Name: Thomas Name: Thomas Name: Thomas

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:00 AM	7:05 AM	0	0	0	0	5	0	0	0	0	0	4	0	9	32	0	0
7:05 AM	7:10 AM	0	0	0	0	2	0	0	0	1	0	7	0	10	44	0	0
7:10 AM	7:15 AM	0	0	0	0	4	0	0	0	2	0	7	0	13	49	0	0
7:15 AM	7:20 AM	0	0	0	2	7	0	0	0	3	0	9	0	21	64	0	0
7:20 AM	7:25 AM	0	0	0	1	3	0	0	0	6	0	5	0	15	67	0	0
7:25 AM	7:30 AM	0	0	0	2	8	0	0	0	9	0	9	0	28	66	0	0
7:30 AM	7:35 AM	0	0	0	0	6	0	0	0	6	0	12	0	24	78	0	0
7:35 AM	7:40 AM	0	0	0	0	2	0	0	0	6	0	6	0	14	105	0	0
7:40 AM	7:45 AM	0	0	0	4	5	0	0	0	13	0	18	0	40	133	0	0
7:45 AM	7:50 AM	0	0	0	3	11	0	0	0	20	0	17	0	51	136	0	0
7:50 AM	7:55 AM	0	0	0	3	7	0	0	0	14	0	18	0	42	135	0	0
7:55 AM	8:00 AM	0	0	0	7	12	0	0	0	15	0	9	0	43	126	0	0
8:00 AM	8:05 AM	0	0	0	7	23	0	1	0	6	0	13	0	50	102	0	0
8:05 AM	8:10 AM	0	0	0	4	15	0	1	0	6	0	7	0	33	72	0	0
8:10 AM	8:15 AM	0	0	0	2	7	0	0	0	0	0	10	0	19	61	0	0
8:15 AM	8:20 AM	0	0	0	1	9	0	0	0	3	0	7	0	20	58	0	0
8:20 AM	8:25 AM	0	0	0	2	11	0	0	0	2	0	7	0	22	60	0	0
8:25 AM	8:30 AM	0	0	0	7	5	0	0	0	1	0	3	0	16	60	0	0
8:30 AM	8:35 AM	0	0	0	2	12	0	0	0	2	0	6	0	22	65	0	0
8:35 AM	8:40 AM	0	0	0	0	7	0	0	0	7	0	8	0	22	64	0	0
8:40 AM	8:45 AM	0	0	0	4	2	0	0	0	5	0	10	0	21	69	0	0
8:45 AM	8:50 AM	0	0	0	1	7	0	0	0	5	0	8	0	21	79	0	0
8:50 AM	8:55 AM	0	0	0	0	10	0	0	0	6	0	11	0	27	58	0	0
8:55 AM	9:00 AM	0	0	0	7	8	0	0	0	3	0	13	0	31	31	0	0

PM PEAK HOUR VOLUMES

INTERSECTION: **Grey Hawk Drive** **and** **Fox Canyon Road**

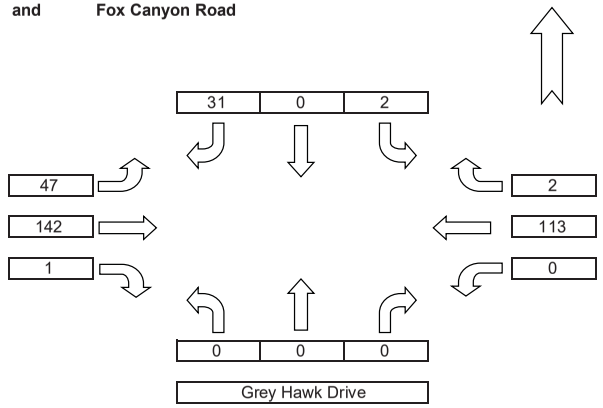
Ped = 0

N-S STREET: **Grey Hawk Drive**
E-W STREET: **Fox Canyon Road**

COUNT DATE: **January 24, 2023**
Day of the Week: **Tuesday**
NOTES:

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

PK HR VOLUME:	338
PHF:	0.81
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM



PM Traffic

COUNT DATA INPUT: Name: Thomas Name: Thomas Name: Thomas Name: Thomas

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	0	0	0	2	6	0	0	0	2	0	8	0	18	57	0	0
4:05 PM	4:10 PM	0	0	0	3	7	0	0	0	3	0	10	0	23	65	0	0
4:10 PM	4:15 PM	0	0	0	4	6	0	0	0	2	0	4	0	16	70	0	0
4:15 PM	4:20 PM	0	0	0	0	9	0	0	0	4	0	13	0	26	71	0	0
4:20 PM	4:25 PM	0	0	0	4	9	0	1	0	2	0	12	0	28	72	0	0
4:25 PM	4:30 PM	0	0	0	1	4	0	0	0	4	0	7	1	17	69	0	0
4:30 PM	4:35 PM	0	0	0	4	10	0	0	0	1	0	12	0	27	68	0	0
4:35 PM	4:40 PM	0	0	0	3	10	0	1	0	4	0	6	1	25	55	0	0
4:40 PM	4:45 PM	0	0	0	1	6	0	1	0	0	0	8	0	16	61	0	0
4:45 PM	4:50 PM	0	0	0	2	7	0	0	0	1	0	4	0	14	63	0	0
4:50 PM	4:55 PM	0	0	0	4	7	0	0	0	6	0	14	0	31	67	0	0
4:55 PM	5:00 PM	0	0	0	1	4	0	0	0	3	0	10	0	18	65	0	0
5:00 PM	5:05 PM	0	0	0	1	5	0	0	0	3	0	9	0	18	68	0	0
5:05 PM	5:10 PM	0	0	0	6	8	0	0	0	2	0	13	0	29	85	0	0
5:10 PM	5:15 PM	0	0	0	2	9	0	0	0	5	0	4	1	21	90	0	0
5:15 PM	5:20 PM	0	0	0	4	13	0	0	0	4	0	14	0	35	104	0	0
5:20 PM	5:25 PM	0	0	0	5	18	0	1	0	0	0	10	0	34	91	0	0
5:25 PM	5:30 PM	0	0	0	2	15	0	1	0	5	0	12	0	35	82	0	0
5:30 PM	5:35 PM	0	0	0	0	11	1	0	0	2	0	7	1	22	72	0	0
5:35 PM	5:40 PM	0	0	0	1	14	0	0	0	1	0	9	0	25	85	0	0
5:40 PM	5:45 PM	0	0	0	4	5	0	0	0	3	0	13	0	25	93	0	0
5:45 PM	5:50 PM	0	0	0	8	17	0	0	0	0	0	10	0	35	94	0	0
5:50 PM	5:55 PM	0	0	0	8	13	0	0	0	4	0	8	0	33	59	0	0
5:55 PM	6:00 PM	0	0	0	6	14	0	0	0	2	0	4	0	26	26	0	0

AM PEAK HOUR VOLUMES

INTERSECTION: **Fox Canyon Road** **and** **Northridge Drive**

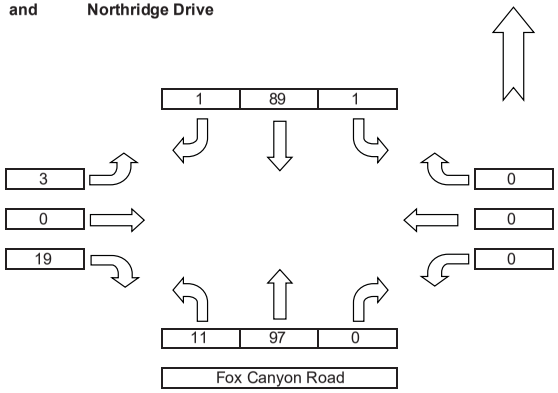
Ped = 0

N-S STREET: **Fox Canyon Road**
E-W STREET: **Northridge Drive**

COUNT DATE: **January 24, 2023**
Day of the Week: **Tuesday**
NOTES:

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

PK HR VOLUME:	221
PHF:	0.86
PEAK HOUR:	
FROM:	TO:
7:35 AM	8:35 AM



AM Traffic

COUNT DATA INPUT: Name: Adam Name: Adam Name: Adam Name: Adam

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:00 AM	7:05 AM	0	4	0	0	0	1	0	2	0	0	0	0	7	19	0	0
7:05 AM	7:10 AM	0	2	0	0	0	0	0	2	0	0	0	0	4	22	0	0
7:10 AM	7:15 AM	0	3	0	0	0	1	0	4	0	0	0	0	8	28	0	0
7:15 AM	7:20 AM	2	4	0	0	0	3	0	1	0	0	0	0	10	30	0	0
7:20 AM	7:25 AM	1	3	0	0	0	3	0	3	0	0	0	0	10	31	0	0
7:25 AM	7:30 AM	0	3	0	0	0	2	0	5	0	0	0	0	10	38	0	0
7:30 AM	7:35 AM	0	4	0	0	0	2	0	5	0	0	0	0	11	47	0	0
7:35 AM	7:40 AM	1	6	0	1	0	3	0	5	1	0	0	0	17	50	0	0
7:40 AM	7:45 AM	0	2	0	0	0	4	0	13	0	0	0	0	19	58	0	0
7:45 AM	7:50 AM	1	2	0	0	0	1	0	10	0	0	0	0	14	56	0	0
7:50 AM	7:55 AM	1	7	0	2	0	1	0	14	0	0	0	0	25	60	0	0
7:55 AM	8:00 AM	0	10	0	0	0	2	0	5	0	0	0	0	17	57	0	0
8:00 AM	8:05 AM	2	7	0	0	0	2	0	7	0	0	0	0	18	54	0	0
8:05 AM	8:10 AM	1	11	0	0	0	3	0	7	0	0	0	0	22	47	0	0
8:10 AM	8:15 AM	1	6	0	0	0	1	0	6	0	0	0	0	14	43	0	0
8:15 AM	8:20 AM	1	4	0	0	0	1	0	5	0	0	0	0	11	55	0	0
8:20 AM	8:25 AM	1	13	0	0	0	0	1	3	0	0	0	0	18	64	0	0
8:25 AM	8:30 AM	1	15	0	0	0	0	0	10	0	0	0	0	26	56	0	0
8:30 AM	8:35 AM	1	14	0	0	0	1	0	4	0	0	0	0	20	46	0	0
8:35 AM	8:40 AM	1	4	0	0	0	0	0	5	0	0	0	0	10	43	0	0
8:40 AM	8:45 AM	0	6	0	1	0	3	0	5	0	0	0	1	16	41	0	0
8:45 AM	8:50 AM	2	7	0	0	0	1	0	7	0	0	0	0	17	35	0	0
8:50 AM	8:55 AM	0	4	0	0	0	0	0	4	0	0	0	0	8	18	0	0
8:55 AM	9:00 AM	0	5	0	0	0	2	0	3	0	0	0	0	10	10	0	0

PM PEAK HOUR VOLUMES

Ped =0

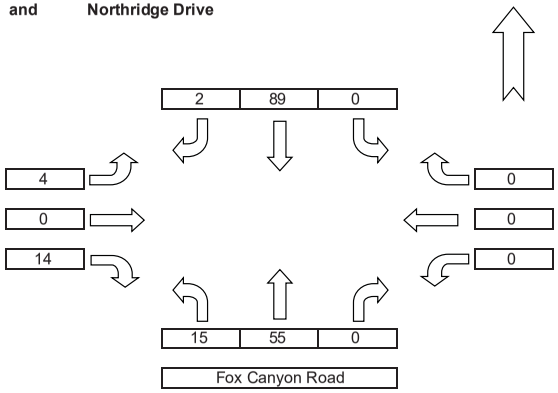
INTERSECTION: **Fox Canyon Road** **and** **Northridge Drive**

N-S STREET: **Fox Canyon Road**
E-W STREET: **Northridge Drive**

COUNT DATE: **January 25, 2023**
Day of the Week: **Wednesday**
NOTES:

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

PK HR VOLUME:	179
PHF:	0.83
PEAK HOUR:	
FROM: 4:00 PM	TO: 5:00 PM



PM Traffic

COUNT DATA INPUT: Name: Adam Name: Adam Name: Adam Name: Adam

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	0	6	0	0	0	1	0	12	0	0	0	0	19	51	0	0
4:05 PM	4:10 PM	0	8	0	0	0	0	0	7	0	0	0	0	15	54	0	0
4:10 PM	4:15 PM	1	6	0	1	0	2	0	7	0	0	0	0	17	51	0	0
4:15 PM	4:20 PM	4	9	0	0	0	3	0	5	1	0	0	0	22	45	0	0
4:20 PM	4:25 PM	2	5	0	1	0	0	0	4	0	0	0	0	12	39	0	0
4:25 PM	4:30 PM	1	1	0	0	0	2	0	7	0	0	0	0	11	38	0	0
4:30 PM	4:35 PM	1	5	0	2	0	0	0	8	0	0	0	0	16	40	0	0
4:35 PM	4:40 PM	2	0	0	0	0	1	0	8	0	0	0	0	11	36	0	0
4:40 PM	4:45 PM	0	4	0	0	0	2	0	6	1	0	0	0	13	40	0	0
4:45 PM	4:50 PM	0	2	0	0	0	2	0	8	0	0	0	0	12	43	0	0
4:50 PM	4:55 PM	2	7	0	0	0	1	0	5	0	0	0	0	15	42	0	0
4:55 PM	5:00 PM	2	2	0	0	0	0	0	12	0	0	0	0	16	40	0	0
5:00 PM	5:05 PM	1	2	0	0	0	2	0	6	0	0	0	0	11	30	0	0
5:05 PM	5:10 PM	3	4	0	0	0	0	0	6	0	0	0	0	13	35	0	0
5:10 PM	5:15 PM	1	4	0	0	0	0	0	1	0	0	0	0	6	34	0	0
5:15 PM	5:20 PM	3	8	0	0	0	1	0	4	0	0	0	0	16	41	0	0
5:20 PM	5:25 PM	2	7	0	0	0	0	0	3	0	0	0	0	12	41	0	0
5:25 PM	5:30 PM	2	4	0	0	0	0	0	7	0	0	0	0	13	48	0	0
5:30 PM	5:35 PM	1	7	0	1	0	0	0	7	0	0	0	0	16	42	0	0
5:35 PM	5:40 PM	6	4	0	0	0	0	0	9	0	0	0	0	19	36	0	0
5:40 PM	5:45 PM	1	2	0	0	0	1	0	3	0	0	0	0	7	33	0	0
5:45 PM	5:50 PM	2	4	0	0	0	1	0	3	0	0	0	0	10	45	0	0
5:50 PM	5:55 PM	0	11	0	0	0	0	0	5	0	0	0	0	16	35	0	0
5:55 PM	6:00 PM	1	9	0	0	0	1	0	8	0	0	0	0	19	19	0	0

AM PEAK HOUR VOLUMES

Ped = 8

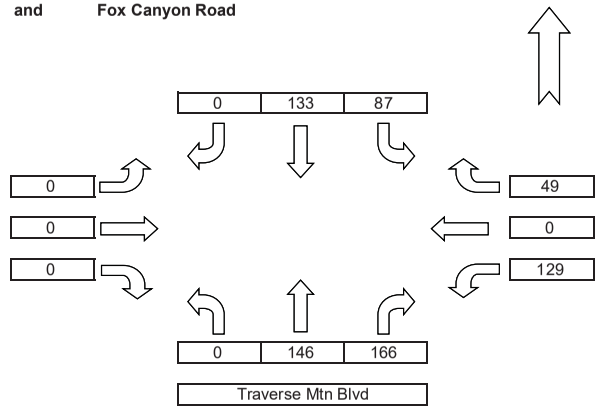
INTERSECTION: **Traverse Mtn Blvd** **and** **Fox Canyon Road**

N-S STREET: **Traverse Mtn Blvd**
E-W STREET: **Fox Canyon Road**

COUNT DATE: **January 26, 2023**
Day of the Week: **Thursday**
NOTES:

COUNT TIME:
FROM: **7:10 AM**
TO: **9:00 AM**

PK HR VOLUME:	710
PHF:	0.70
PEAK HOUR:	
FROM:	TO:
7:30 AM	8:30 AM



AM Traffic

COUNT DATA INPUT: Name: Julie Name: Julie Name: Julie Name: Julie

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:10 AM	7:15 AM	0	2	7	0	0	0	1	6	0	8	0	1	25	92	0	0
7:15 AM	7:20 AM	0	4	7	0	0	0	2	7	0	6	0	4	30	115	0	0
7:20 AM	7:25 AM	0	7	7	0	0	0	1	11	0	7	0	4	37	124	0	0
7:25 AM	7:30 AM	0	3	8	0	0	0	2	15	0	16	0	4	48	140	0	1
7:30 AM	7:35 AM	0	9	8	0	0	0	3	12	0	5	0	2	39	149	0	2
7:35 AM	7:40 AM	0	10	12	0	0	0	7	8	0	14	0	2	53	173	0	0
7:40 AM	7:45 AM	0	8	12	0	0	0	5	11	0	20	0	1	57	234	0	1
7:45 AM	7:50 AM	0	8	15	0	0	0	12	16	0	7	0	5	63	251	0	2
7:50 AM	7:55 AM	0	23	25	0	0	0	26	17	0	13	0	10	114	255	0	1
7:55 AM	8:00 AM	0	13	16	0	0	0	13	13	0	12	0	7	74	207	0	0
8:00 AM	8:05 AM	0	22	17	0	0	0	2	10	0	9	0	7	67	178	0	0
8:05 AM	8:10 AM	0	20	18	0	0	0	4	8	0	12	0	4	66	153	0	1
8:10 AM	8:15 AM	0	10	9	0	0	0	4	10	0	7	0	5	45	126	0	0
8:15 AM	8:20 AM	0	9	10	0	0	0	3	11	0	6	0	3	42	132	0	1
8:20 AM	8:25 AM	0	7	12	0	0	0	5	8	0	5	0	2	39	124	0	0
8:25 AM	8:30 AM	0	7	12	0	0	0	3	9	0	19	0	1	51	113	0	0
8:30 AM	8:35 AM	0	5	8	0	0	0	1	8	0	7	2	3	34	96	0	0
8:35 AM	8:40 AM	0	6	8	0	0	0	2	5	0	5	0	2	28	87	0	0
8:40 AM	8:45 AM	0	7	10	0	0	0	3	7	0	5	0	2	34	89	0	0
8:45 AM	8:50 AM	0	4	9	0	0	0	1	6	0	3	0	2	25	84	0	0
8:50 AM	8:55 AM	0	6	7	0	0	0	2	8	0	6	0	1	30	89	0	0
8:55 AM	9:00 AM	0	9	7	0	0	0	2	6	0	3	0	2	29	81	0	0
9:00 AM	9:05 AM	0	5	8	0	0	0	3	7	0	4	0	3	30	52	0	0
9:05 AM	9:10 AM	0	5	6	0	0	0	1	7	0	2	0	1	22	22	0	0

PM PEAK HOUR VOLUMES

Ped = 0

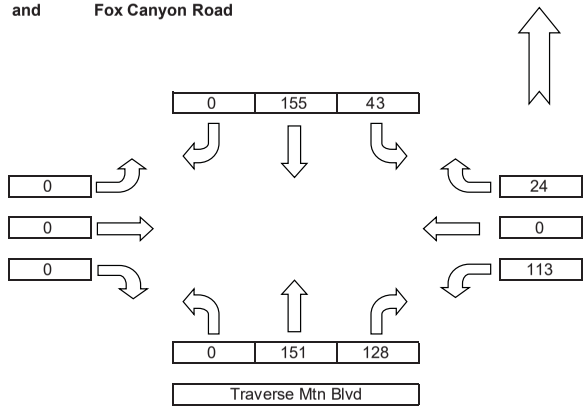
INTERSECTION: **Traverse Mtn Blvd** **and** **Fox Canyon Road**

N-S STREET: **Traverse Mtn Blvd**
E-W STREET: **Fox Canyon Road**

COUNT DATE: **January 25, 2023**
Day of the Week: **Wednesday**
NOTES:

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

PK HR VOLUME:	614
PHF:	0.91
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM



PM Traffic

COUNT DATA INPUT: Name: Thomas Name: Thomas Name: Thomas Name: Thomas

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	0	12	16	0	0	0	1	15	0	16	0	7	67	157	0	0
4:05 PM	4:10 PM	0	9	8	0	0	0	2	9	0	12	0	0	40	142	0	0
4:10 PM	4:15 PM	0	9	8	0	0	0	1	13	0	13	0	6	50	149	0	0
4:15 PM	4:20 PM	0	9	16	0	0	0	1	12	0	12	0	2	52	148	0	0
4:20 PM	4:25 PM	0	11	10	0	0	0	1	11	0	13	0	1	47	143	0	0
4:25 PM	4:30 PM	0	9	12	0	0	0	9	13	0	5	0	1	49	148	0	0
4:30 PM	4:35 PM	0	15	12	0	0	0	1	7	0	10	0	2	47	150	0	0
4:35 PM	4:40 PM	0	11	10	0	0	0	3	14	0	13	0	1	52	143	0	0
4:40 PM	4:45 PM	0	12	4	0	0	0	4	16	0	13	0	2	51	134	0	0
4:45 PM	4:50 PM	0	11	7	0	0	0	2	9	0	6	0	5	40	133	0	0
4:50 PM	4:55 PM	0	14	5	0	0	0	3	10	0	10	0	1	43	138	0	0
4:55 PM	5:00 PM	0	12	4	0	0	0	5	13	0	14	0	2	50	133	0	0
5:00 PM	5:05 PM	0	8	9	0	0	0	5	12	0	9	0	2	45	145	0	0
5:05 PM	5:10 PM	0	10	5	0	0	0	1	9	0	11	0	2	38	151	0	0
5:10 PM	5:15 PM	0	20	5	0	0	0	3	15	0	17	0	2	62	152	0	0
5:15 PM	5:20 PM	0	10	14	0	0	0	7	12	0	5	0	3	51	147	0	0
5:20 PM	5:25 PM	0	9	11	0	0	0	5	8	0	5	0	1	39	161	0	0
5:25 PM	5:30 PM	0	15	13	0	0	0	3	17	0	8	0	1	57	169	0	0
5:30 PM	5:35 PM	0	16	11	0	0	0	4	18	0	16	0	0	65	164	0	0
5:35 PM	5:40 PM	0	10	11	0	0	0	3	14	0	6	0	3	47	162	0	0
5:40 PM	5:45 PM	0	15	11	0	0	0	4	11	0	8	0	3	52	158	0	0
5:45 PM	5:50 PM	0	13	16	0	0	0	3	15	0	15	0	1	63	158	0	0
5:50 PM	5:55 PM	0	13	7	0	0	0	1	13	0	6	0	3	43	95	0	0
5:55 PM	6:00 PM	0	12	15	0	0	0	4	11	0	7	0	3	52	52	0	0

TRIP GENERATION

			Trip Rate			Trips			In / Out %				Total			
ITE 11th Edition	Size	Land Use	AM	PM	Daily	AM	PM	Daily	AM IN	AM Out	PM IN	PM OUT	AM IN	AM Out	PM IN	PM OUT
Phase I																
A1	22	210	16.8	23.9	250.6	17	24	251	25%	75%	63%	37%	4	13	15	9
I1	19	210	14.7	20.9	219.0	15	21	219	25%	75%	63%	37%	4	11	13	8
J1/L1	143	220	67.2	82.0	991.9	68	83	992	24%	76%	63%	37%	16	52	52	31
Site Total						**100**	**128**	**1462**					**24**	**76**	**80**	**48**
Central Canyon	359	210	211.5	330.4	3270.4	212	331	3271	25%	75%	63%	37%	53	159	209	122
Vialetto	8	210	6.8	9.3	98.8	7	10	99	24%	76%	63%	37%	2	5	6	4
Background Total						219	341	3370					55	164	215	126

AM

2023 Existing	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1		146	166	87	133					129		49												
Fox Canyon Road / Grey Hawk Drive	2													35	116					2		100		108	1
Fox Canyon Road / Northridge Drive / Violetto Way	3	11	106	1	1	89	1	3	1	19	1	1	1												
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4		110			91																			
Fox Canyon Road / Springview Court / Jackrabbit Circle	5														110									91	

AM

Site Trips	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1			18	6						57		19												
Fox Canyon Road / Grey Hawk Drive	2													13	11							44		32	
Fox Canyon Road / Northridge Drive / Violetto Way	3	2	9			27				5															
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	1	6	2		18				3	6														
Fox Canyon Road / Springview Court / Jackrabbit Circle	5													4		2	7					11			

AM

Additional Background Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1			41	14						123		41												
Fox Canyon Road / Grey Hawk Drive	2														55									164	
Fox Canyon Road / Northridge Drive / Violetto Way	3		53	2		159					5														
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4		53			159																			
Fox Canyon Road / Springview Court / Jackrabbit Circle	5														53									159	

AM

Opening Day Background	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1	0	146	207	101	133	0	0	0	0	252	0	90	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Grey Hawk Drive	2	0	0	0	0	0	0	0	0	0	0	0	0	35	171	0	0	0	0	2	0	100	0	272	1
Fox Canyon Road / Northridge Drive / Violetto Way	3	11	159	3	1	248	1	3	1	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	0	163	0	0	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Springview Court / Jackrabbit Circle	5	0	0	0	0	0	0	0	0	0	0	0	0	0	163	0	0	0	0	0	0	0	0	250	0

AM

Opening Day Total	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1	0	146	225	107	133	0	0	0	0	309	0	109	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Grey Hawk Drive	2	0	0	0	0	0	0	0	0	0	0	0	0	48	182	0	0	0	0	2	0	144	0	304	1
Fox Canyon Road / Northridge Drive / Violetto Way	3	13	168	3	1	275	1	3	1	24	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	1	169	2	0	268	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Springview Court / Jackrabbit Circle	5	0	0	0	0	0	0	0	0	0	0	0	0	4	163	2	7	0	0	0	0	11	0	250	0

PM

2023 Existing	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1		151	128	43	155					113		24												
Fox Canyon Road / Grey Hawk Drive	2													47	69					2		31		102	2
Fox Canyon Road / Northridge Drive / Violetto Way	3	15	55	1	1	89	2	4	1	14	1	1	1												
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4		60			92																			
Fox Canyon Road / Springview Court / Jackrabbit Circle	5														60									92	

PM

Site Trips	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1			60	20						36		12												
Fox Canyon Road / Grey Hawk Drive	2													44	36							26		22	
Fox Canyon Road / Northridge Drive / Violetto Way	3	5	31			19				3															
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	3	21	7		13				2	4														
Fox Canyon Road / Springview Court / Jackrabbit Circle	5													13		8	5					8			

PM

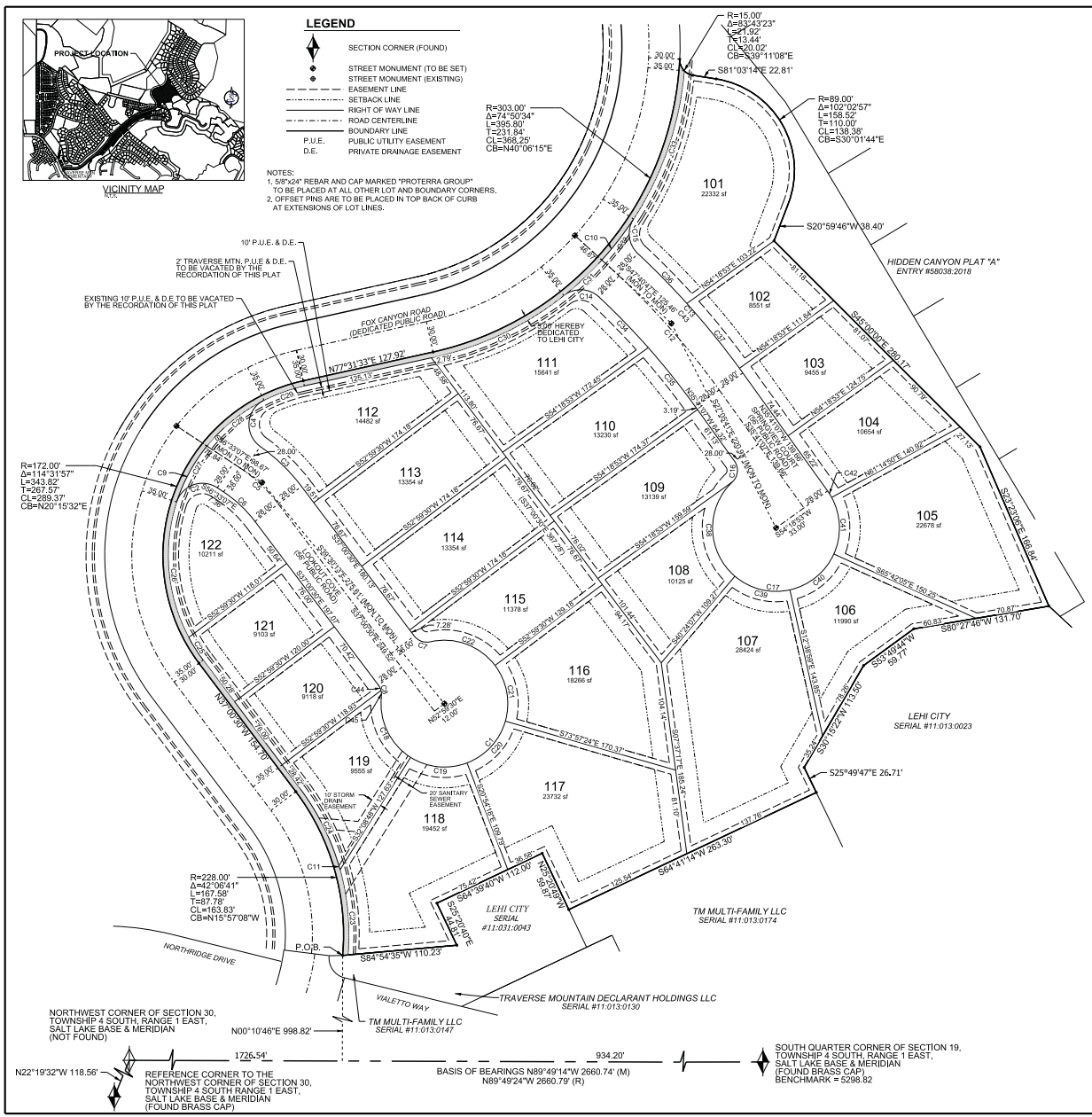
Additional Background Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1			161	54						94		32												
Fox Canyon Road / Grey Hawk Drive	2														215									126	
Fox Canyon Road / Northridge Drive / Violetto Way	3		209	6		122					4														
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4		209			122																			
Fox Canyon Road / Springview Court / Jackrabbit Circle	5														209									122	

PM

Opening Day Background	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1	0	151	289	97	155	0	0	0	0	207	0	56	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Grey Hawk Drive	2	0	0	0	0	0	0	0	0	0	0	0	0	47	284	0	0	0	0	2	0	31	0	228	2
Fox Canyon Road / Northridge Drive / Violetto Way	3	15	264	7	1	211	2	4	1	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	0	269	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Springview Court / Jackrabbit Circle	5	0	0	0	0	0	0	0	0	0	0	0	0	0	269	0	0	0	0	0	0	0	0	214	0

PM

Opening Day Total	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1	0	151	349	117	155	0	0	0	0	243	0	68	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Grey Hawk Drive	2	0	0	0	0	0	0	0	0	0	0	0	0	91	320	0	0	0	0	2	0	57	0	250	2
Fox Canyon Road / Northridge Drive / Violetto Way	3	20	295	7	1	230	2	4	1	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	3	290	7	0	227	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Springview Court / Jackrabbit Circle	5	0	0	0	0	0	0	0	0	0	0	0	0	13	269	8	5	0	0	0	0	8	0	214	0



BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH LIES NORTH 89°49'14" WEST 934.20 FEET AND NORTH 00°10'46" EAST 998.82' FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND TRAVERSING THENCE ALONG A CURVE 167.58 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS NORTH 15°57'08" WEST 163.83 FEET; THENCE NORTH 37°00'30" WEST 154.70 FEET; THENCE ALONG A CURVE 343.82 FEET TO THE RIGHT, HAVING A RADIUS OF 172.00 FEET, THE CHORD OF WHICH IS NORTH 20°15'32" EAST 289.37 FEET; THENCE NORTH 77°31'33" EAST 127.92 FEET; THENCE ALONG A CURVE 395.80 FEET TO THE LEFT, HAVING A RADIUS OF 303.00 FEET, THE CHORD OF WHICH IS NORTH 40°06'15" EAST 368.25 FEET TO A POINT WHICH LIES ON THE SOUTHERLY BOUNDARY LINE OF HIDDEN CANYON PLAT "A"SUBDIVISION, RECORDED IN THE UTAH COUNTY RECORDER'S OFFICE AS ENTRY #580838:2018; THENCE ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING SIX (6) COURSES: (1) ALONG A NON-TANGENT CURVE 21.92 FEET TO THE LEFT, HAVING A RADIUS OF 15.00 FEET, THE CHORD OF WHICH IS SOUTH 39°11'08" EAST 20.02 FEET, (2) SOUTH 81°03'14" EAST 22.81 FEET, (3) ALONG AN ARC 158.52 FEET TO THE RIGHT, HAVING A RADIUS OF 89.00 FEET, THE CHORD OF WHICH IS SOUTH 30°01'44" EAST 138.38 FEET, (4) SOUTH 20°59'46" WEST 38.40 FEET, (5) SOUTH 45°00'00" EAST 280.17 FEET, (6) SOUTH 23°23'06" EAST 166.84 FEET; THENCE SOUTH 80°27'46" WEST 131.70 FEET; THENCE SOUTH 53°49'44" WEST 59.77 FEET; THENCE SOUTH 30°15'22" WEST 113.50 FEET; THENCE SOUTH 25°49'47" EAST 26.71 FEET; THENCE SOUTH 64°41'14" WEST 263.30 FEET; THENCE NORTH 25°20'49" WEST 59.87 FEET; THENCE SOUTH 64°39'40" WEST 112.00 FEET; THENCE SOUTH 25°20'40" EAST 44.81 FEET; THENCE SOUTH 84°54'35" WEST 110.23 FEET TO THE POINT OF BEGINNING.

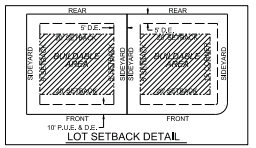
CONTAINS 378,751 SQ. FT. OR 8.695 ACRES, MORE OF LESS.
CONTAINS 22 LOTS

2.5 UNITS PER ACRE

CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	61.00	308.29	70.35	N/A	N 41°50'54" E
C2	26.00	47.88	41.40	34.20	N 70°41'26" E
C3	178.00	55.29	55.07	27.87	S 49°54'25" E
C4	26.00	53.60	44.60	43.36	N 04°14'55" E
C5	150.00	51.17	50.92	25.83	S 46°46'49" E
C6	122.00	41.61	41.41	21.01	S 46°46'49" E
C7	15.00	17.26	16.32	9.73	N 69°58'19" W
C8	15.00	11.43	11.15	6.01	N 15°11'17" W
C9	167.00	333.83	280.96	259.79	S 20°15'32" W
C10	308.00	391.32	365.53	227.06	N 41°07'39" E
C11	233.00	170.35	166.58	89.18	N 16°03'46" W
C12	722.00	140.85	140.63	70.65	S 41°16'27" E
C13	778.00	147.68	147.46	74.06	S 41°31'59" E
C14	26.00	36.98	33.94	22.40	S 87°36'47" E
C15	26.00	36.30	33.42	21.82	N 06°58'20" W
C16	15.00	21.58	19.77	13.14	N 05°32'04" E
C17	61.00	279.41	91.77	N/A	S 84°27'56" E
C18	61.00	68.65	65.09	38.48	S 25°36'38" E
C19	61.00	56.48	54.49	30.45	S 84°22'45" E
C20	61.00	56.48	54.49	30.45	N 42°34'09" E
C21	61.00	56.48	54.49	30.45	N 10°28'57" W
C22	61.00	70.19	66.38	39.56	N 69°58'19" W
C23	233.00	82.73	82.29	41.80	N 81°72'1" W
C24	233.00	87.62	87.11	44.34	N 26°1'40.4" W
C25	167.00	25.83	25.80	12.94	S 32°34'37" E
C26	167.00	134.31	130.72	71.02	S 05°06'24" E
C27	167.00	61.53	61.18	31.12	S 28°29'19" W
C28	167.00	70.84	70.31	35.96	S 51°1'14.4" W
C29	167.00	41.32	41.22	20.77	S 70°26'1.0" W
C30	308.00	139.17	137.99	70.79	N 64°34'52" E
C31	308.00	50.08	50.03	25.10	N 46°58'43" E
C32	308.00	49.96	49.90	25.03	N 37°40'25" E
C33	308.00	152.12	150.57	77.64	N 18°52'41" E
C34	722.00	67.92	67.89	33.98	S 44°10'05" E
C35	722.00	72.93	72.90	36.50	S 38°34'45" E
C36	778.00	67.40	67.38	33.72	S 44°29'22" E
C37	778.00	80.29	80.25	40.18	S 39°03'05" E
C38	61.00	102.58	90.91	68.17	S 01°25'19" E
C39	61.00	56.48	54.49	30.45	S 76°07'26" E
C40	61.00	56.48	54.49	30.45	N 50°49'28" E
C41	61.00	56.48	54.49	30.45	N 02°13'37" W
C42	61.00	7.38	7.38	3.69	N 32°13'09" W
C43	750.00	157.01	156.72	78.79	S 41°40'57" E
C44	15.00	5.71	5.68	2.89	N 28°05'55.4" W
C45	15.00	5.71	5.68	2.89	N 04°16'41" W

PLANNED COMMUNITY ZONING

PLAT I1: FLEX DENSITY



PROTERRA GROUP
10439 South 2700 West, South Jordan, Utah 84095
Phone: 801-253-6139 Fax: 801-253-6139
www.proterragroup.com

FOX CANYON PLAT A1 & PLAT I1

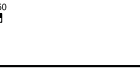
SITE PLAN - PLAT A1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.:	DESCRIPTION	DATE	

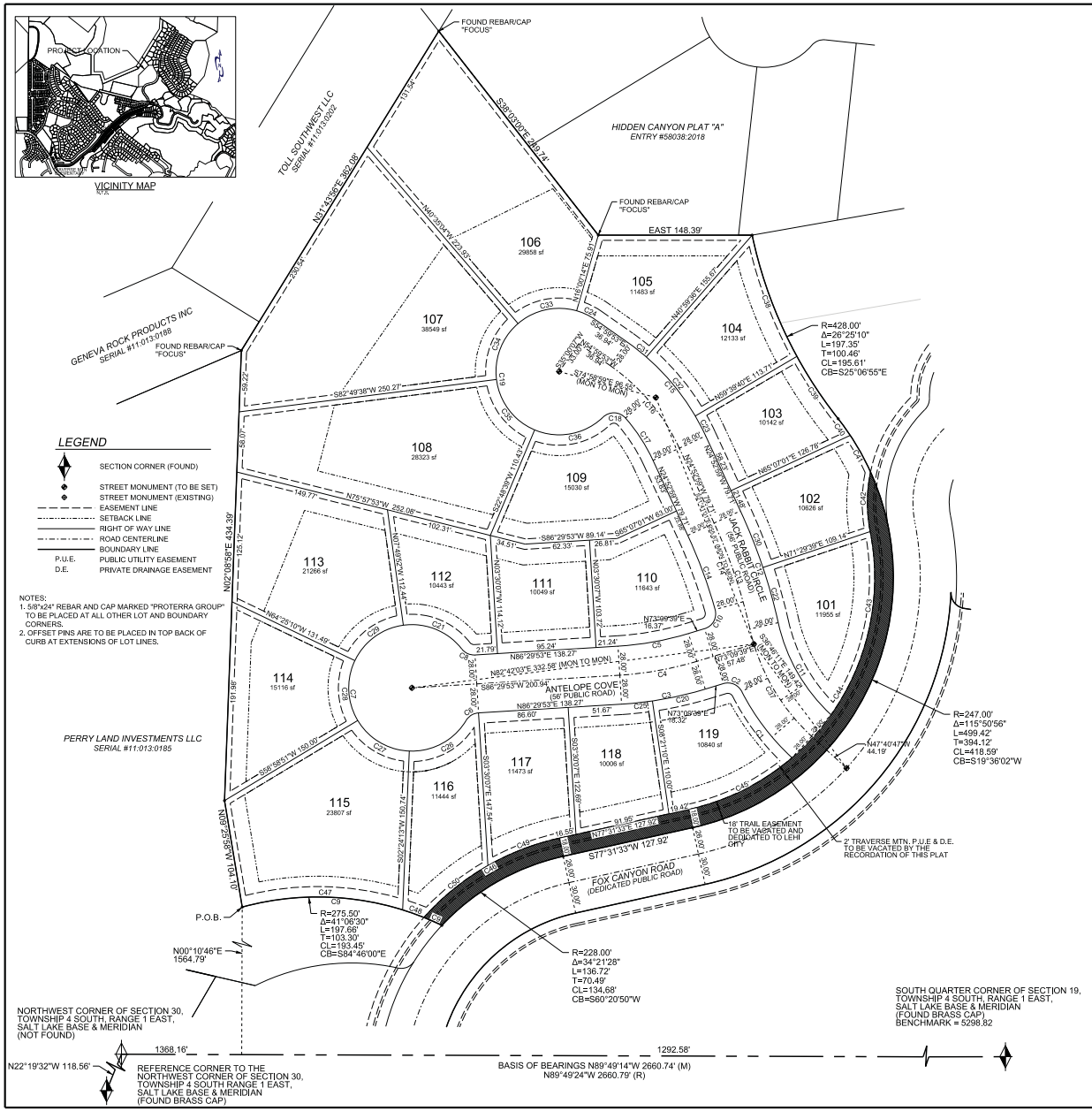
DESIGN CHECK: DAR

DRAFTING CHECK: JA



SHEET: SP1

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BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH LIES NORTH 89°49'14" WEST 1292.58 FEET AND NORTH 00°10'46" EAST 1564.79 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND TRAVERSING THENCE NORTH 09°25'58" WEST 104.10 FEET; THENCE NORTH 02°08'58" EAST 434.39 FEET; THENCE NORTH 31°43'56" EAST 382.08 FEET; THENCE SOUTH 38°03'00" EAST 249.74 FEET; THENCE EAST 148.39 FEET; THENCE ALONG A NON-TANGENT CURVE 197.35 FEET TO THE LEFT, HAVING A RADIUS OF 428.00 FEET, THE CHORD OF WHICH IS SOUTH 25°06'55" EAST 195.61 FEET; THENCE ALONG A REVERSE CURVE 499.42 FEET TO THE RIGHT, HAVING A RADIUS OF 247.00 FEET, THE CHORD OF WHICH IS SOUTH 19°36'02" WEST 418.59 FEET; THENCE SOUTH 77°31'33" WEST 127.92 FEET; THENCE ALONG A CURVE 136.72 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS SOUTH 60°20'50" WEST 134.68 FEET; THENCE ALONG A NON-TANGENT CURVE FEET TO THE LEFT, HAVING A RADIUS OF 275.50 FEET, THE CHORD OF WHICH IS NORTH 84°46'00" WEST 193.45 FEET TO THE POINT OF BEGINNING.

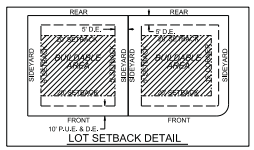
CONTAINING 376,517 SQ. FT. OR 8.644 ACRES, MORE OR LESS.
CONTAINS 19 LOTS.

2.2 UNITS PER ACRE

CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	228.00	80.64	80.22	40.75	S 37°09'51" E
C2	15.00	20.89	19.25	12.54	N 66°56'08" W
C3	353.00	82.17	81.99	41.27	S 79°49'46" W
C4	325.00	75.65	75.48	38.00	S 79°49'46" W
C5	297.00	69.14	68.98	34.73	S 79°49'46" W
C6	15.00	14.54	13.98	7.90	N 58°43'36" E
C7	61.00	309.90	69.03	N/A	S 03°30'07" E
C8	15.00	14.54	13.98	7.90	S 65°43'49" E
C9	275.50	19.00	18.99	9.50	S 66°11'16" E
C10	15.00	23.24	20.98	14.68	S 28°46'29" W
C11	172.00	104.04	102.46	53.67	S 29°50'32" E
C12	528.00	113.99	113.77	57.22	N 18°41'55" W
C13	500.00	107.94	107.73	54.18	N 18°41'55" W
C14	472.00	76.38	76.30	38.27	N 20°14'50" W
C15	228.00	119.84	118.46	61.34	N 39°56'26" W
C16	200.00	105.12	103.91	53.80	N 39°56'26" W
C17	172.00	48.75	48.59	24.54	N 33°00'09" W
C18	15.00	24.30	21.73	15.76	N 87°31'45" W
C19	61.00	275.68	94.18	N/A	S 04°28'02" E
C20	353.00	52.29	52.24	26.19	S 7°72'41'4" W
C21	61.00	63.74	60.88	35.13	N 67°5342" W
C22	528.00	55.22	55.19	27.63	N 15°30'35" W
C23	228.00	21.71	21.70	10.86	N 2°7'3640" W
C24	61.00	20.23	20.13	10.21	N 64°2949" W
C25	353.00	29.89	29.88	14.95	S 84°0422" W
C26	61.00	65.42	62.33	36.25	N 61°4046" E
C27	61.00	60.23	57.82	32.83	S 59°1828" E
C28	61.00	60.26	57.84	32.84	S 02°4710" E
C29	61.00	60.25	57.83	32.84	S 53°5229" W
C30	528.00	58.77	58.74	29.42	N 21°4140" W
C31	228.00	23.84	23.83	11.93	N 52°0008" W
C32	228.00	74.29	73.96	37.48	N 39°4022" W
C33	61.00	60.25	57.83	32.84	S 7°7423'5" W
C34	61.00	60.25	57.83	32.84	S 21°0717" W
C35	61.00	63.90	61.02	35.23	S 37°1052" E
C36	61.00	71.06	67.11	40.18	N 79°2614" E
C37	200.00	122.75	120.83	63.38	N 30°0548" W
C38	428.00	125.17	124.72	63.03	S 20°1700" E
C39	428.00	72.19	72.10	36.18	S 33°2903" E
C40	247.00	19.80	19.80	9.91	N 36°0138" W
C41	247.00	40.38	40.33	20.23	N 29°0251" W
C42	144.00	57.90	57.51	29.35	S 00°2037" W
C43	229.00	147.35	144.83	76.33	N 07°1951" E
C44	229.00	38.38	38.33	19.23	N 30°2937" E
C45	229.00	112.64	111.51	57.49	N 63°2559" E
C46	246.00	153.81	151.32	79.51	S 59°3650" W
C47	275.50	156.91	154.80	80.65	S 89°0015" E
C48	275.50	21.75	21.75	10.88	S 70°2531" E
C49	246.00	73.98	73.70	37.27	S 68°5438" W
C50	246.00	79.83	79.48	40.27	S 50°5955" W

PLANNED COMMUNITY ZONING

PLAT I1: FLEX DENSITY



LOT SETBACK DETAIL

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
Phone: (801) 233-6139 Fax: (801) 233-6139
www.proterragroup.com

FOX CANYON PLAT A1 & PLAT I1

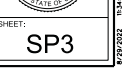
SITE PLAN - PLAT I1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.:	DESCRIPTION	DATE	

DESIGN CHECK: DAR

DRAFTING CHECK: JA



SHEET: SP3

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CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	15.00	23.56	21.21	15.00	N 80°04'11" E
C2	15.00	23.56	21.21	15.00	S 09°55'49" E
C3	174.50	202.83	191.61	114.62	S 88°13'46" E
C4	200.00	232.47	219.60	131.37	S 88°13'46" E
C5	225.50	262.11	247.60	148.12	S 88°13'46" E
C6	15.00	23.56	21.21	15.00	S 76°31'43" E
C7	15.00	26.87	23.42	18.74	S 19°47'52" W
C8	272.00	65.03	64.87	32.67	N 24°40'48" W
C9	300.00	71.72	71.55	36.03	N 24°40'48" W
C10	332.00	79.37	79.18	39.88	N 24°40'48" W
C11	300.00	14.49	14.49	7.25	S 19°12'54" E
C12	388.00	36.40	36.38	18.21	N 20°58'15" E
C13	388.00	39.04	39.02	19.54	N 15°24'04" E
C14	175.50	253.52	232.04	154.63	S 72°54'44" E
C15	150.00	235.62	212.13	150.00	S 76°31'43" E
C16	124.50	168.07	155.60	99.65	S 70°12'08" E
C17	15.00	23.08	20.87	14.52	S 75°36'00" E
C18	15.00	29.24	24.83	22.12	N 04°28'31" E
C19	124.50	53.77	53.35	27.31	S 63°45'05" E
C20	150.00	116.75	113.83	61.51	S 53°49'36" E
C21	175.50	136.60	133.18	71.97	S 53°49'36" E
C22	124.50	94.62	92.36	49.73	S 82°06'08" W
C23	150.00	114.00	111.28	59.91	S 82°06'08" W
C24	175.50	133.39	130.20	70.10	S 82°06'08" W
C25	15.00	23.56	21.21	15.00	N 31°07'28" W
C26	15.00	23.56	21.21	15.00	S 58°52'32" W
C27	15.00	23.56	21.21	15.00	S 58°52'32" W
C28	15.00	23.56	21.21	15.00	S 31°07'28" E
C29	124.50	122.69	117.78	66.84	N 75°38'43" E
C30	150.00	192.64	179.67	112.18	N 67°05'04" E
C31	175.50	225.39	210.21	131.25	N 67°05'04" E
C32	15.00	32.34	26.43	27.94	N 14°21'17" W
C33	15.00	19.18	17.90	11.16	N 71°48'31" E
C34	174.50	91.90	90.84	47.04	S 45°22'51" W
C35	200.00	105.33	104.12	53.92	S 45°22'51" W
C36	225.50	99.56	98.76	50.61	S 47°49'10" W
C37	275.50	266.00	255.78	144.39	N 88°07'40" E
C38	250.00	237.18	228.39	128.37	N 87°38'51" E
C39	224.50	188.75	183.24	100.36	N 84°33'16" E
C40	275.50	68.33	68.16	34.34	N 67°34'26" E
C41	246.00	57.73	57.60	29.00	S 34°58'44" W
C42	208.00	8.02	8.02	4.01	N 78°40'22" W
C43	150.00	29.89	29.84	15.00	N 70°24'56" W
C44	275.50	18.97	18.97	9.49	S 66°11'08" E
C45	275.50	156.91	154.80	80.65	S 89°00'15" E
C46	15.00	21.67	19.83	13.22	N 72°54'44" W
C47	15.00	23.56	21.21	15.00	N 13°28'17" E

LINE TABLE		
NAME	LENGTH	DIRECTION
L1	26.00	S 35°04'11" W
L2	26.00	S 35°04'11" W
L3	21.93	N 60°19'44" E
L4	12.79	N 60°19'44" E
L5	13.60	S 64°42'24" E
L6	32.81	N 30°17'36" E

LEGEND

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- COMMON AREA



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www.proterragroup.com

FOX CANYON PLAT J1 & PLAT L1

SITE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS

REV.	DESCRIPTION	DATE

DESIGN CHECK:

DRAFTING CHECK:

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
STATE OF UTAH

SHEET:
SP2

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Appendix B Without Site Intersection Analyses

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	49	146	166	87	133
Future Vol, veh/h	129	49	146	166	87	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	64	192	218	114	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	704	301	0	0	410	0
Stage 1	301	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	403	739	-	-	1149	-
Stage 1	751	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	363	739	-	-	1149	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	3.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	468	739	1149	-
HCM Lane V/C Ratio	-	-	0.363	0.087	0.1	-
HCM Control Delay (s)	-	-	17	10.3	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.3	0.3	-

Intersection	
Int Delay, s/veh	3.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	100	35	116	108	1
Future Vol, veh/h	2	100	35	116	108	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	132	46	153	142	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	388	143	143	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	616	905	1440	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	594	905	1440	-	-	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.7	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1440	-	896	-	-
HCM Lane V/C Ratio	0.032	-	0.15	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	19	1	1	1	11	106	1	1	89	1
Future Vol, veh/h	3	1	19	1	1	1	11	106	1	1	89	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	25	1	1	1	14	139	1	1	117	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	8	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	13%	33%	1%
Vol Thru, %	90%	4%	33%	98%
Vol Right, %	1%	83%	33%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	23	3	91
LT Vol	11	3	1	1
Through Vol	106	1	1	89
RT Vol	1	19	1	1
Lane Flow Rate	155	30	4	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.177	0.034	0.005	0.137
Departure Headway (Hd)	4.098	4.066	4.432	4.107
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	886	812	868
Service Time	2.14	2.066	2.433	2.156
HCM Lane V/C Ratio	0.178	0.034	0.005	0.138
HCM Control Delay	8	7.2	7.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0	0.5

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	113	24	151	128	43	155
Future Vol, veh/h	113	24	151	128	43	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	28	178	151	51	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	538	254	0	0	329	0
Stage 1	254	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	504	785	-	-	1231	-
Stage 1	788	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	483	785	-	-	1231	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	566	785	1231	-
HCM Lane V/C Ratio	-	-	0.235	0.036	0.041	-
HCM Control Delay (s)	-	-	13.3	9.8	8.1	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.1	0.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	31	47	69	102	2
Future Vol, veh/h	2	31	47	69	102	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	36	55	81	120	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	312	121	122	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	681	930	1465	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	654	930	1465	-	-	-
Mov Cap-2 Maneuver	654	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.1	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1465	-	907	-	-
HCM Lane V/C Ratio	0.038	-	0.043	-	-
HCM Control Delay (s)	7.6	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	14	1	1	1	15	55	1	1	89	2
Future Vol, veh/h	4	1	14	1	1	1	15	55	1	1	89	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	16	1	1	1	18	65	1	1	105	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	21%	33%	1%
Vol Thru, %	77%	5%	33%	97%
Vol Right, %	1%	74%	33%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	19	3	92
LT Vol	15	4	1	1
Through Vol	55	1	1	89
RT Vol	1	14	1	2
Lane Flow Rate	84	22	4	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.024	0.004	0.121
Departure Headway (Hd)	4.094	3.864	4.147	4.031
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	911	849	889
Service Time	2.125	1.952	2.238	2.058
HCM Lane V/C Ratio	0.096	0.024	0.005	0.121
HCM Control Delay	7.6	7	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0	0.4

Intersection	
Int Delay, s/veh	11.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	252	90	146	207	101	133
Future Vol, veh/h	252	90	146	207	101	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	332	118	192	272	133	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	769	328	0	0	464	0
Stage 1	328	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	369	713	-	-	1097	-
Stage 1	730	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 324	713	-	-	1097	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.8	0	3.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	436	713	1097	-
HCM Lane V/C Ratio	-	-	0.761	0.166	0.121	-
HCM Control Delay (s)	-	-	35.1	11.1	8.7	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	6.4	0.6	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	100	35	171	272	1
Future Vol, veh/h	2	100	35	171	272	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	132	46	225	358	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	676	359	359	0	-	0
Stage 1	359	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	419	685	1200	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	401	685	1200	-	-	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.6	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1200	-	676	-	-
HCM Lane V/C Ratio	0.038	-	0.199	-	-
HCM Control Delay (s)	8.1	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	19	6	1	1	11	159	3	1	248	1
Future Vol, veh/h	3	1	19	6	1	1	11	159	3	1	248	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	25	8	1	1	14	209	4	1	326	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.4	9	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	13%	75%	0%
Vol Thru, %	92%	4%	12%	99%
Vol Right, %	2%	83%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	23	8	250
LT Vol	11	3	6	1
Through Vol	159	1	1	248
RT Vol	3	19	1	1
Lane Flow Rate	228	30	11	329
Geometry Grp	1	1	1	1
Degree of Util (X)	0.276	0.039	0.015	0.381
Departure Headway (Hd)	4.364	4.681	5.258	4.174
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	767	683	849
Service Time	2.368	2.693	3.273	2.274
HCM Lane V/C Ratio	0.275	0.039	0.016	0.388
HCM Control Delay	9	7.9	8.4	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	0	1.8

Intersection	
Int Delay, s/veh	6.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	207	56	151	289	97	155
Future Vol, veh/h	207	56	151	289	97	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	244	66	178	340	114	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	758	348	0	0	518	0
Stage 1	348	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	375	695	-	-	1048	-
Stage 1	715	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	334	695	-	-	1048	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	3.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	447	695	1048	-
HCM Lane V/C Ratio	-	-	0.545	0.095	0.109	-
HCM Control Delay (s)	-	-	22.3	10.7	8.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	3.2	0.3	0.4	-

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	31	47	284	228	2
Future Vol, veh/h	2	31	47	284	228	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	36	55	334	268	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	713	269	270	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	398	770	1293	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	377	770	1293	-	-	-
Mov Cap-2 Maneuver	377	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.3	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1293	-	724	-	-
HCM Lane V/C Ratio	0.043	-	0.054	-	-
HCM Control Delay (s)	7.9	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	14	5	1	1	15	264	7	1	211	2
Future Vol, veh/h	4	1	14	5	1	1	15	264	7	1	211	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	16	6	1	1	18	311	8	1	248	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.4	10	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	21%	71%	0%
Vol Thru, %	92%	5%	14%	99%
Vol Right, %	2%	74%	14%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	286	19	7	214
LT Vol	15	4	5	1
Through Vol	264	1	1	211
RT Vol	7	14	1	2
Lane Flow Rate	336	22	8	252
Geometry Grp	1	1	1	1
Degree of Util (X)	0.39	0.03	0.012	0.303
Departure Headway (Hd)	4.172	4.808	5.292	4.337
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	747	679	833
Service Time	2.27	2.821	3.306	2.343
HCM Lane V/C Ratio	0.396	0.029	0.012	0.303
HCM Control Delay	10	8	8.4	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.9	0.1	0	1.3

Appendix C With Site Intersection Analyses

Intersection	
Int Delay, s/veh	22.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	309	109	146	225	107	133
Future Vol, veh/h	309	109	146	225	107	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	407	143	192	296	141	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	797	340	0	0	488	0
Stage 1	340	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 356	702	-	-	1075	-
Stage 1	721	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 309	702	-	-	1075	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.3	0	3.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	422	702	1075	-
HCM Lane V/C Ratio	-	-	0.963	0.204	0.131	-
HCM Control Delay (s)	-	-	66.7	11.4	8.9	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	11.4	0.8	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	144	48	182	304	1
Future Vol, veh/h	2	144	48	182	304	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	189	63	239	400	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	766	401	401	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	371	649	1158	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	649	1158	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	13	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1158	-	641	-	-
HCM Lane V/C Ratio	0.055	-	0.3	-	-
HCM Control Delay (s)	8.3	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	24	6	1	1	13	168	3	1	275	1
Future Vol, veh/h	3	1	24	6	1	1	13	168	3	1	275	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	32	8	1	1	17	221	4	1	362	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.5	9.3	10.6
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	11%	75%	0%
Vol Thru, %	91%	4%	12%	99%
Vol Right, %	2%	86%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	28	8	277
LT Vol	13	3	6	1
Through Vol	168	1	1	275
RT Vol	3	24	1	1
Lane Flow Rate	242	37	11	364
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.049	0.016	0.435
Departure Headway (Hd)	4.423	4.769	5.383	4.3
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	750	665	838
Service Time	2.44	2.801	3.418	2.315
HCM Lane V/C Ratio	0.298	0.049	0.017	0.434
HCM Control Delay	9.3	8	8.5	10.6
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.2	0.2	0	2.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	6	0	0	1	169	2	0	268	0
Future Vol, veh/h	0	0	3	6	0	0	1	169	2	0	268	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	8	0	0	1	222	3	0	353	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	466	580	177	403	579	113	353	0	0	225	0	0
Stage 1	353	353	-	226	226	-	-	-	-	-	-	-
Stage 2	113	227	-	177	353	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	480	424	835	532	425	918	1202	-	-	1341	-	-
Stage 1	637	629	-	756	716	-	-	-	-	-	-	-
Stage 2	880	715	-	808	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	480	424	835	529	425	918	1202	-	-	1341	-	-
Mov Cap-2 Maneuver	480	424	-	529	425	-	-	-	-	-	-	-
Stage 1	636	629	-	755	715	-	-	-	-	-	-	-
Stage 2	879	714	-	804	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	11.9	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	835	529	1341	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.015	-	-	-
HCM Control Delay (s)	8	0	-	9.3	11.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	7	0	0	4	163	2	0	250	0
Future Vol, veh/h	0	0	11	7	0	0	4	163	2	0	250	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	14	9	0	0	5	214	3	0	329	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	446	556	165	391	555	109	329	0	0	217	0	0
Stage 1	329	329	-	226	226	-	-	-	-	-	-	-
Stage 2	117	227	-	165	329	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	496	438	850	543	438	924	1227	-	-	1350	-	-
Stage 1	658	645	-	756	716	-	-	-	-	-	-	-
Stage 2	875	715	-	821	645	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	494	436	850	532	436	924	1227	-	-	1350	-	-
Mov Cap-2 Maneuver	494	436	-	532	436	-	-	-	-	-	-	-
Stage 1	655	645	-	752	712	-	-	-	-	-	-	-
Stage 2	871	711	-	807	645	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9.3	11.9	0.2	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1227	-	-	532	850	1350	-	-
HCM Lane V/C Ratio	0.004	-	-	0.017	0.017	-	-	-
HCM Control Delay (s)	7.9	0	-	11.9	9.3	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	243	68	151	349	117	155
Future Vol, veh/h	243	68	151	349	117	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	286	80	178	411	138	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	842	384	0	0	589	0
Stage 1	384	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	334	664	-	-	986	-
Stage 1	688	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	287	664	-	-	986	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.8	0	4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	406	664	986	-
HCM Lane V/C Ratio	-	-	0.704	0.12	0.14	-
HCM Control Delay (s)	-	-	32.4	11.2	9.2	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	5.3	0.4	0.5	-

Intersection	
Int Delay, s/veh	1.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	57	91	320	250	2
Future Vol, veh/h	2	57	91	320	250	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	67	107	376	294	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	885	295	296	0	-	0
Stage 1	295	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	315	744	1265	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	281	744	1265	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.7	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1265	-	705	-	-
HCM Lane V/C Ratio	0.085	-	0.098	-	-
HCM Control Delay (s)	8.1	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	17	5	1	1	20	295	7	1	230	2
Future Vol, veh/h	4	1	17	5	1	1	20	295	7	1	230	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	20	6	1	1	24	347	8	1	271	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.5	10.8	9.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	18%	71%	0%
Vol Thru, %	92%	5%	14%	99%
Vol Right, %	2%	77%	14%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	22	7	233
LT Vol	20	4	5	1
Through Vol	295	1	1	230
RT Vol	7	17	1	2
Lane Flow Rate	379	26	8	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.454	0.035	0.012	0.335
Departure Headway (Hd)	4.311	4.921	5.44	4.395
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	726	657	820
Service Time	2.311	2.959	3.48	2.409
HCM Lane V/C Ratio	0.451	0.036	0.012	0.334
HCM Control Delay	10.8	8.1	8.5	9.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.4	0.1	0	1.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	0	0	2	4	0	0	3	290	7	0	227	0
Future Vol, veh/h	0	0	2	4	0	0	3	290	7	0	227	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	5	0	0	4	341	8	0	267	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	446	624	134	487	620	175	267	0	0	349	0	0
Stage 1	267	267	-	353	353	-	-	-	-	-	-	-
Stage 2	179	357	-	134	267	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	496	400	890	464	402	838	1294	-	-	1207	-	-
Stage 1	715	687	-	637	629	-	-	-	-	-	-	-
Stage 2	805	627	-	855	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	398	890	461	400	838	1294	-	-	1207	-	-
Mov Cap-2 Maneuver	495	398	-	461	400	-	-	-	-	-	-	-
Stage 1	712	687	-	634	626	-	-	-	-	-	-	-
Stage 2	802	624	-	853	687	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	12.9	0.1	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1294	-	-	890	461	1207	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.01	-	-	-
HCM Control Delay (s)	7.8	0	-	9.1	12.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	5	0	0	13	269	8	0	214	0
Future Vol, veh/h	0	0	8	5	0	0	13	269	8	0	214	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	6	0	0	15	316	9	0	252	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	440	607	126	477	603	163	252	0	0	325	0	0
Stage 1	252	252	-	351	351	-	-	-	-	-	-	-
Stage 2	188	355	-	126	252	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	409	901	471	412	853	1310	-	-	1231	-	-
Stage 1	730	697	-	639	631	-	-	-	-	-	-	-
Stage 2	796	628	-	865	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	403	901	461	406	853	1310	-	-	1231	-	-
Mov Cap-2 Maneuver	495	403	-	461	406	-	-	-	-	-	-	-
Stage 1	720	697	-	630	622	-	-	-	-	-	-	-
Stage 2	785	619	-	856	697	-	-	-	-	-	-	-

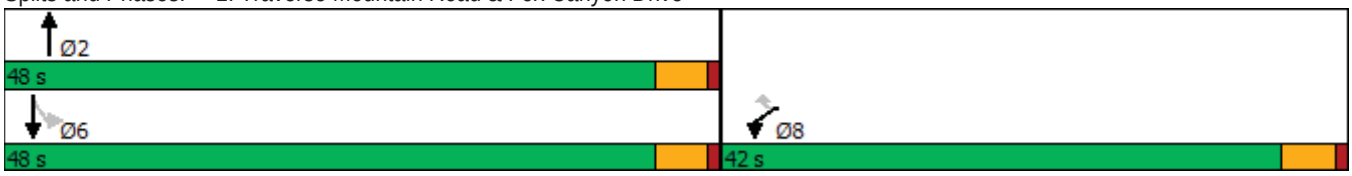
Approach	SE	NW	NE	SW
HCM Control Delay, s	9	12.9	0.3	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1310	-	-	461	901	1231	-	-
HCM Lane V/C Ratio	0.012	-	-	0.013	0.01	-	-	-
HCM Control Delay (s)	7.8	0	-	12.9	9	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	309	109	146	107	133
Future Volume (vph)	309	109	146	107	133
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0	48.0	48.0	48.0
Total Split (%)	46.7%	46.7%	53.3%	53.3%	53.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	16.5	16.5	17.5	17.5	17.5
Actuated g/C Ratio	0.38	0.38	0.40	0.40	0.40
v/c Ratio	0.61	0.21	0.65	0.55	0.24
Control Delay	16.9	3.6	13.0	20.6	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	3.6	13.0	20.6	10.4
LOS	B	A	B	C	B
Approach Delay	13.4		13.0		14.9
Approach LOS	B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 44	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

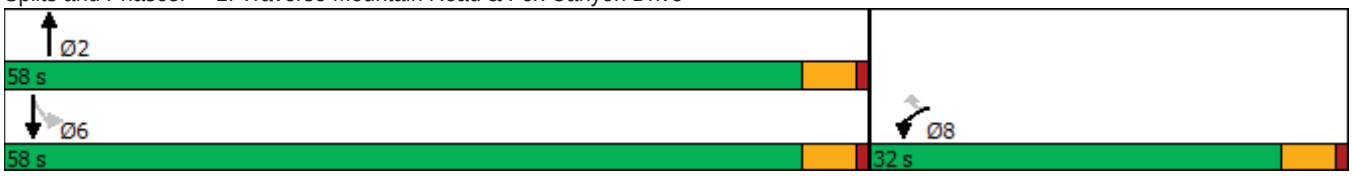
Splits and Phases: 1: Traverse Mountain Road & Fox Canyon Drive



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	243	68	151	117	155
Future Volume (vph)	243	68	151	117	155
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	32.0	32.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	64.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	12.3	12.3	18.9	18.9	18.9
Actuated g/C Ratio	0.30	0.30	0.46	0.46	0.46
v/c Ratio	0.54	0.15	0.65	0.52	0.21
Control Delay	17.3	4.9	9.0	16.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	4.9	9.0	16.9	7.5
LOS	B	A	A	B	A
Approach Delay	14.6		9.0		11.6
Approach LOS	B		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 40.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Traverse Mountain Road & Fox Canyon Drive



Fox Canyon A1 and I1 Preliminary

Aerial

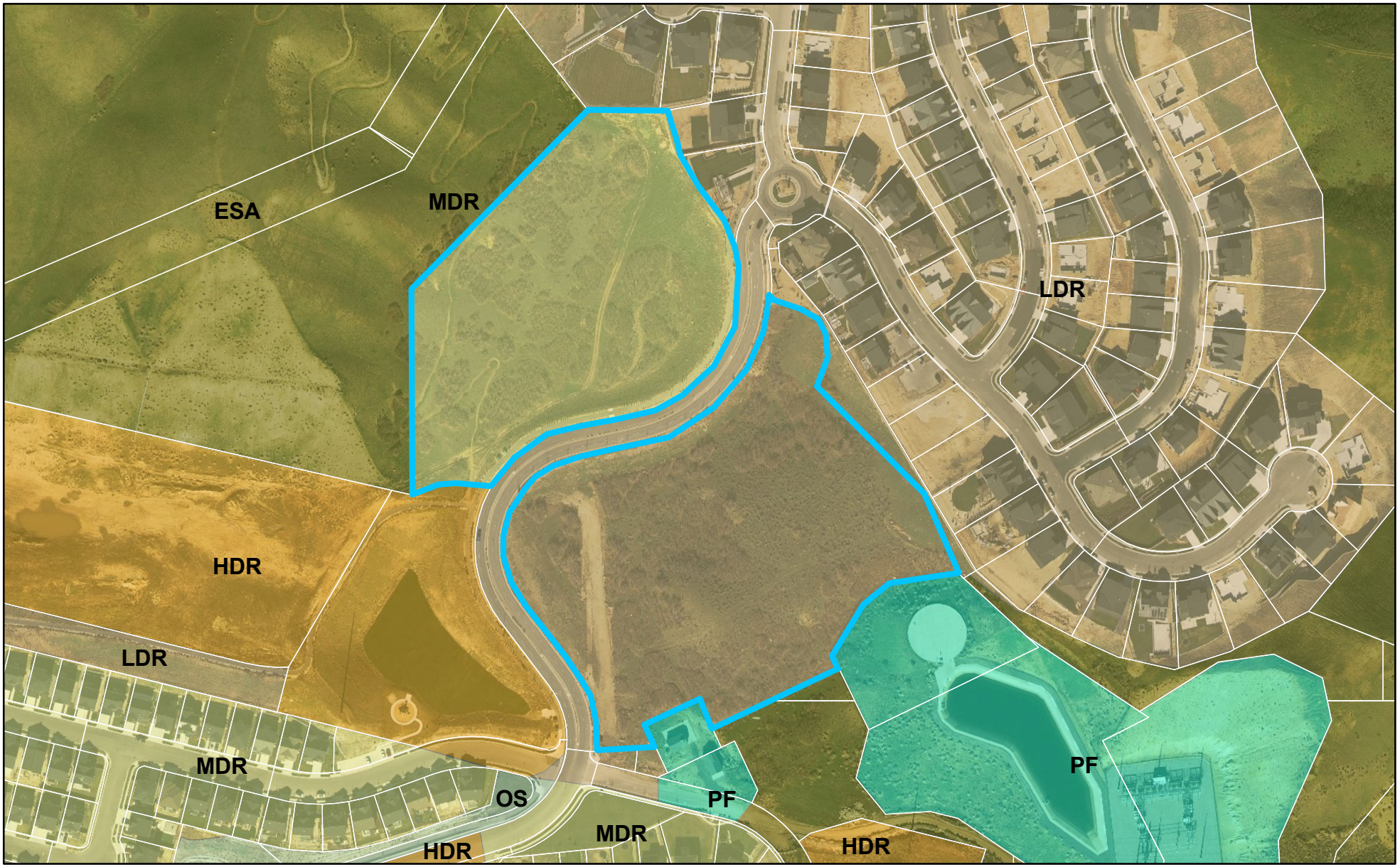


0 310 620 Feet

LEHI CITY

Fox Canyon A1 and I1 Preliminary

General Plan

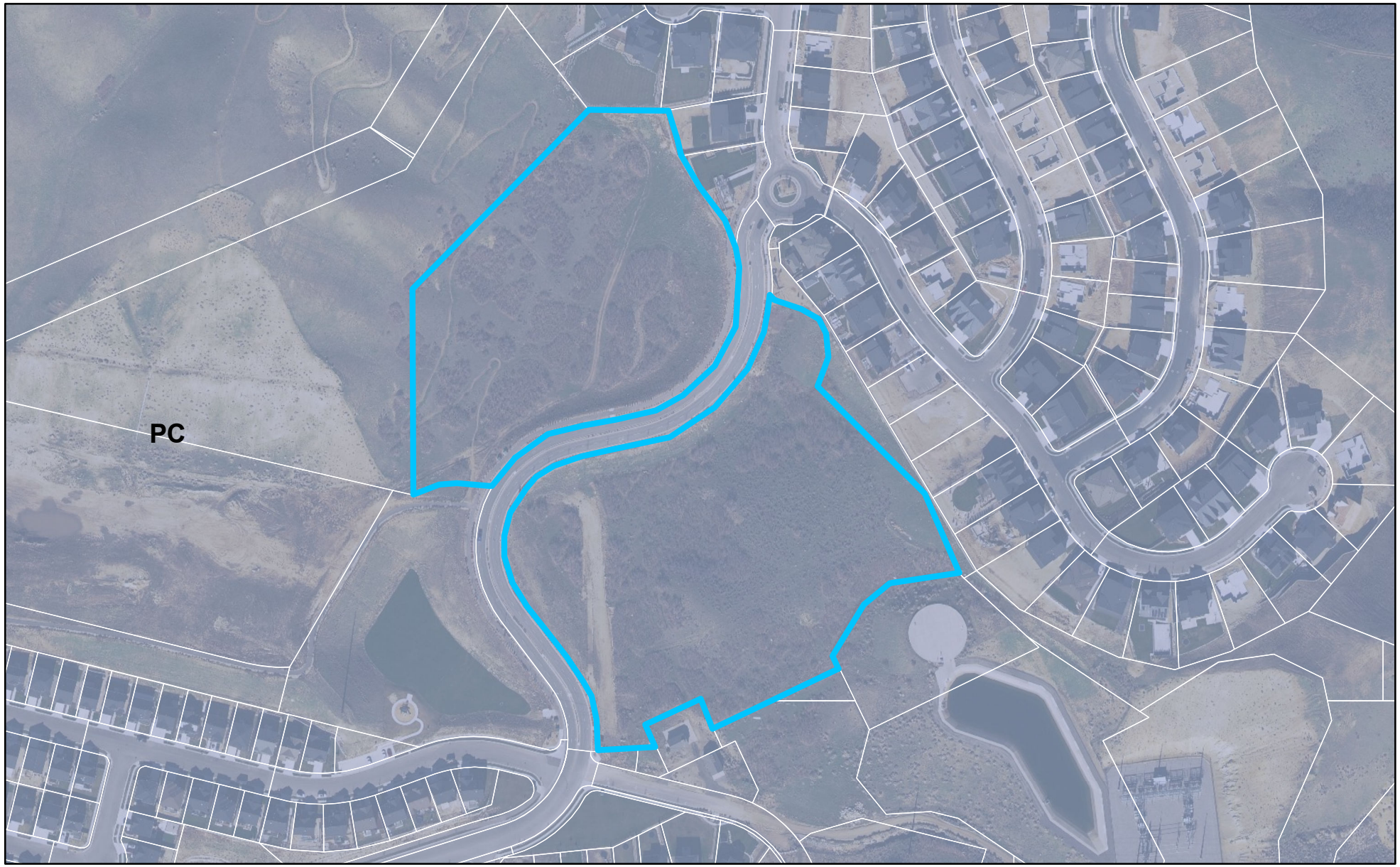


0 310 620 Feet

LEHI CITY

Fox Canyon A1 and I1 Preliminary

Zoning



0 310 620 Feet

LEHI CITY

Agenda Item No: 7

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Preliminary subdivision approval of Fox Canyon Townhomes Plats J1 and L1 including 143 townhome units located at approximately 5300 North Fox Canyon Road with HDR1 and HDR2 Land Use Designations in the Traverse Mountain Planned Community.

Suggested Action:

Attachments:

CC Staff Report Fox Canyon Townhomes J1 and L1 Subdivision 03.14.23.docx

Fox Canyon Townhomes Plats J1 and L1 DRC 11.16.22.docx

Fox Canyon J1 and L1 Adjustments DRC 03.01.23.docx

Fox Canyon Traffic Study DRC 03.01.23.docx

Fox Canyon J1 and L1 Preliminary - narrative.pdf

Fox Canyon J1 and L1 Preliminary Plans Original.pdf

FOX CANYON J1 and L1 Updated.pdf

Preliminary Elevations.pdf

Fox Canyon Traffic Impact Study.pdf

Aerial Map.pdf

General Plan Map.pdf

Zoning Map.pdf

FOX CANYON TOWNHOMES J1 and L1
PRELIMINARY SUBDIVISION
CITY COUNCIL REPORT

Applicant	Perry Development		
Meeting Date	March 14, 2023		
Requested Action/Purpose	Approval of a proposed preliminary subdivision		
Decision Type	Administrative		
Location	Approximately 5300 North Fox Canyon Road		
Existing General Plan Designation	Medium Density Residential (MDR)/Environmentally Sensitive (ESA)		
Existing Zoning	Planned Community (PC)		
Existing Land Use	Undeveloped Hillside		
Number of Lots/Units	125 units		
Adjacent Zoning and Land Use	*North*	PC	Undeveloped/ Open Space
	South	PC	Single Family (Northridge)
	East	PC	Fox Canyon Area J1 Concept
	West	PC	Undeveloped Open Space
Date of DRC Reviews	November 16, 2022 and March 1, 2023		
Planning Commission Review	December 8, 2022		
Previous City Council Review	January 10, 2023		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

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

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 11.080. Preliminary Plat Approval Process.
The review and approval process for a Preliminary Subdivision Plat is identified in the appendix of this code, including review by the Development Review Committee, review and recommendation following a public hearing by the Planning Commission and review and approval by the City Council.

Section 11.100. Effect of Preliminary Subdivision Plat Approval.
A preliminary subdivision plat shall not authorize the development of land. After a preliminary subdivision plat has been approved by the City Council, the applicant may file an application for final subdivision plat approval.

Section 37.030. Connectivity Standards

A. Purpose. These standards are intended to create a connected transportation system between neighborhoods and commercial areas within the City. The specific purposes of this Section include:

1. encouraging active transportation through additional connections and increased destination access;

2. providing better routes to interconnect neighborhoods, shopping, recreation, civic buildings, employment centers, schools and parks;

TABLE 37.070. Multi-Family Development Amenities Requirements.

# UNITS	PICNIC AREA	SPORTS COURT	PLAYGROUND	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 37.020. Multi-Family Residential Design Standards

a. Balconies and covered porches. Balconies or covered porches at least 50 square feet in size shall be incorporated on some of the units, at least one per building. Balconies or covered porches may be placed on the side or rear of a building. The 50 square feet for covered porches must be in addition to any covered entry area over the front door (see figure 137a).

PROPERTY HISTORY

July 26, 1997	Property came into Lehi as part of the Deerfield Annexation
January 24, 2012	City Council approved the Comprehensive Traverse Area Plan Amendment
December 8, 2020	City Council approved the Fox Canyon J1 concept plan with 97 townhomes
January 12, 2021	City Council approved an amendment to the Traverse Mountain Area Plan eliminating a maximum street length; with the following adjustments: that the amendment only apply to Central Canyon. This also included a DRC comment for the Area Plan to reference the City's connectivity standards instead.
January 10, 2023	City Council reviewed the proposed preliminary subdivision and tabled it in order for a traffic study to be completed.

REPORT ANALYSIS

The applicant requests approval of the Fox Canyon Townhome J1 and L1 preliminary subdivision located at approximately 5300 North Fox Canyon Road. These preliminary plans were previously reviewed by the City Council and tabled with instruction for the applicant to provide an updated traffic study.

The applicant submitted a traffic study which was reviewed by the Lehi City Traffic Engineer, Luke Seegmiller. It also went to DRC and received no redline comments. The traffic study shows that the proposed number of units will not create more traffic than is generally expected on our residential streets.

The applicant also updated the layout of the townhomes. They reduced the number from 143 to 125 units. The DRC also reviewed these changes. They only submitted the site plan with this layout, not any construction drawings. This packet includes the old plans, new plans and both DRC review sheets.

This report will review the updated layout.

Overall Density
The Traverse Mountain Area Plan indicates this area can have a density up to 14 units per acre. The proposed plans have 5.1 units per acres. This part of the area plan was created to allow for flexibility including transferring units to other areas.

Layout
Most of these townhomes are shown as rear loading. They meet the requirement that 50 percent of townhomes need to be rear loaded.

The townhomes connect to Northridge Drive, Fox Canyon Road, and Ravencrest Lane. These are all part of the Code connectivity requirements and must be provided.

Parking is provided throughout the development meeting the off-street parking requirements and providing it near the units throughout. The amenities are also located in a few different locations.

Connectivity Standards
Developments with more than 50 units require two points of access. These are provided on Northridge Drive and Fox Canyon Road. With Ravencrest Lane also providing access. Fox Canyon Road is the main way in and out. This road was also widened to be two lanes both directions to allow it to count as two accesses. This was approved with the Area Plan.

City Council approved an Area Plan Amendment in 2021 that eliminated a maximum block length in Central Canyon.

DRC Comments
The DRC had eight redline comments on the updated layout including:
1. Cut/Fill as required to provide the PUE space to be evenly graded with walk
2. Retaining structures not allowed in PUE space. No retaining structures in RMP easement
3. Lehi City water and PI mains are installed through lot 6 of Rockwell Estates and through the corner of this property. Show an easement on the plat for these water mains, if there is no existing easement one must be provided.
4. Show a pedestrian connection at the west end of Silver Fox Way, connecting to Arctic Fox Drive.

Please consider including all DRC comments in your motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or approve with modifications the proposed preliminary subdivision. Any motion should include findings. Possible findings include:

1. The proposed subdivision warrants/does not warrant an exception to the connectivity requirements because of grade and surrounding existing development.
2. The proposed subdivision meets/does not meet the density and other requirements in the Traverse Mountain Area Plan.
3. The proposed subdivision does/does not meet the requirements of the Lehi City Development Code in regards to subdivision approvals.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed preliminary subdivision at their December 8, 2022 meeting. The minutes and motion from that meeting follow.

2.3) Public hearing and recommendation of Perry Home's request for preliminary subdivision review of Fox Canyon Townhomes Plats J1 and L1 including 143 townhome units located at approximately 5400 North Fox Canyon Road with HDR1 and HDR2 Land Use Designations in the Traverse Mountain Planned Community. Katie Bussell presented information on the agenda item.

The applicant, Dan Reeve with Perry Homes, was present. They would like to change the dedication easement of the open space for grading and future use.

Commissioner Nielsen opened the public hearing.

(inaudible) expressed he feels that Lehi City is quick to approve projects without considering the effects it will have on neighborhoods. They are already experiencing 15-20 minute wait times to get into Main Lehi and into the Outlets. He would like to know if a traffic analysis has been done. He would like the Commission to make a motion to postpone the development of the project until further investigation has been done. He was also curious to know if there are any conflicts of interest where a member of the HOA is a VP of Perry Homes. There is a requirement where developments are built around the trailheads, and he finds it suspect that the Sensai trailhead is being moved.

(inaudible) is concerned about the traffic issues that this will create on Fox Canyon. Fox Canyon has no entrances or exits once you pass the stop sign, and traffic is blocked it would introduce a significant change. If you are driving North into Fox Canyon, will you able to turn into the development? Can change be made where no access can be made because it is so narrow?

Peter Sweeney is new to Utah. He is concerned about drought and fires and is worried about it being a safety issue. He is more concerned than ever about his safety and the only mean of ingress and egress is Fox Canyon Road. If anything blocks the road there will be issues. He would like the Commission to take this into consideration.

Rafael Sanchez wanted to echo the comments before him. With the additional homes, he is concerned with the schools and class sizes. ASD is redoing boundaries and the communities are not finished developing. Fieldstone has about 200 more units before they are done with their development. Traffic and safety are concerning, but he is most concerned about the school system with the level of education.

James Veriy wanted to echo previous comments. He expressed concerns with environmental issues and infrastructure and what studies were done by Perry Homes to address problems. He understands impact with this development may not be significant, but it is important to not look at each development as an isolated development but as a future environmental impact.

Loren was frustrated that the master plan dictates the projects regardless of input, but she did want to express her opinion. She is concerned with Fox Canyon only having one egress and ingress. She has attended many meetings and the density belongs on the main thoroughfares.

Rich Kindred was concerned with access to the development northern end and will be accesses through Grayhawk and Ravencrest, where that road was never intended to have that level of traffic.

Brent Rusik had concerns for fire issues.

Katie Bussell summarized the online comments.

Commissioner Nielsen closed the public hearing.

Ross Dinsdale clarified questions from the public comments.

Dan Reeves clarified the traffic near Canyon Point and Fox Canyon are a two lane road. He did state he is on the HOA board, and it is by design by CCNR and bylaws.

The Commissioners discussed the development and the administrative decision.

> **Motion:** Commissioner Carlson moved to recommend approval of **Perry Home's request for preliminary subdivision review of Fox Canyon Townhomes Plats J1 and L1 including 143 townhome units located at approximately 5400 North Fox Canyon Road with HDR1 and HDR2 Land Use Designations in the Traverse Mountain Planned Community**; including all DRC comments and findings stated in the report Commissioner Bunker seconded. All in favor.
>
> **Vote:** Commissioner Nielsen, yes; Commissioner Everett, yes; Commissioner Bunker; yes; Commissioner Jackson, yes; Commissioner Eyre, yes; Commissioner Newall, yes; Commissioner Carlson, yes. The vote passed unanimously.

MINUTES FROM PREVIOUS CITY COUNCIL MEETING

10. Consideration of Preliminary subdivision approval for the Fox Canyon Townhomes Plats J1 and L1 including 143 townhome units located at approximately 5300 North Fox Canyon Road with HDR1 and HDR2 Land Use Designations in the Traverse Mountain Planned Community.
Items 10 and 11 were heard together.

Mayor Johnson asked for public comments on items 10 and 11.

Rob Ludlow stated that this area is complicated with connectivity issues. He said that the city has already granted multiple connectivity exceptions which has compounded the issue. He suggested that the developer present a better plan that provides traffic circulation and reduces density.

Rich Kindred stated that he has those same concerns and believes this does not align with the city's plan. He expressed concern with traffic.

Shannon Parker expressed concerns with traffic and safety if this were approved.

A neighboring resident asked that the Council deny this and require the developer to provide better connectivity.

Dan Reeves with Perry Homes was representing the applicant and answered the Council's questions.

The Council discussed requiring an updated traffic study due to changes with the original area plan and road connections or reconfigurations.

Motion: Councilor Hancock moved to table this item and direct staff to conduct a traffic study and review the Area Plan to confirm the number of connectivity index outlined in the Area Plan to determine what kind of variance there is from that, so they can determine the impact on the surrounding areas. Councilor Southwick seconded the motion.

There was further discussion about an updated study.
Councilor Albrecht stated that the bar is set high to deny something for health safety and welfare and believes that this doesn't meet that standard, however, she would like to understand what they are dealing with by having an updated traffic study.

Lorin Powell, City Engineer, suggested that the study be conducted by an outside consultant, preferably the by the same company that did the previous study.

Amended Motion: Councilor Hancock amended his motion to state that the developer conduct the traffic study with Lehi staff review. Councilor Southwick seconded the amendment to the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Absent; Councilor Hancock, Yes; Councilor Koivisto, Absent; and Councilor Southwick, Yes. The motion passed with 3 in favor and 2 absent.

Fox Canyon Townhomes Plats J1 and L1
DRC Redline Comments

Perry Homes - requests preliminary subdivision review of Fox Canyon Townhomes Plats J1 and L1 including 143 townhome units located at approximately 5400 North Fox Canyon Road with HDR1 and HDR2 Land Use Designations in the Traverse Mountain Planned Community.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Jacob Hernandez, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer
Representatives of the Applicant Present: Dave Reddish and Dan Reeve
Date of Plans Reviewed: 11/7/22
Time Start: 2:02pm
Time End: 2:20pm

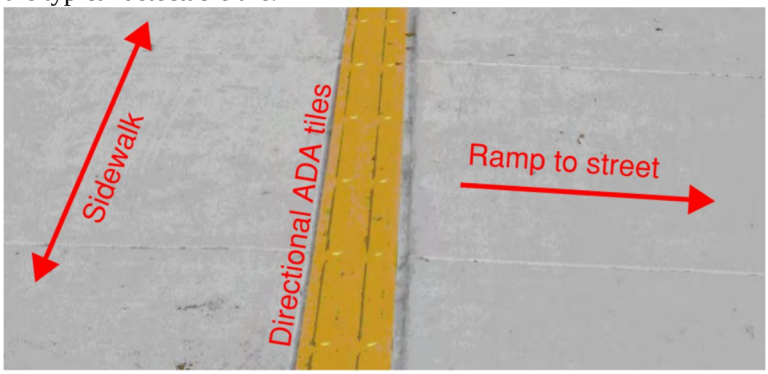
DRC REDLINE COMMENTS:
Glade – Power:
1. Cut/Fill as required to provide the PUE space to be evenly graded with walk.
2. Retaining structures are not allowed in the PUE space. No retaining structures in the RMP easement.
3. Include side-yard easement at future road.
4. Add easement space behind parking stalls for transformer placement.

Garion – Fire:
5. This turnaround is acceptable. Provide red curb and signage indicating this as an emergency vehicle turnaround.

Ryan – Water/Sewer: No comments
Trent – Parks:
6. Consider replacing the following with deer-resistant plants: mugo pine, meidiland white rose, kelseyi dogwood, and stella d'oro daylily.
7. Urban Sunset and Pacific Sunset Maples are two different trees. Urban Sunset is preferred for these park strips.
8. Provide full landscape plans with final subdivision submittal.

Gary – Building/Inspections: See General Comments
Jacob – Public Works: No comments
Ross – Engineering:
9. Northridge Dr requires 36' of asphalt per the area plan
10. Meet the storm water requirements per the Area Plan
11. Change PUE to be PUE and roadway construction easement

Kim – Planning:
12. Balconies or covered porches at least 50 square feet in size need to be incorporated on some of the units, at least one per building. Balconies or covered porches may be placed on the side or rear of a building. The 50 square feet for covered porches must be in addition to any covered entry area over the front door.
13. Maintain minimum 40' centerline radius on the trail. Adjust geometry on the trail to meet this, see Bluebeam plans for what this would look like.
14. At time of final plat - include a detail of the directional ADA tile for the trail access since they are a little different than the typical detectable tile.



15. PUE along the back side of the trail must be 12'.

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.

PRIOR TO SCHEDULING A PRECONSTRUCTION MEETING:

1. Provide an engineer's cost estimate for the cost of all improvements to Lehi City Engineering. (Duane Butler- dbutler@lehi-ut.gov or 385-201-2523)
2. 10% Warranty 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. Pay all necessary inspection fees and any up-front supply costs required by the City for power supplies, water system supplies, public signs (stop signs, address signs, etc.) and any other associated costs so that the City can order all necessary supplies for the development.
4. Required water dedication must be completed.
5. Reimbursement Agreement for any reimbursable improvement items must be in place.
6. Include surveyor's and engineer's stamps and signatures on the construction drawings.
7. Show lot addresses on the final plat (must coordinate with Planning Division).
8. New property line adjacent to existing roads and any new trails must be staked and reviewed by the City.
9. Irrigation Company signature on the construction drawings for the irrigation piping.
10. Provide a recordable easement document for all necessary off-site easements (temp. turnarounds, utilities, power, etc).
11. Submit a copy of all required licenses (railroad, UDOT, UTA, aqueduct, canal, etc).
12. Provide a signed development agreement (prepared by Lehi City Planning Department).
13. Provide a Rocky Mountain Power agreement and cost estimate for the relocation of the RMP power poles which shall be included in the bond. The developer is responsible to pay all costs for relocation at the time the bond is posted.
14. Submit Storm Water Pollution Prevention Plan (SWPPP) through ComplianceGo.com for review by Lehi Public Works (Contact Jacob Hernandez- jhernandez@lehi-ut.gov or 385-201-2435).
15. 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.
16. Provide a Long Term Storm Water Management Plan and Agreement to Planning Division and Public Works (Jacob Hernandez- jhernandez@lehi-ut.gov and Matthew 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.
17. 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.
18. Address any comments or conditions from City Council approval.
19. Plans need to be signed by Community Development Director and Public Works Director before precon can be scheduled
20. Planner needs to sign off on building plans prior to the precon meeting

PRIOR TO RECORDING OF PLAT:

1. Provide a Mylar of the final plat for recording with the owners notarized signature(s).
2. Include surveyor's and engineer's stamps and signatures on the plat.
3. Submit a title report to be reviewed by Lehi City Attorney.
4. Developer shall provide a letter with an exhibit of the property covered from their title company guaranteeing that the property taxes including rollback/greenbelt taxes have been paid of open space or right of way is being dedicated.
5. Provide a signed easement verification sheet (for proposed public utility easements on the plat).
6. Provide a recorded copy of required boundary line agreement(s).
7. Provide a signed original copy of the CC&Rs to record with the plat (to be reviewed by City Attorney).
8. Warranty deed/title insurance (open space, detention, City park property, City trails, some road dedication). Title insurance policies on each to be obtained through Marnae at Vanguard Title 801-610-1670
9. All City utilities/infrastructure has been accepted and signed off by all Lehi City Inspectors.

DRC GENERAL COMMENTS:

1. Retaining walls will require building permits
2. 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.

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.

3. Developer is responsible to purchase, move or remove any existing RMP facilities.
4. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
5. 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.
6. 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.
7. All signage will require a separate review and approval process
8. All required private improvements (except private landscaping) shall be completed prior to the certificate of occupancy being granted.
9. 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.
10. 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 DECEMBER 8th

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.

Fox Canyon J1 and L1 Adjustments
DRC Redline Comments

Perry Homes- requests review of adjustments made to Fox Canyon J1 and L1

DRC Members Present: Glade Kirkham, Garion Rowett, Greg Allred, Jacob Hernandez, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Dave Reddish, Merlin Huff
Date of Plans Reviewed: 2/21/23
Time Start: 2:38pm
Time End: 2:46pm

DRC REDLINE COMMENTS:
Glade – Power:
1. Cut/Fill as required to provide the PUE space to be evenly graded with walk
2. Retaining structures not allowed in PUE space. No retaining structures in RMP easement
3. Include side-yard easement at future road; or build road to property line.
4. Where there is no planter strip for water meters and hydrants, a 15' PUE is required
5. Maintain access at RMP ROW & easement

Garion – Fire:
6. What are these? Show how you plan to restrict parking in the dead ends and maintain minimum clearances. These dead ends must meet the minimum requirements set in appendix D of the International Fire Code.

Greg – Water/Sewer:
7. Lehi City water and PI mains are installed through lot 6 of Rockwell Estates and through the corner of this property. Show an easement on the plat for these water mains, if there is no existing easement one must be provided.

Trent – Parks: No comments
Gary – Building/Inspections: No comments
Jacob – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning:
8. Show a pedestrian connection at the west end of Silver Fox Way, connecting to Arctic Fox Drive.

THIS ITEM IS SCHEDULED FOR CITY COUNCIL ON MARCH 14th

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.

Fox Canyon Traffic Study
DRC Redline Comments

Perry Homes- requests review of the Fox Canyon Traffic Study

DRC Members Present: Garion Rowett, Greg Allred, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Dave Reddish, Merlin Huff
Date of Plans Reviewed: 2/21/23
Time Start: 2:28pm
Time End: 2:28pm

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
Jacob – Public Works: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM IS SCHEDULED FOR CITY COUNCIL ON MARCH 14th

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.

Perry Homes, Inc.
Builders/Developers

August 25, 2022

Lehi City Planning and Zoning
153 North 100 East
Lehi, Utah 84043

RE: Preliminary Plat – Fox Canyon Townhome Subdivisions Plat J1 & Plat K1, Traverse Mountain

Dear Planning and Zoning,

For your consideration is our Preliminary Plat Application for Fox Canyon Townhome Subdivisions Plat J1 & Plat K1, a 143-unit townhome development in Traverse Mountain on approximately 24.8 acres at approximately 5300 North Fox Canyon Road (APN #s 11:013:0107, 11:013:0185 and 11:013:0150). The proposed development will consist of 98 townhomes on Plat J1 and 45 townhomes on Plat K1, ranging from 3 units per building up to 8 units per building. The streets are proposed to be public right-of-ways, dedicated to and maintained by Lehi City.

Regarding amenities, this development will include the following per City Amenity Requirements:

- 1 Clubhouse (750 sf)
- 3 Playgrounds
- 3 Pickle Ball Courts (in lieu of 1 Sport Court and 1 Tennis Court)
- 8 Picnic Areas

We anticipate the 3 pickle ball courts will be used much more than 1 sport court and 1 tennis court, per the standard city requirements, and thus request the city's consideration of this substitution requrest.

The townhome exteriors will be a combination of brick and/or stone, cementitious hardy siding and stucco, all in accordance with the Architectural Standards found in Section 37.040.A. There will be a sub-association subject to the Traverse Mountain Master Association to maintain the amenities and common areas, as well as CC&R's to govern the sub-association and residents.

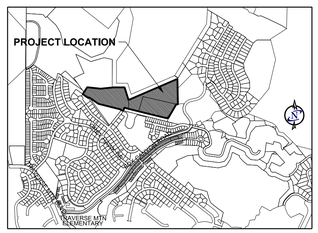
The proposed use and density is actually less than what is allowable under the Traverse Mountain Area Plan, which allows for 141 total residential units in Area J1 and 50 total residential units in Perry's portion of Area K1. The Area Plan also allows any unused density to be transferred to the Perry Homes Planning District. With only 143 out of 191 total allowable units being developed in Area J1, this would lower the developed density in Area J1 by just over 30%, Area K1 by 9% and move the excess density closer to SR-92 in Traverse Mountain. With 98 units being proposed in Area J1, and Northridge subdivision just to the south having used 1 unit from Area J1, the unused 42 remaining units of density in J1 will be transferred from Central Canyon to the Perry Homes Planning District upon recording of final plats for Area J1. Similarly, the 5 unused units of density in K1 will also be transferred from Central Canyon to the Perry Homes Planning District upon recording of the final plat for Area K1.

We are excited about this new development, and look forward to your favorable review of this concept.

Best Regards,



Dan Reeve
Vice President of Land



VICINITY MAP
N.T.S.

LEGEND

- FOUND SECTION MONUMENT
- BOUNDARY LINE
- MONUMENT LINE
- ROAD CENTERLINE
- EASEMENT LINE
- BOUNDARY CORNER TO BE SET (5/8" REBAR & CAP MARKED "PROTERRA GROUP")
- (M) MEASURED BEARING/DISTANCE
- (R) RECORD BEARING/DISTANCE

PLANNED COMMUNITY ZONING

PLAT J1: HDR2
PLAT L1: HDR1

FOUND R/C (#166572)
FOUND R/C (FOCUS)
FOUND R/C (#166572)
108
109
110
111
112
113
114
115
116
117
FOX CANYON PLAT "1"
S02°08'58"W 434.39'
R=275.50'
Δ=41°06'30"
L=197.66'
T=103.30'
CL=193.45'
CB=S84°46'00"E
S09°25'58"E 104.10'
R=228.00'
Δ=10°57'25"
L=43.60'
T=21.87'
CL=43.54'
CB=S37°41'23"W
FOX CANYON ROAD
R=15.00'
Δ=70°13'16"
L=18.38'
T=10.55'
CL=17.25'
CB=N67°18'42"E
R=208.00'
Δ=38°54'58"
L=141.28'
T=73.49'
CL=138.58'
CB=S82°58'25"W
N77°02'55"W
39.05'
S30°17'36"W 385.15'
GENEVA ROCK PRODUCTS INC
SERIAL #11:013:0188
N66°46'43"E 1275.96'
PARCEL A
DEDICATED TO LEHI CITY
PLAT J1
30' BUFFER
SILVER FOX WAY
ARCTIC FOX DRIVE
HIDDEN CANYON PLAT "A"
PARCEL B
SERIAL #49:901:0047
FOUND REBAR
P.O.B. SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH RANGE 1 EAST, SALT LAKE BASE & MERIDIAN (FOUND BRASS CAP) BENCHMARK = 5245.82
NORTH 1155.70'
1510.58'
R=272.00'
Δ=16°53'27"
L=80.19'
CL=79.90'
CB=N84°34'12"W
N76°07'28"W 645.63'
N75°54'16"W 260.82'
TOLL SOUTHWEST LLC
SERIAL #11:013:0203
NORTHRIDGE PLAT "B"
ENTRY # 17604:2019
NORTHRIDGE PLAT "C"
ENTRY #125374:2019
NORTHRIDGE PLAT "E"
ENTRY #147336:2020
NORTHRIDGE DRIVE
N75°54'23"W
96.16'
R=388.00'
Δ=11°08'18"
L=75.44'
CL=75.32'
CB=S18°05'15"W
N24°00'28"E
15.23'
N75°58'30"W 561.08'
FOUND R/C (#166572)
RAVENCREST LANE
N75°58'30"W 56.94'
EAGLE SUMMIT PLAT "6A"
ENTRY #100410:2008
EAGLE SUMMIT PLAT "6A"
ENTRY #356857:2005
ROCKWELL ESTATES
PLAT "A"
ENTRY #83867:2014
EAGLE VIEW DRIVE
N54°27'34"W 160.19'
N54°55'49"W 272.99'
S52°38'33"W
27.60'
GENEVA ROCK PRODUCTS INC
SERIAL #11:013:0154
N84°19'34"E 315.36'
S89°49'58"E 257.65'
S17°50'29"E 287.29'
S07°25'00"E
28.67'
FOUND R/C (#166572)
FOUND R/C (#166572)
PARCEL B
DEDICATED TO LEHI CITY
FUTURE ROAD
PARCEL C
DEDICATED TO LEHI CITY
PLAT L1
30' BUFFER
S83°55'23"E 321.72'
N33°26'37"E 196.64'
NORTHRIDGE DRIVE
ARCTIC FOX DRIVE
BASIS OF BEARINGS N89°49'14"W 2660.74' (M)
N89°49'24"W 2660.79' (R)
1150.17'
WEST QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH RANGE 1 EAST, SALT LAKE BASE & MERIDIAN (FOUND BRASS CAP)
N00°11'11"E 2667.23' (R)
N87°38'04"W 938.35' (R)
SOUTHWEST CORNER OF SECTION 19, TOWNSHIP 4 SOUTH RANGE 1 EAST, SALT LAKE BASE & MERIDIAN
NORTHWEST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH RANGE 1 EAST, SALT LAKE BASE & MERIDIAN
N22°19'32"W 118.56'
REFERENCE CORNER TO THE NORTHWEST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH RANGE 1 EAST, SALT LAKE BASE & MERIDIAN (FOUND BRASS CAP)

BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT NORTH 89°49'14" WEST 1510.58 FEET AND NORTH 1155.70 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; THENCE ALONG A CURVE 80.19 FEET TO THE RIGHT, HAVING A RADIUS OF 272.00 FEET, THE CHORD OF WHICH IS NORTH 84°34'12" WEST 79.90 FEET; THENCE NORTH 76°07'28" WEST 645.63 FEET; THENCE NORTH 75°54'16" WEST 260.82 FEET; THENCE NORTH 75°54'23" WEST 96.16 FEET; THENCE ALONG A CURVE 75.44 FEET TO THE RIGHT, HAVING A RADIUS OF 388.00 FEET, THE CHORD OF WHICH IS SOUTH 18°05'18" WEST 75.32 FEET TO THE NORTHEAST CORNER OF THE EAGLE SUMMIT PLAT 6A ON FILE WITH THE UTAH COUNTY RECORDERS OFFICE AS ENTRY #100410:2008; THENCE ALONG THE NORTH BOUNDARY OF SAID EAGLE SUMMIT THE FOLLOWING FIVE (5) COURSES: (1) NORTH 75°58'30" WEST 56.94 FEET, (2) NORTH 24°00'28" EAST 15.23 FEET, (3) NORTH 75°58'30" WEST 561.08 FEET, (4) NORTH 54°55'49" WEST 272.99 FEET, (5) SOUTH 52°38'33" WEST 27.60 FEET TO THE EAST BOUNDARY OF ROCKWELL ESTATES PLAT A ON FILE WITH THE UTAH COUNTY RECORDERS OFFICE AS ENTRY #83867:2014; THENCE ALONG SAID ROCKWELL ESTATES PLAT A NORTH BOUNDARY NORTH 54°27'34" WEST 160.19 FEET TO A POINT ALONG THE EAST SIDE OF ROCKWELL ESTATES PLAT B; THENCE ALONG AND BEYOND SAID ROCKWELL ESTATES PLAT B NORTH 33°26'37" EAST 196.64 FEET; THENCE SOUTH 83°55'23" EAST 321.72 FEET; THENCE NORTH 84°19'34" EAST 315.36 FEET; THENCE SOUTH 89°49'58" EAST 257.65 FEET; THENCE SOUTH 17°50'29" EAST 287.29 FEET; THENCE SOUTH 07°25'00" EAST 28.67 FEET; THENCE NORTH 66°46'43" EAST 1275.96 FEET; THENCE SOUTH 02°08'58" WEST 434.39 FEET; THENCE SOUTH 09°25'58" EAST 104.10 FEET; THENCE ALONG A NON-TANGENT ARC 197.66 FEET TO THE RIGHT, HAVING A RADIUS OF 275.50 FEET, THE CHORD OF WHICH IS SOUTH 84°46'00" EAST OF 193.45 FEET TO A POINT WHICH LIES ON THE BOUNDARY OF HIDDEN CANYON PLAT A, ON FILE WITH THE UTAH COUNTY RECORDERS OFFICE AS ENTRY #58038:2018 ; THENCE ALONG SAID HIDDEN CANYON PLAT A THE FOLLOWING FIVE (5) COURSES: (1) ALONG A NON-TANGENT ARC 43.60 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS SOUTH 37°41'23" WEST 43.54 FEET, (2) ALONG A REVERSE ARC 18.38 FEET TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, THE CHORD OF WHICH IS SOUTH 67°18'42" WEST 17.25 FEET, (3) ALONG A REVERSE ARC 141.28 FEET TO THE LEFT, HAVING A RADIUS OF 208.00 FEET, THE CHORD OF WHICH IS SOUTH 82°58'25" WEST 138.58 FEET, (4) THENCE NORTH 77°02'55" WEST 39.05 FEET, (5) THENCE SOUTH 30°17'36" WEST 385.15 FEET TO THE POINT OF BEGINNING.

CONTAINS 1,080,755 SQ.FT. OR 24.811 ACRES, MORE OR LESS.
CONTAINS 143 UNITS 5.8 UNITS/ACRE

0 100
Scale 1" = 100'

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
Phone: (801) 253-0246 Fax: (801) 253-6139
www.proterragroup.com

FOX CANYON PLAT J1 & PLAT L1

SITE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS

REV.	DESCRIPTION	DATE

DESIGN CHECK:
DRAFTING CHECK:

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
11-02-22
STATE OF UTAH

SHEET:
SP1

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CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	15.00	23.56	21.21	15.00	N 80°04'11" E
C2	15.00	23.56	21.21	15.00	S 09°55'49" E
C3	174.50	202.83	191.61	114.62	S 88°13'46" E
C4	200.00	232.47	219.60	131.37	S 88°13'46" E
C5	225.50	262.11	247.60	148.12	S 88°13'46" E
C6	15.00	23.56	21.21	15.00	S 76°31'43" E
C7	15.00	26.87	23.42	18.74	S 19°47'52" W
C8	272.00	65.03	64.87	32.67	N 24°40'48" W
C9	300.00	71.72	71.55	36.03	N 24°40'48" W
C10	332.00	79.37	79.18	39.88	N 24°40'48" W
C11	300.00	14.49	14.49	7.25	S 19°12'54" E
C12	388.00	36.40	36.38	18.21	N 20°58'15" E
C13	388.00	39.04	39.02	19.54	N 15°24'04" E
C14	175.50	253.52	232.04	154.63	S 72°54'44" E
C15	150.00	235.62	212.13	150.00	S 76°31'43" E
C16	124.50	168.07	155.60	99.65	S 70°12'08" E
C17	15.00	23.08	20.87	14.52	S 75°36'00" E
C18	15.00	29.24	24.83	22.12	N 04°28'31" E
C19	124.50	53.77	53.35	27.31	S 63°45'05" E
C20	150.00	116.75	113.83	61.51	S 53°49'36" E
C21	175.50	136.60	133.18	71.97	S 53°49'36" E
C22	124.50	94.62	92.36	49.73	S 82°06'08" W
C23	150.00	114.00	111.28	59.91	S 82°06'08" W
C24	175.50	133.39	130.20	70.10	S 82°06'08" W
C25	15.00	23.56	21.21	15.00	N 31°07'28" W
C26	15.00	23.56	21.21	15.00	S 58°52'32" W
C27	15.00	23.56	21.21	15.00	S 58°52'32" W
C28	15.00	23.56	21.21	15.00	S 31°07'28" E
C29	124.50	122.69	117.78	66.84	N 75°38'43" E
C30	150.00	192.64	179.67	112.18	N 67°05'04" E
C31	175.50	225.39	210.21	131.25	N 67°05'04" E
C32	15.00	32.34	26.43	27.94	N 14°21'17" W
C33	15.00	19.18	17.90	11.16	N 71°48'31" E
C34	174.50	91.90	90.84	47.04	S 45°22'51" W
C35	200.00	105.33	104.12	53.92	S 45°22'51" W
C36	225.50	99.56	98.76	50.61	S 47°49'10" W
C37	275.50	266.00	255.78	144.39	N 88°07'40" E
C38	250.00	237.18	228.39	128.37	N 87°38'51" E
C39	224.50	188.75	183.24	100.36	N 84°33'16" E
C40	275.50	68.33	68.16	34.34	N 67°34'26" E
C41	246.00	57.73	57.60	29.00	S 34°58'44" W
C42	208.00	8.02	8.02	4.01	N 78°40'22" W
C43	150.00	29.89	29.84	15.00	N 70°24'56" W
C44	275.50	18.97	18.97	9.49	S 66°11'08" E
C45	275.50	156.91	154.80	80.65	S 89°00'15" E
C46	15.00	21.67	19.83	13.22	N 72°54'44" W
C47	15.00	23.56	21.21	15.00	N 13°28'17" E

LINE TABLE		
NAME	LENGTH	DIRECTION
L1	26.00	S 35°04'11" W
L2	26.00	S 35°04'11" W
L3	21.93	N 60°19'44" E
L4	12.79	N 60°19'44" E
L5	13.60	S 64°42'24" E
L6	32.81	N 30°17'36" E

LEGEND

FEE SIMPLE AREA

LIMITED COMMON AREA

COMMON AREA

0 50

Scale 1" = 50'

PROTERRA GROUP

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www.proterragroup.com

FOX CANYON PLAT J1 & PLAT L1

SITE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.	DESCRIPTION	DATE

DESIGN CHECK:

DRAFTING CHECK:

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
11-02-22
STATE OF UTAH

SHEET:

SP2

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196

PARCEL A
DEDICATED TO LEHI CITY
264,602 sf
(6.074 ac)

PLAT J1

N66°46'41"E 1275.96'

S23°33'13"E 468.98'

S23°33'13"E 356.85'

S23°33'13"E 37.26'

N14°05'44"E 16.00'

N75°54'16"W 260.82'

N76°07'28"W 687.38'

S60°28'06"W 128.55'

S80°34'02"W 142.38'

S64°25'52"W 143.97'

S80°25'58"E 104.10'

S07°09'58"W 434.39'

S30°17'36"W 265.15'

N59°42'24"W 16.17'

N77°02'55"W 39.05'

N76°07'28"W 645.63'

S76°07'28"E 792.94'

S76°07'28"E 339.72'

S76°07'28"E 378.59'

S76°07'28"E 726.07'

S76°07'28"E 357.74'

S76°07'28"E 266.48'

S76°07'28"E 200.00'

S76°07'28"E 155.50'

S76°07'28"E 206.33'

S76°07'28"E 103.67'

S76°07'28"E 126.67'

S76°07'28"E 149.33'

S76°07'28"E 172.51'

S76°07'28"E 232.00'

S76°07'28"E 215.00'

S76°07'28"E 163.59'

S76°07'28"E 14.26'

S76°07'28"E 17.17'

S76°07'28"E 47.74'

S76°07'28"E 26.00'

S76°07'28"E 17.17'

S76°07'28"E 16.17'

N13°52'32"E 17.17'

N13°52'32"E 20.00'

N13°52'32"E 68.48'

N13°52'32"E 16.17'

N13°52'32"E 42.55'

N13°52'32"E 26.12'

N13°52'32"E 200.00'

N13°52'32"E 15.00'

N13°52'32"E 14.26'

N13°52'32"E 17.17'

N13°52'32"E 20.00'

N13°52'32"E 16.17'

N13°52'32"E 26.12'

N13°52'32"E 200.00'

R=275.50'
Δ=41°06'30"
L=197.66'
T=103.30'
CL=193.45'
CB=S84°46'00"E

R=228.00'
Δ=10°57'25"
L=43.60'
T=21.87'
CL=43.54'
CB=S37°41'23"W

R=15.00'
Δ=70°13'16"
L=18.38'
T=10.55'
CL=17.25'
CB=N67°18'42"E

R=206.00'
Δ=39°54'58"
L=141.26'
T=73.49'
CL=138.58'
CB=S82°58'25"W

R=272.00'
Δ=16°53'27"
L=80.19'
CL=79.90'
CB=N84°34'12"W

S65°10'24"E 24.45'

N80°28'06"E 90.31'

N80°28'06"E 90.31'

N80°28'06"E 90.31'

N80°28'06"E 90.31'

113

114

115

116

COMMON AREA

ARCTIC FOX DRIVE (51' PUBLIC R.O.W.)

SILVER FOX WAY (51' PUBLIC R.O.W.)

MATCH LINE SHEET SP2

CUL-DE-SAC (51' PUBLIC R.O.W.)

FOX CANYON ROAD

10' P.U.E. (TYP.)

18' TRAIL EASEMENT TO BE VACATED AND DEDICATED TO LEHI CITY

50' RMP EASEMENT

FOUND REBAR

P.O.B.

LEGEND

FEE SIMPLE AREA

LIMITED COMMON AREA

COMMON AREA

0 50
Scale 1" = 50'

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
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www.proterragroup.com

FOX CANYON PLAT J1 & PLAT L1

SITE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS

REV.	DESCRIPTION	DATE

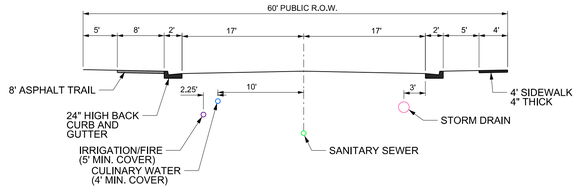
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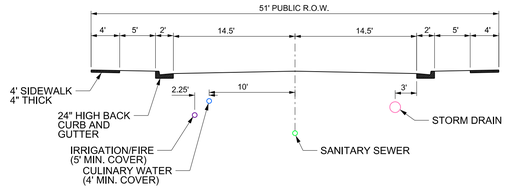
REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
STATE OF UTAH

SHEET:
SP3

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60' RESIDENTIAL ROADWAY SECTION (NORTHRIDGE DRIVE)
N.T.S.



51' TYPICAL RESIDENTIAL ROADWAY SECTION
N.T.S.

THE FOLLOWING ITEMS WILL BE REVIEWED AT THE TIME OF FINAL PLAT:

(A) PLAN & PROFILES/CONSTRUCTION DRAWINGS OF PUBLIC IMPROVEMENTS.
(B) ALL PIPE TYPES, SPECIFIC LOCATIONS & DETAILS (BENDS, DETECTOR TAPE ETC.).
(C) VALVES.
(D) BLOWOFFS INCLUDING SIZE TYPE & PROTECTION.
(E) MANHOLES, BOXES AND RELATED DETAILS.
(F) WATER & SEWER SERVICE DETAILS.
(G) FIRE HYDRANTS.
(H) LOT LINE UTILITY EASEMENTS.
(I) STREET LIGHTS/STREET SIGNS/TRAFFIC SIGNS.
(J) POWER LINE EXTENSIONS & DOME/TRANSFORMER LOCATIONS.
(K) LOT ADDRESSES
(L) CBR VALUES AND ROAD SUB-BASE.
(M) SUBDIVISION MONUMENTATION AND LOT CORNER MARKERS.

NOTES:

1. ALL SANITARY SEWER MANHOLES TO BE A MINIMUM OF 11' DEEP.
2. ALL SANITARY SEWER PIPES TO BE AT A MINIMUM SLOPE OF 0.40% AND A MAX OF 10%.

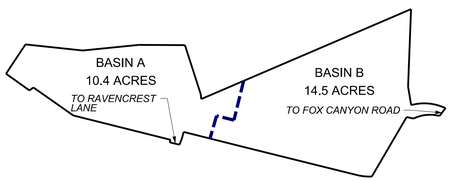
DEVELOPMENT SCHEDULE:

1. PLAT J1 - SPRING 2023
2. PLAT L1 - SPRING 2025

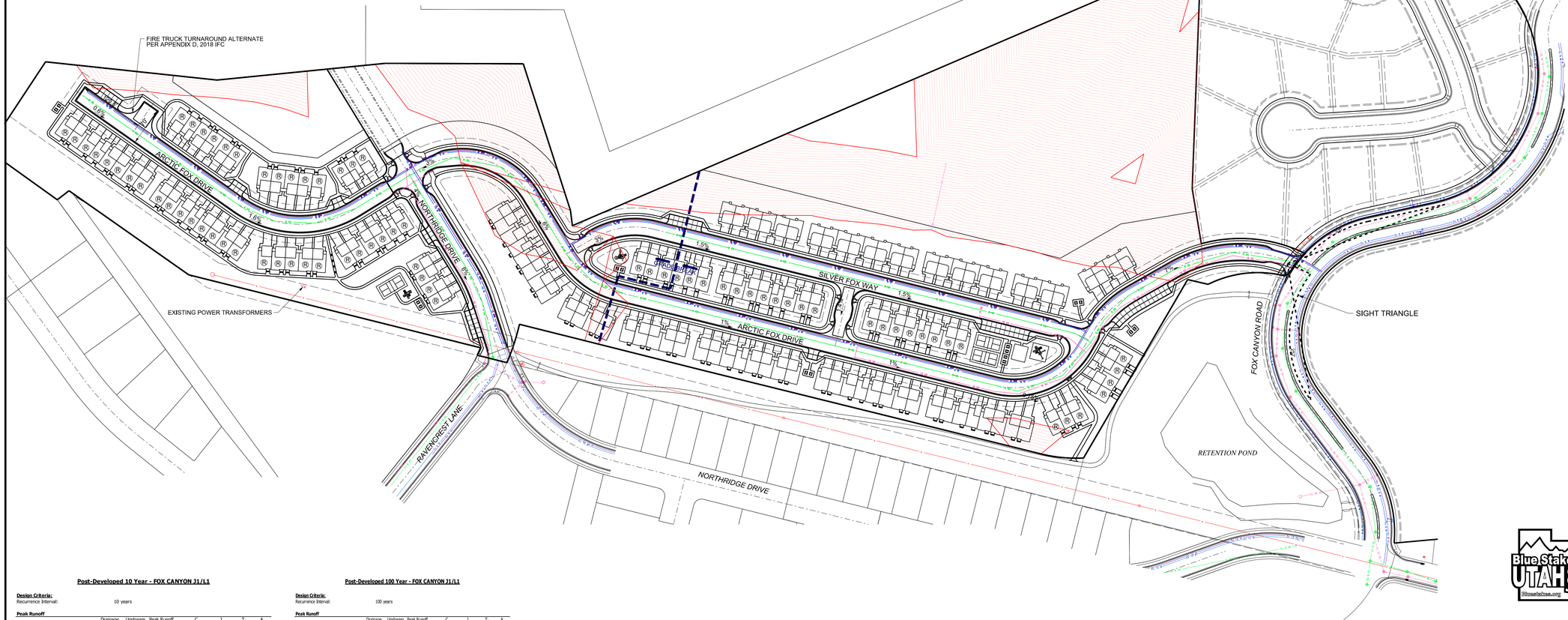
LEGEND:

EXISTING GROUND OVER 30%

® REAR LOADING TOWNHOMES



DRAINAGE BASINS
N.T.S.



Post-Developed 10 Year - FOX CANYON J1/L1

Design Criteria:
Recurrence Interval: 10 years

Peak Runoff

Primary Drainage	Drainage Basin	Upstream Drainage	Peak Runoff (cfs)	C	I (in./hr)	T_c (min.)	A (acres)
BASIN A			6.9	0.64	1.04	48	10.40
BASIN B			9.4	0.64	1.01	50	14.50
		TOTAL	16.3				24.90

Subbasin Time of Concentration

Drainage Basin	Area (acres)	<<< Overland Flow Characteristics >>> T_c (min.)	Max. Dist. (ft)	Rep. Slope (ft/ft)	<<< Channel Flow Characteristics >>> T_t (min.)	v (fps)	Equiv. Dist. (ft)
BASIN A	10.40	44.3	1150	0.060	3.2	6.0	1150
BASIN B	14.50	46.2	1230	0.060	3.4	6.0	1230

Definitions
T_c - time of concentration for overland flow (minutes)
L - maximum hydraulic length of overland flow (ft)
S - representative s'slope
T_t - travel time for street segment of flow (minutes)
L - maximum hydraulic length of street flow (ft)
v - average velocity for street flow segment (fps)

Post-Developed 100 Year - FOX CANYON J1/L1

Design Criteria:
Recurrence Interval: 100 years

Peak Runoff

Primary Drainage	Drainage Basin	Upstream Drainage	Peak Runoff (cfs)	C	I (in./hr)	T_c (min.)	A (acres)
BASIN A			13.4	0.64	2.01	48	10.40
BASIN B			18.2	0.64	1.96	50	14.50
		TOTAL	31.6				24.90

Subbasin Time of Concentration

Drainage Basin	Area (acres)	<<< Overland Flow Characteristics >>> T_c (min.)	Max. Dist. (ft)	Rep. Slope (ft/ft)	<<< Channel Flow Characteristics >>> T_t (min.)	v (fps)	Equiv. Dist. (ft)
BASIN A	10.40	44.3	1150	0.060	3.2	6.0	1150
BASIN B	14.50	46.2	1230	0.060	3.4	6.0	1230

Definitions
T_c - time of concentration for overland flow (minutes)
L - maximum hydraulic length of overland flow (ft)
S - representative s'slope
T_t - travel time for street segment of flow (minutes)
L - maximum hydraulic length of street flow (ft)
v - average velocity for street flow segment (fps)

Blue Stakes of UTAH 811
811sabluestake.org

Horizontal Scale 1" = 100'
100 0 100 200

PROTERRA GROUP
10450 South 2700 West, South Jordan, Utah 84095
Phone: (801) 253-6246 Fax: (801) 253-6139
www.proterragroup.com

FOX CANYON PLAT J1 & PLAT L1

SITE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS

REV.	DESCRIPTION	DATE

DESIGN CHECK:

DRAFTING CHECK:

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
11-02-22
STATE OF UTAH

SHEET:
SP4

10/27/2022 2:47:25 PM J:\Projects\Perry Homes\PHOFI - Fox Canyon Area 2\Design\Drawings\FOX CANYON J1 SP.dgn



PLANTING NARRATIVE

THE PLANTING PLAN WILL CONSIST OF A SHRUB BED AROUND EACH BUILDING FOUNDATION THEN MANICURED TURF GRASS IN AREAS LARGER THAN 8' IN WIDTH. NATIVE VEGETATION WILL BE ON THE REMAINING AREAS AND ON STEEP SLOPES OVER 25% GRADE. ALL QUANTITY COUNTS ARE FOR SHEET LS1 ONLY.

PLANTING LEGEND

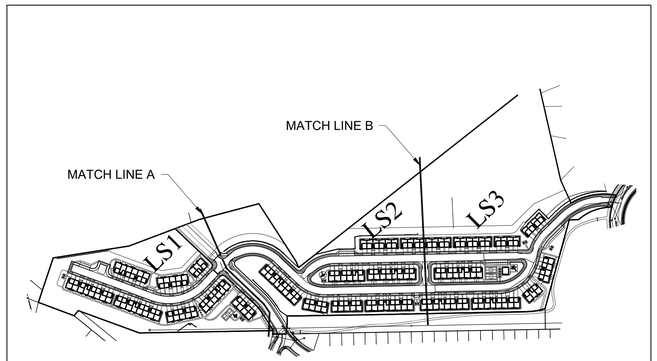
SYMBOL	QUANTITY	COMMON NAME	BOTANICAL NAME	SIZE	NOTES
	42	URBAN SUNSET MAPLE	Acer truncatum x A. Platanoides 'Warrenred' Pacific Sunset	2" Caliper	
	14	PRAIRIE SENTINEL HACKBERRY	Celtis occidentalis 'JFS-KSU1' Prairie Sentinel	2" Caliper	
	7	RED BARRON CRABAPPLE	Malus 'Red Barron'	2" Caliper	
	30,342 sf	TURF-GRASS	SEED MIX: Kentucky Bluegrass Varieties: 18% "Bluestar", 19% "Marquis", 17%"Newport", 17% "Touchdown" Perennial Ryegrass Varieties: 16% "APM", 13% "Accent" or approved equal.		
	15,430 sf	BROWN SHREDDED BARK MULCH			
	102,302 sf	NATIVE VEGETATION	Re-seed in kind due to new construction and grading.		
	4,596 sf	STONE MULCH	1½" Minus Desert Rose Stone Mulch by Staker Parsons, 3" Minimum Depth, or approved equal.		

PLANTING LEGEND (CONT.)

SYMBOL	QUANTITY	COMMON NAME	BOTANICAL NAME	SIZE	NOTES
	6	FORSYTHIA	Forsythia x 'Northern Gold'	5 Gal	
	76	DWARF BURNING BUSH	Euonymus alatus 'Compacta'	5 Gal	
	72	MUGO PINE	Pinus mugo 'Mughus'	5 Gal	
	41	MEIDILAND WHITE ROSE	Rosa 'Meicoublan' Meidiland White	5 Gal	
	53	ALFREDO VIBURNUM	Viburnum trilobum 'Alfredo'	5 Gal	
	53	ANTHONY WATERER SPIREA	Spirea x bumalda 'Anthony Waterer'	5 Gal	
	67	GOLD STAR POTENTILLA	Potentilla fruticosa 'Goldstar'	5 Gal	
	11	GROW LOW SUMAC	Rhus aromatica 'Gro-Low'	5 Gal	
	106	HORIZONTAL JUNIPER	Juniperus horizontalis 'Wiltonii'	5 Gal	
	35	CRIMSON PYGMY BARBERRY	Berberis thungergii atro nana 'Crimson Pygmy'	5 Gal	
	113	KARL FOERSTER FEATHER GRASS	Calamagrostis x acutiflora 'Karl Foerster'	1 Gal	
	8	KELSEYI DOGWOOD	Cornus sericea 'Kelseyi'	1 Gal	
	134	STELLA D' ORO DAYLILY	Hemerocallis 'Stella D' Oro'	1 Gal	
	106	SHASTA DAISY	Leucanthemum maximum 'Sweet Daisy Jane'	1 Gal	
	74	BLUE WONDER CATMINT	Nepeta racemosa 'Blue Wonder'	1 Gal	
	63	BOULDER BLUE	Festuca glauca 'Boulder Blue'	1 Gal	

GENERAL NOTES

1. ALL QUANTITIES ARE SHOWN AS AN AID ONLY. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR FOR ALL ACTUAL QUANTITY CALCULATIONS.
2. PLANT COMMON NAMES ARE SHOWN AS AN AID ONLY. USE BOTANICAL NAME WHEN PURCHASING ALL PLANT MATERIAL.
3. ALL SHRUB BEDS REQUIRE 3" MIN DEPTH OF BROWN MULCH.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UNDERGROUND UTILITIES, PIPES AND STRUCTURES.



KEY MAP

Blue Stakes of UTAH 811 — Blue Stakes, Inc. — 811

0 30
SCALE: 1" = 30'

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FOX CANYON PLAT J1 & PLAT L1

LANDSCAPE SAMPLE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS

REV.	DESCRIPTION	DATE

DESIGN CHECK: AW

DRAFTING CHECK: DR

LICENSED LANDSCAPE ARCHITECT
AMANDA WIBERG
6943415-5301
STATE OF UTAH

SHEET:
LS1

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RETAINING WALL (TYP)
SEE CIVIL PLANS

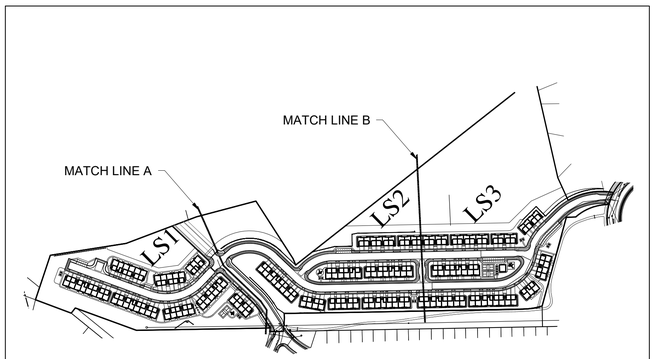
CLEAR VIEW AREA (TYP)

MATCH LINE A

MATCH LINE B

RETAINING
WALL (TYP)
SEE CIVIL PLANS

PEDESTRIAN TRAIL



KEY MAP

Blue Stakes of UTAH 811
BlueStakesUtah.org

0 30
SCALE: 1" = 30'

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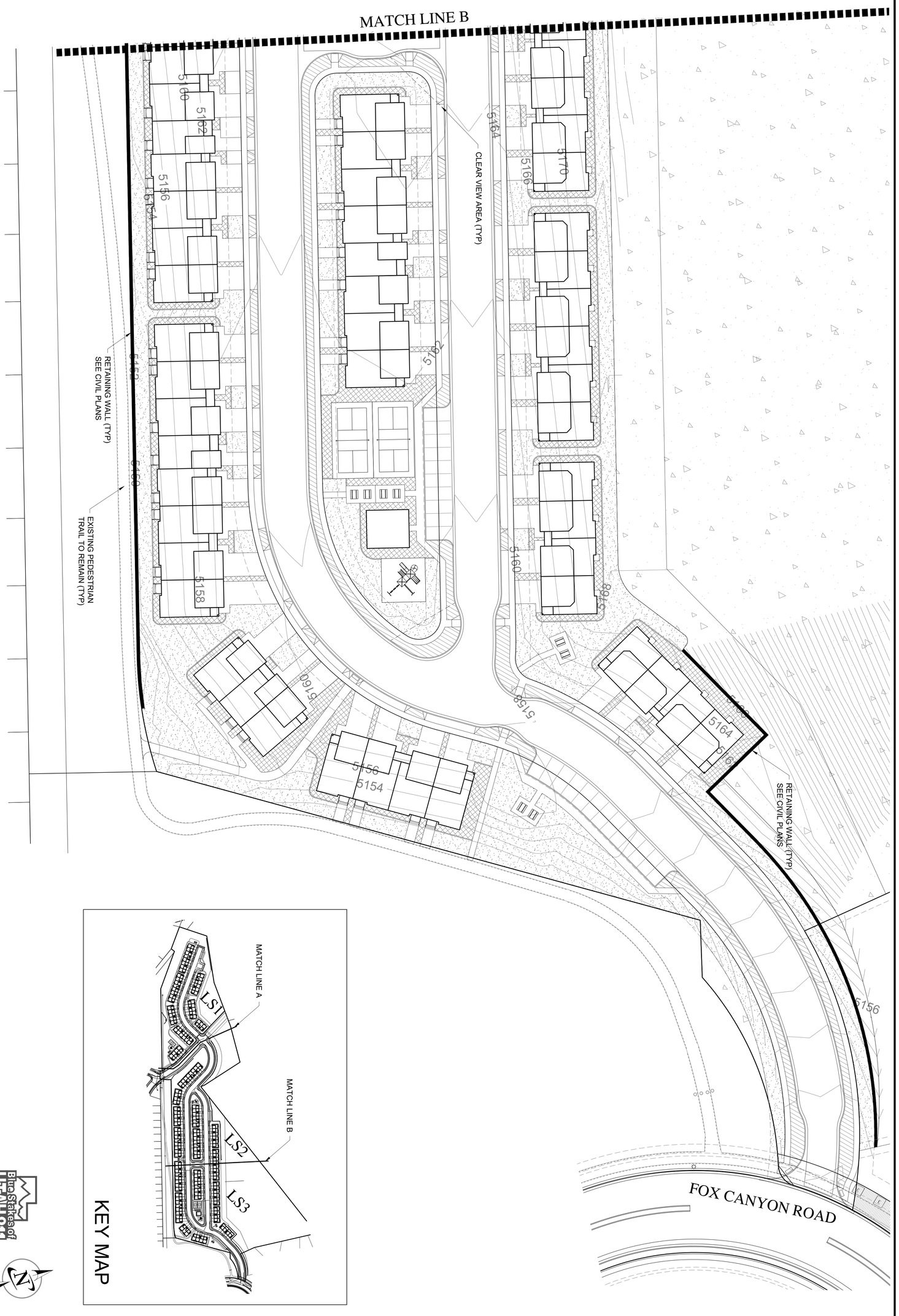
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STATE OF UTAH

SHEET:
LS2

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Blue Stakes of Utah 811

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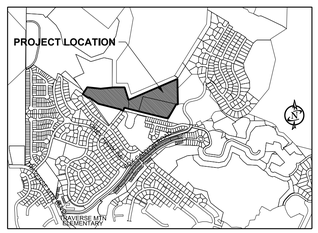
FOX CANYON PLAT J1 & PLAT L1

LANDSCAPE SAMPLE PLAN

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VICINITY MAP
N.T.S.

LEGEND

- FOUND SECTION MONUMENT
- BOUNDARY LINE
- MONUMENT LINE
- ROAD CENTERLINE
- EASEMENT LINE
- BOUNDARY CORNER TO BE SET (5/8" REBAR & CAP MARKED "PROTERRA GROUP")
- (M) MEASURED BEARING/DISTANCE
- (R) RECORD BEARING/DISTANCE

PLANNED COMMUNITY ZONING

PLAT J1: HDR2
PLAT L1: HDR1

PARCEL A
DEDICATED TO LEHI CITY

PLAT J1

PARCEL B
DEDICATED TO LEHI CITY

PARCEL C
DEDICATED TO LEHI CITY

PLAT L1

30' BUFFER

SILVER FOX WAY

ARCTIC FOX DRIVE

DESERT FOX DRIVE

NORTHRIDGE DRIVE

FUTURE ROAD

COMMON AREA

COMMON AREA & DETENTION POND

FOX CANYON ROAD

FOX CANYON PLAT "1"

HIDDEN CANYON PLAT "A"
PARCEL B
SERIAL #49:901:0047

GENEVA ROCK PRODUCTS INC
SERIAL #11:013:0188

GENEVA ROCK PRODUCTS INC
SERIAL #11:013:0154

TOLL SOUTHWEST LLC
SERIAL #11:013:0203

NORTHRIDGE PLAT "E"
ENTRY #147336:2020

NORTHRIDGE PLAT "C"
ENTRY #125374:2019

NORTHRIDGE PLAT "B"
ENTRY # 17604:2019

EAGLE SUMMIT PLAT "6A"
ENTRY #100410:2008

EAGLE SUMMIT PLAT "6A"
ENTRY #96857:2005

ROCKWELL ESTATES
PLAT "A"
ENTRY #83867:2014

EAGLE VIEW DRIVE

RAVENCREST LANE

FOUND R/C (FOCUS)

FOUND R/C (#166572)

FOUND REBAR

P.O.B.

S28°32'46"E 79.35'

S00°17'17"W 266.87'

S36°27'48"W 246.09'

S29°31'54"E 125.25'

S30°17'36"W 339.13'

N66°46'43"E 1275.96'

S89°49'58"E 257.65'

S17°50'29"E 287.29'

S07°25'00"E 28.67'

N84°19'34"E 315.36'

S83°55'23"E 321.72'

N33°26'37"E 196.64'

N54°27'34"W 160.19'

N54°55'49"W 272.99'

S52°38'33"W 27.60'

N75°58'30"W 561.08'

N24°00'28"E 15.23'

N75°58'30"W 56.94'

N75°54'16"W 260.82'

N75°54'23"W 96.16'

N76°07'28"W 645.63'

R=272.00'
Δ=16°53'27"
L=80.19'
CL=79.90'
CB=N84°34'12"W

R=388.00'
Δ=11°08'18"
L=75.44'
CL=75.32'
CB=S18°05'15"W

NORTH 1155.70'

1510.58'

152.5'

1150.17'

N00°11'11"E 2667.23' (R)

N87°38'04"W 938.35' (R)

BASIS OF BEARINGS N89°49'14"W 2660.74' (M)
N89°49'24"W 2660.79' (R)

SOUTH QUARTER CORNER OF
SECTION 19, TOWNSHIP 4
SOUTH RANGE 1 EAST,
SALT LAKE BASE & MERIDIAN
(FOUND BRASS CAP)
BENCHMARK = 5245.82

WEST QUARTER CORNER OF SECTION 19,
TOWNSHIP 4 SOUTH RANGE 1 EAST,
SALT LAKE BASE & MERIDIAN
(FOUND BRASS CAP)

SOUTHWEST CORNER OF SECTION 19,
TOWNSHIP 4 SOUTH RANGE 1 EAST,
SALT LAKE BASE & MERIDIAN

NORTHWEST CORNER OF SECTION 30,
TOWNSHIP 4 SOUTH RANGE 1 EAST,
SALT LAKE BASE & MERIDIAN

N22°19'32"W 118.56'

REFERENCE CORNER TO THE
NORTHWEST CORNER OF SECTION 30,
TOWNSHIP 4 SOUTH RANGE 1 EAST,
SALT LAKE BASE & MERIDIAN
(FOUND BRASS CAP)

BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT NORTH 89°49'14" WEST 1510.58 FEET AND NORTH 1155.70 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; THENCE ALONG A CURVE 80.19 FEET TO THE RIGHT, HAVING A RADIUS OF 272.00 FEET, THE CHORD OF WHICH IS NORTH 84°34'12" WEST 79.90 FEET; THENCE NORTH 76°07'28" WEST 645.63 FEET; THENCE NORTH 75°54'16" WEST 260.82 FEET; THENCE NORTH 75°54'23" WEST 96.16 FEET; THENCE ALONG A CURVE 75.44 FEET TO THE RIGHT, HAVING A RADIUS OF 388.00 FEET, THE CHORD OF WHICH IS SOUTH 18°05'18" WEST 75.32 FEET TO THE NORTHEAST CORNER OF THE EAGLE SUMMIT PLAT 6A ON FILE WITH THE UTAH COUNTY RECORDERS OFFICE AS ENTRY #100410:2008; THENCE ALONG THE NORTH BOUNDARY OF SAID EAGLE SUMMIT THE FOLLOWING FIVE (5) COURSES:
(1) NORTH 75°58'30" WEST 56.94 FEET, (2) NORTH 24°00'28" EAST 15.23 FEET, (3) NORTH 75°58'30" WEST 561.08 FEET, (4) NORTH 54°55'49" WEST 272.99 FEET, (5) SOUTH 52°38'33" WEST 27.60 FEET TO THE EAST BOUNDARY OF ROCKWELL ESTATES PLAT A ON FILE WITH THE UTAH COUNTY RECORDERS OFFICE AS ENTRY #83867:2014; THENCE ALONG SAID ROCKWELL ESTATES PLAT A NORTH BOUNDARY NORTH 54°27'34" WEST 160.19 FEET TO A POINT ALONG THE EAST SIDE OF ROCKWELL ESTATES PLAT B; THENCE ALONG AND BEYOND SAID ROCKWELL ESTATES PLAT B NORTH 33°26'37" EAST 196.64 FEET; THENCE SOUTH 83°55'23" EAST 321.72 FEET; THENCE NORTH 84°19'34" EAST 315.36 FEET; THENCE SOUTH 89°49'58" EAST 257.65 FEET; THENCE SOUTH 17°50'29" EAST 287.29 FEET; THENCE SOUTH 07°25'00" EAST 28.67 FEET; THENCE NORTH 66°46'43" EAST 1275.96 FEET; THENCE SOUTH 28°32'46" EAST 79.35 FEET: THENCE SOUTH 00°17'17" WEST 266.87 FEET; THENCE SOUTH 36°27'48" WEST 246.09 FEET; THENCE SOUTH 29°31'54" EAST 125.25 FEET TO A POINT WHICH LIES ON THE BOUNDARY OF HIDDEN CANYON PLAT A, ON FILE WITH THE UTAH COUNTY RECORDERS OFFICE AS ENTRY #58038:2018 ; THENCE ALONG SAID HIDDEN CANYON PLAT A SOUTH 30°17'36" WEST 339.13 FEET TO THE POINT OF BEGINNING.

CONTAINS 1,070,383 SQ.FT. OR 24.573 ACRES, MORE OR LESS.
CONTAINS 125 UNITS 5.1 UNITS/ACRE

0 100
Scale 1" = 100'

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10450 South 2700 West, South Jordan, Utah 84095
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FOX CANYON PLAT J1 & PLAT L1

SITE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS

REV.	DESCRIPTION	DATE

DESIGN CHECK:

DRAFTING CHECK:

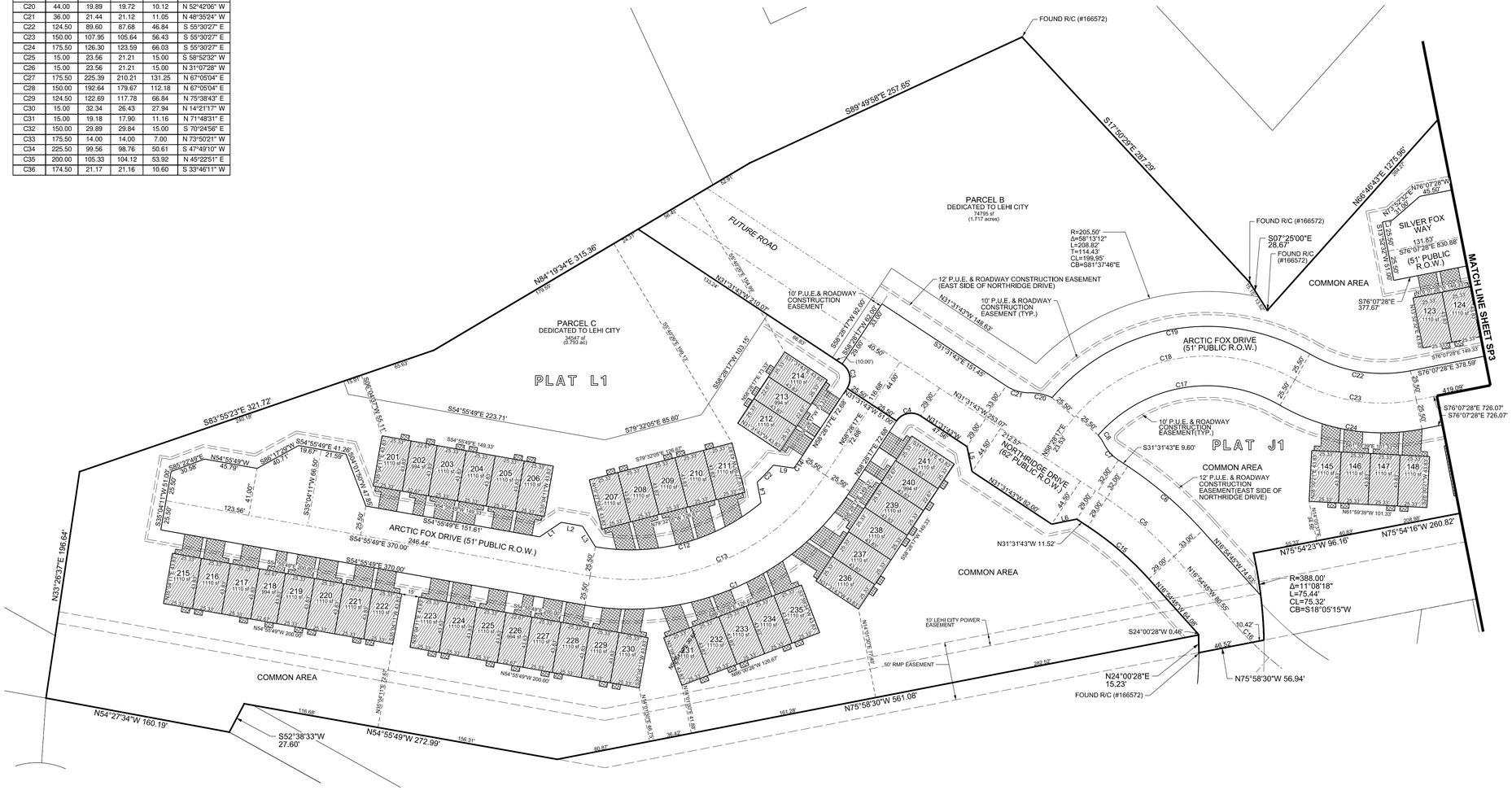
REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
02-22-25
STATE OF UTAH

SHEET:
SP1

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CURVE TABLE					
NAME	RADIUS	ARC Length	CHORD Length	TANGENT Length	CHORD DIRECTION
C1	225.50	262.11	247.60	148.12	S 88°13'46" E
C2	159.00	20.15	20.14	10.09	N 68°23'35" E
C3	15.00	23.56	21.21	15.00	N 13°28'17" E
C4	15.00	23.56	21.21	15.00	S 76°31'43" E
C5	300.00	76.53	76.32	38.47	S 24°13'14" E
C6	333.00	84.95	84.72	42.71	N 24°13'14" W
C7	36.00	18.47	18.27	9.44	N 16°49'55" W
C8	44.00	9.44	9.42	4.74	N 08°16'57" W
C9	15.00	23.56	21.21	15.00	S 58°52'32" W
C10	15.00	23.56	21.21	15.00	S 31°07'28" E
C11	159.00	50.88	50.66	25.66	S 51°18'02" W
C12	174.50	152.02	147.26	81.21	S 79°53'14" E
C13	200.00	232.47	219.60	131.37	S 88°13'46" E
C14	174.50	9.76	9.75	4.88	N 60°04'22" E
C15	271.00	69.13	68.94	34.75	S 24°13'14" E
C16	300.00	14.49	14.49	7.25	S 19°12'54" E
C17	124.50	171.39	158.17	102.40	S 74°19'37" E
C18	150.00	226.82	205.82	141.45	S 78°12'34" E
C19	175.50	243.53	224.46	145.98	S 74°38'37" E
C20	44.00	19.89	19.72	10.12	N 52°42'06" W
C21	36.00	21.44	21.12	11.05	N 48°35'24" W
C22	124.50	89.60	87.68	46.84	S 55°30'27" E
C23	150.00	107.95	105.64	56.43	S 55°30'27" E
C24	175.50	126.30	123.59	66.03	S 55°30'27" E
C25	15.00	23.56	21.21	15.00	S 58°52'32" W
C26	15.00	23.56	21.21	15.00	N 31°07'28" W
C27	175.50	225.39	210.21	131.25	N 67°05'04" E
C28	150.00	192.64	179.67	112.18	N 67°05'04" E
C29	124.50	122.69	117.78	66.84	N 75°38'43" E
C30	15.00	32.34	26.43	27.94	N 14°21'17" W
C31	15.00	19.18	17.90	11.16	N 71°48'31" E
C32	150.00	29.89	29.84	15.00	S 70°24'56" E
C33	175.50	14.00	14.00	7.00	N 73°50'21" W
C34	225.50	99.56	98.76	50.61	S 47°49'10" W
C35	200.00	105.33	104.12	53.92	N 45°22'51" E
C36	174.50	21.17	21.16	10.60	S 33°46'11" W

LINE TABLE		
NAME	LENGTH	DIRECTION
L1	22.28	N 80°59'25" E
L2	18.52	N 54°55'49" W
L3	20.91	N 07°05'43" W
L4	17.98	N 14°03'10" E
L5	21.92	S 13°28'17" W
L6	21.92	N 76°31'43" W
L7	8.98	S 76°07'28" E
L8	21.92	S 15°28'06" W
L9	17.91	N 56°53'24" W
L10	21.00	S 28°33'04" E
L11	19.00	S 76°07'28" E
L12	21.00	S 56°18'08" W
L13	21.02	N 87°07'59" E



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FOX CANYON PLAT J1 & PLAT L1

SITE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.	DESCRIPTION	DATE

DESIGN CHECK:

DRAFTING CHECK:

REGISTERED PROFESSIONAL ENGINEER
No. 295571
DAVID A. REDDISH
02-22-23
STATE OF UTAH

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FOX CANYON PLAT J1 & PLAT L1

PRELIMINARY CONSTRUCTION DRAWINGS

SITE PLAN

REVISIONS	DESCRIPTION	DATE
		REV.

DESIGN CHECK:

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FRONT ELEVATION

SCALE: 3/16"=1'-0"



REAR ELEVATION

SCALE: 3/16"=1'-0"

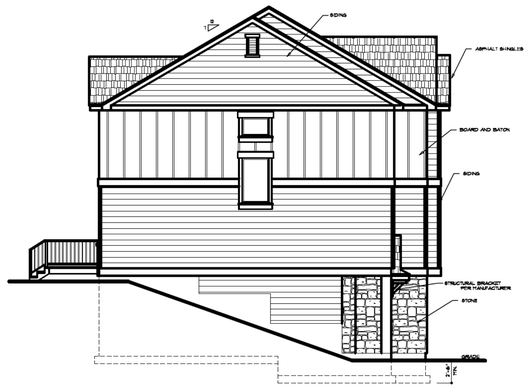
115 MPH
EXP B
35 PSF
2018 IRC

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WWW.PerryHomesUtah.COM

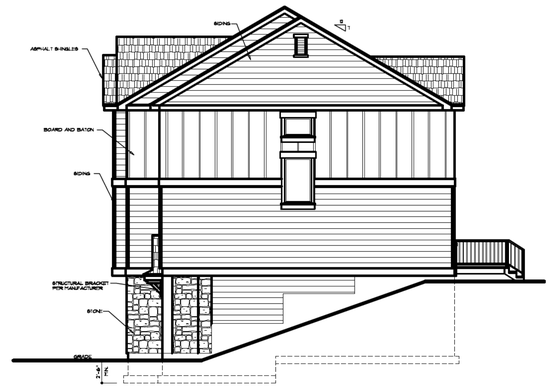
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LEFT SIDE ELEVATION SCALE: 3/16"=1'-0"



RIGHT SIDE ELEVATION SCALE: 3/16"=1'-0"

115 MPH
EXP B
35 PSF
ZONE
ROOF

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DATE

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SHEET #

Fox Canyon A1-I1-J1-L1
Fox Canyon Road
Traffic Impact Study

Lehi, Utah

February 2023

TRAFFIC STUDY

TRANSPORTATION ENGINEERING

A-Trans Engineering
P.O. Box 521651
Salt Lake City, Utah 84152
(801) 949-0348 telephone
(801) 582-6252 fax

Fox Canyon A1-I1-J1-L1
Fox Canyon Road
Traffic Impact Analysis

Lehi, Utah

Category II

February 2023

Prepared by:

A-Trans Engineering
Joseph Perrin, PhD, PE, PTOE
P.O. Box City, 521651
Salt Lake City, Utah 84152
(801) 949-0348
atrans@comcast.net



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I. Introduction and Summary

This traffic analysis is for the proposed Fox Canyon Parcels A1, I1, J1 and L1 located north of Northridge Drive along Fox Canyon Road in Lehi, Utah. Parcel A1 is planned to include 22 single family units. Parcel I1 is planned to include 19 single family units. J1/L1 is planned to include 143 multi-family units. The site is projected to generate 100 AM and 128 PM peak hour trips with 1,462 daily trips. Parcel A1 is planning two accesses to Fox Canyon Road, Springview Court to the north and Lookout Cove to the south. Parcel I1 is planning a single access to Fox Canyon Road (Jackrabit Circle) which aligns with the northern A1 access (Springview Court). J1/L1 will have a direct access to Fox Canyon Road (Arctic Fox Drive) which aligns with the southern A1 access (Lookout Cove) and two secondary accesses via the existing Northridge Drive and Grey Hawk Drive.

Table 1 shows the results of the analysis.

Table 1: Analysis Results and Summary

		2023 Existing	2023 Background	2023 Total
Traverse Mountain Blvd / Fox Canyon Road	AM	Side street delay at LOS C	Side street delay declines to LOS E	Side street delay declines to LOS F. With a signal- LOS B
	PM	Side street delay at LOS B	Side street delay declines to LOS C	Side street delay declines to LOS D. With a signal- LOS B
Fox Canyon Road / Grey Hawk Drive	AM	Side street delay at LOS A	Side street delay at LOS B	Side street delay at LOS B
	PM	Side street delay at LOS A	Side street delay at LOS B	Side street delay at LOS B
Fox Canyon Road / Northridge Drive / Vialetto Way	AM	Side street delay at LOS A	Side street delay at LOS A	Side street delay at LOS B
	PM	Side street delay at LOS A	Side street delay at LOS A	Side street delay at LOS B
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	AM			Access egress at LOS B
	PM			Access egress at LOS B
Fox Canyon Road / Springview Court / Jackrabbit Circle	AM			Access egress at LOS B
	PM			Access egress at LOS B

Recommendations

The site accesses are located approximately 450 feet apart along the S Curve of Fox Canyon Road. The roadway has a steep grade at this location. There are two northbound and two southbound lanes at the access points and the direction of travel is separated by a raised center median. The primary issue with these accesses is sight distance. A stopping sight distance of 215 feet is required for both accesses and a left turn sight triangle of 335 feet and a right turn sight triangle of 290 feet is required for both accesses. The sight triangles should be confirmed by a licensed surveyor.

The intersection of Fox Canyon Road / Traverse Mountain Blvd operates near capacity in the AM peak period with the addition of background traffic to the area. This worsens with site traffic added to the intersection. As more traffic develops and uses Fox Canyon, this stop controlled intersection will operate at capacity and a traffic signal should be considered. With a signal at this intersection, it will operate at acceptable delays and Levels of Service. At buildout of all development to use Fox Canyon, the proposed site Fox Canyon Parcels A1, I1, J1 and L1 represents 10% of the total traffic in the AM at this intersection and 12% of the total traffic in the PM peak hour.

II. Proposed Project

Fox Canyon Parcels A1, I-, J1 and L1 are located north of Northridge Drive along Fox Canyon Road in Lehi, Utah. Parcel A1 is planned to include 22 single family units. Parcel I1 is planned to include 19 single family units. J1/L1 is planned to include 143 multi-family units. The site is projected to generate 100 AM and 128 PM peak hour trips with 1462 daily trips.

Parcel A1 is planning two accesses to Fox Canyon Road, Springview Court to the north and Lookout Cove to the south. Parcel I1 is planning a single access to Fox Canyon Road (Jackrabbit Circle) which aligns with the northern A1 access (Springview Court). J1/L1 will have a direct access to Fox Canyon Road (Arctic Fox Drive) which aligns with the southern A1 access (Lookout Cove) and two secondary accesses via the existing Northridge Drive and Grey Hawk Drive. The two new accesses along Fox Canyon Drive are located approximately 450 feet apart.

The conceptual site plans are shown in the appendix.

III. Study Area Conditions

The study area includes the following intersection.

- Traverse Mountain Blvd / Fox Canyon Road
- Fox Canyon Road / Grey Hawk Drive
- Fox Canyon Road / Northridge Drive / Violetto Way
- Fox Canyon Road / Lookout Cove / Arctic Fox Drive
- Fox Canyon Road / Springview Court / Jackrabbit Circle

Figure 1 shows the location of the site. Figure 2 shows existing intersection geometry.

Fox Canyon Road

Fox Canyon Road is currently striped as a two lane road from Traverse Mountain Blvd to Northridge Drive and a four lane road to the north. It has a posted speed of 25 MPH.

Traverse Mountain Blvd

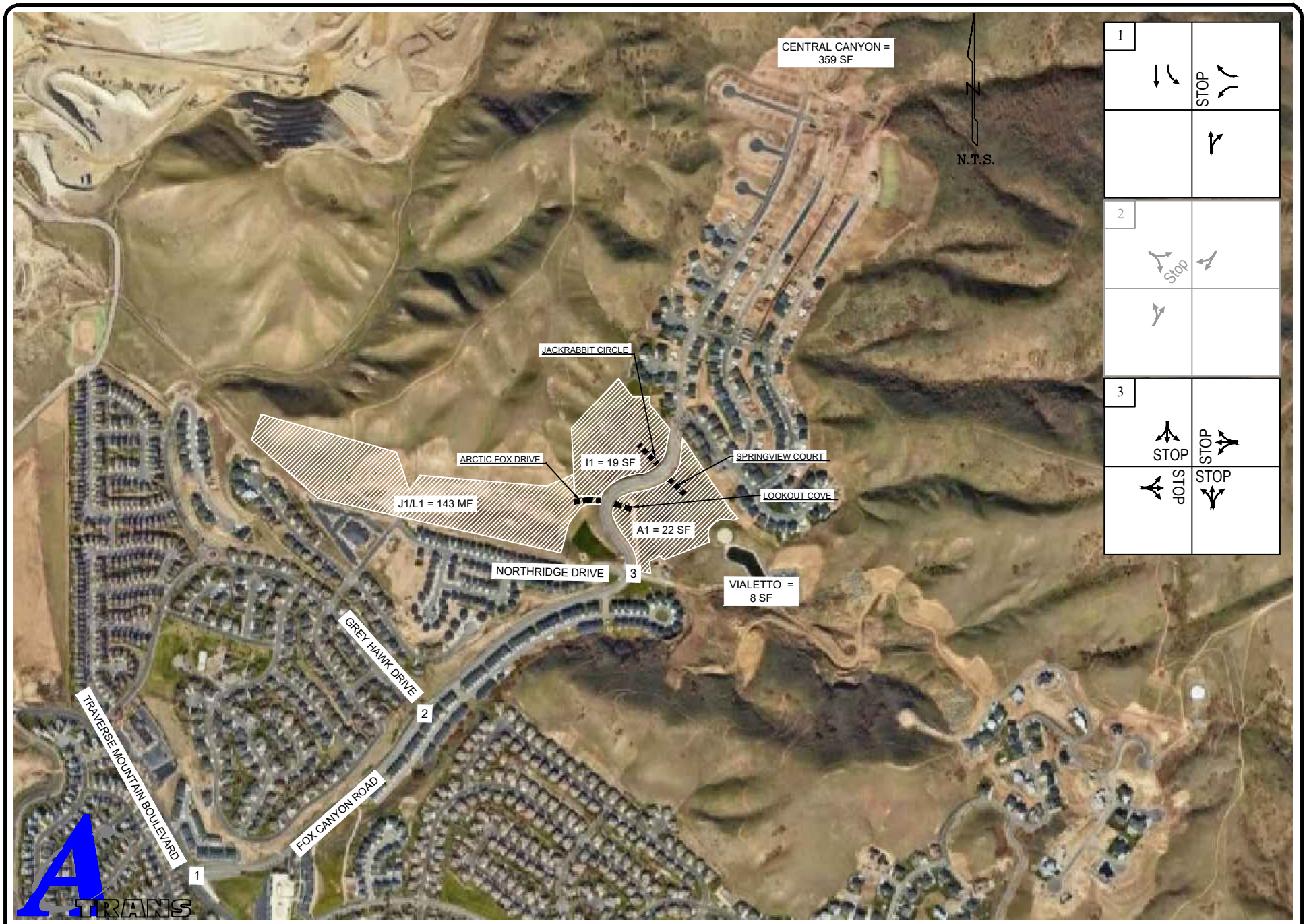
Traverse Mountain Blvd is currently a three lane road with a posted speed of 30 MPH.



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Figure 1

Site Location



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Figure 2

Existing Geometry

IV. Analysis of Existing Condition

The existing traffic counts were performed January 24-26, 2023 during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak periods. 2023 Existing Traffic volumes used in the study are shown in Figure 3.

The 6th Edition Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 2 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

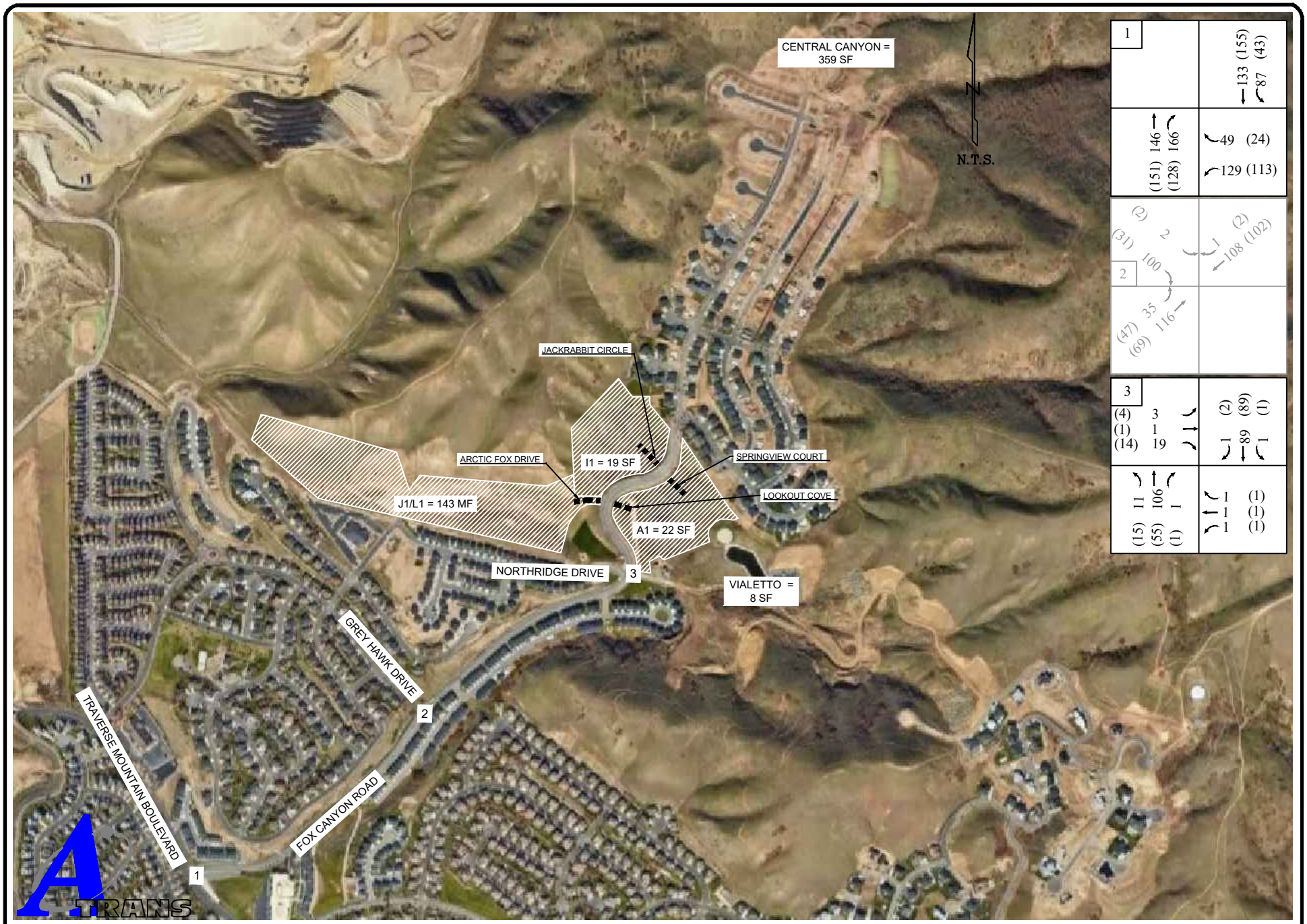
Table 2: Intersection LOS-Delay Relationship

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

The analysis shows that Traverse Mountain Blvd / Fox Canyon Road operates with side street delay at LOS C in the AM and LOS B in the PM peak period. Fox Canyon Road / Grey Hawk Drive and Fox Canyon Road / Northridge Drive / Vialetto Way operate with side street delay at LOS A in the AM and LOS A in the PM peak period. Table 3 shows the Existing LOS.

Table 3: Existing Level of Service

	Traverse Mountain Blvd / Fox Canyon Road (WBL)		Fox Canyon Road / Grey Hawk Drive (SEL)		Fox Canyon Road / Northridge Drive / Vialetto Way (NB)	
AM	17.0	C	9.7	A	8.0	A
PM	13.3	B	9.1	A	7.6	A



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Figure 3

Existing Traffic

V. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (11th Edition) handbook. Parcel A1 is planned to include 22 single family units. Parcel I1 is planned to include 19 single family units. J1/L1 is planned to include 143 multi-family units. The site is projected to generate 100 AM and 128 PM peak hour trips with 1462 daily trips. The trip generation for the site is shown in Table 4.

Table 4: Trip Generation for Site

Land Use Type	Density	Land Use #	Trips	% In	% Out	Trips In	Trips Out
AM							
A1	22 units	210	17	25%	75%	4	13
I1	19 units	210	15	25%	75%	4	11
J1/L1	143 units	220	68	24%	76%	16	52
Total			100			24	76
PM							
A1	22 units	210	24	63%	37%	15	9
I1	19 units	210	21	63%	37%	13	8
J1/L1	143 units	220	83	63%	37%	52	31
Total			128			80	48
Daily							
A1	22 units	210	251				
I1	19 units	210	219				
J1/L1	143 units	220	992				
Total			1,462				

The site is located at the top of a mountain road and is nearly built out. There are two additional parcels within the area that are incomplete. Once these two parcels are built (in addition to the site) the area is not expected to continue to grow. Therefore, to provide a future condition for the area the two parcels that remain are added as additional background traffic. These include Central Canyon (500 total units-100 existing-41 from A1/I1) with a total of 359 single family units and Vialetto with a total of 8 single family units. The trip generation for these additional parcels are shown in Table 5.

Table 5: Trip Generation for Non-Site Traffic

Land Use Type	Density	Land Use #	Trips	% In	% Out	Trips In	Trips Out
AM							
Central Canyon	359 units	210	212	25%	75%	53	159
Vialetto	8 units	210	7	25%	75%	2	5
Total			219			55	164
PM							
Central Canyon	359 units	210	331	63%	37%	209	122
Vialetto	8 units	210	10	63%	37%	6	4
Total			341			215	126
Daily							
Central Canyon	359 units	210	3,271				
Vialetto	8 units	210	99				
Total			3,370				

B. Trip Distribution

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

- 25% to/from north on Traverse Mountain Blvd
- 75% to/from south on Traverse Mountain Blvd

Origin Destination is shown in Figure 4.

- Site traffic for J1 / L1 was distributed with 5% to Arctic Fox Drive, 15% to Northridge Drive and 85% to Grey Hawk Drive. Based on the site layout it is likely that a higher volume of traffic may utilize Arctic Fox Drive for site ingress and egress than is applied within this analysis, but to provide a conservative analysis for Grey Hawk Drive, the majority of the traffic was assigned to this intersection.

Site traffic distribution is shown in Figure 5. Additional background traffic is shown in Figure 6. Opening Day Background Traffic (existing plus additional background) is shown in Figure 7 and Opening Day Total Traffic is shown in Figure 8.



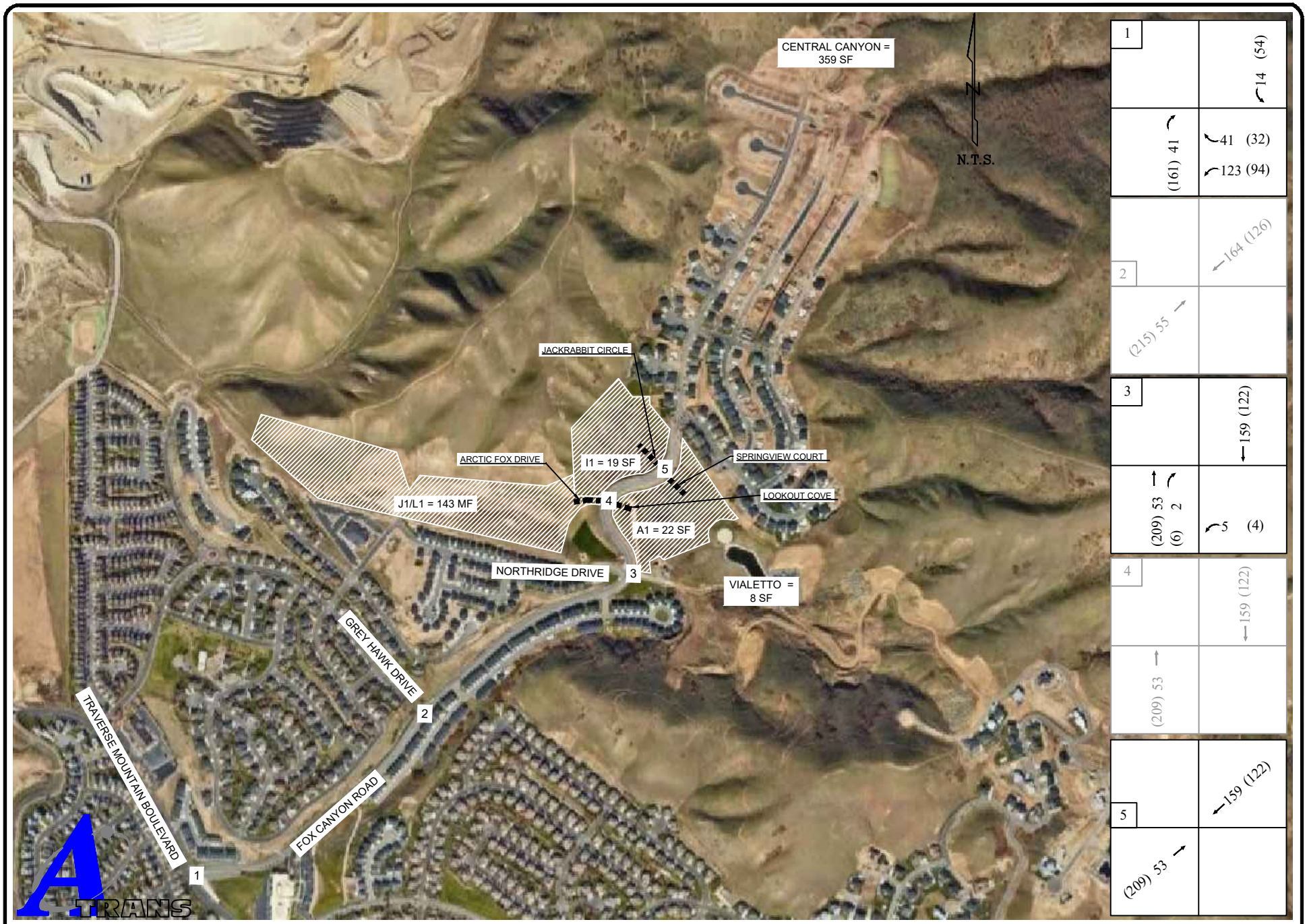
A-TRANS TRANSPORTATION ENGINEERING P.O. BOX 521651, SLC, UT 84152 Phone: 801-949-0348 Fax: 801-582-6252	Figure 4	Origin Destination



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Figure 5

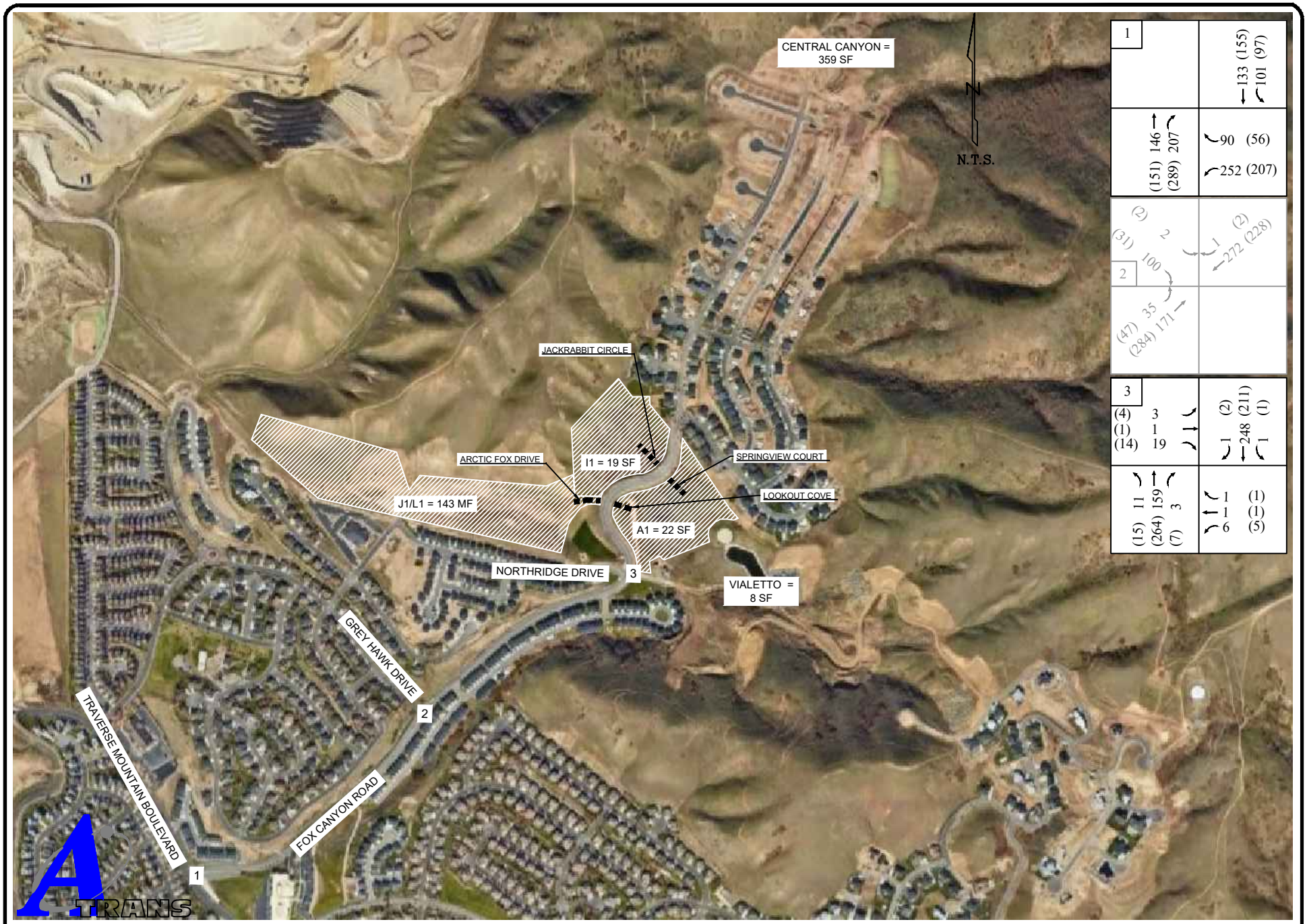
Site Generated Traffic



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Figure 6

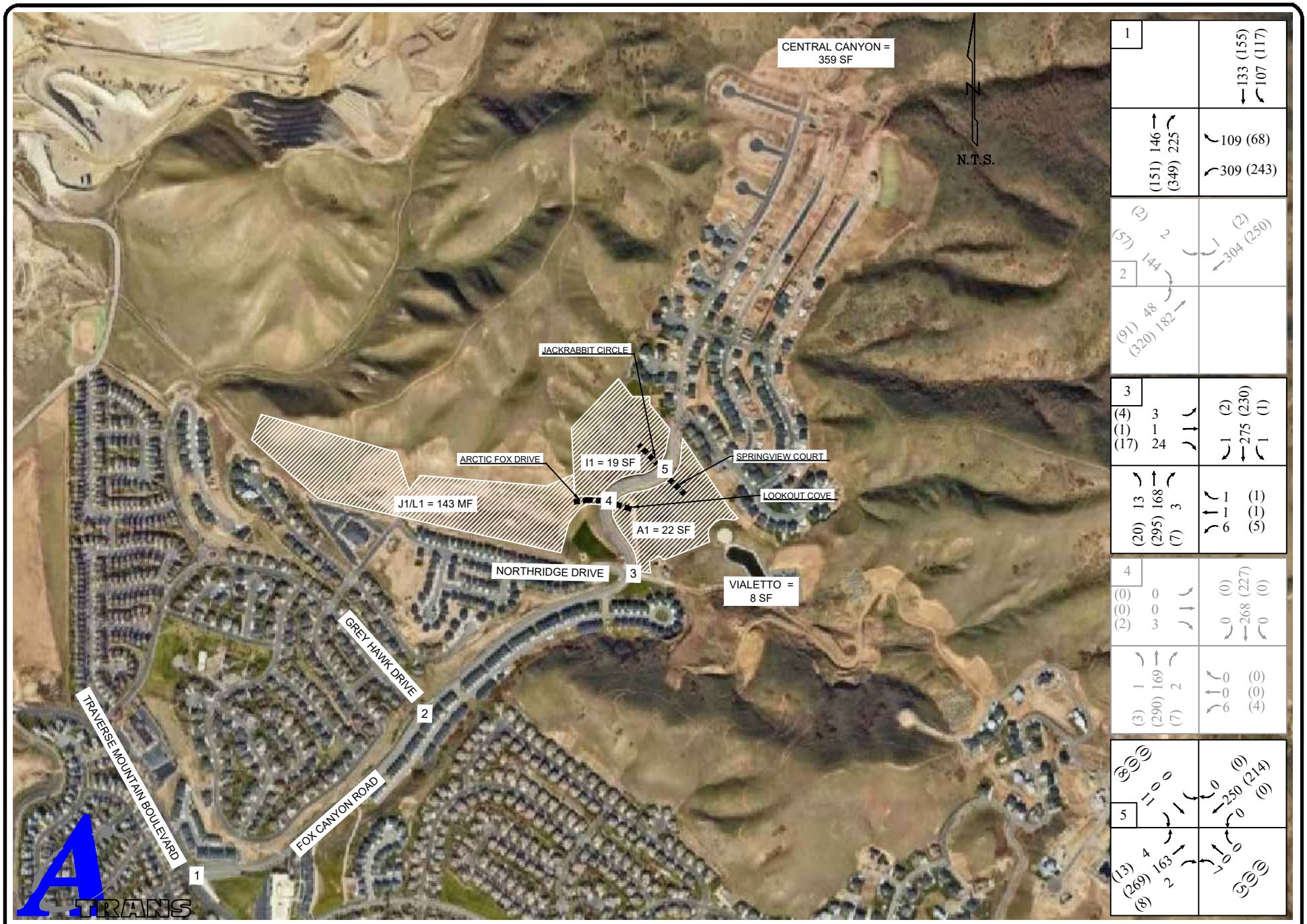
Additional Background Traffic



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Figure 7

Opening Day Background Traffic



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Figure 8

Opening Day Total Traffic

VI. Traffic Analysis

A. Level of Service Analysis

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Table 6 provides a summary of the analysis. Table 7 provides the traffic volumes by contributing element at the intersection of Traverse Mountain Blvd / Fox Canyon Road. Tables 8-12 show the intersection and access analysis.

Table 6: Analysis Results

		2023 Existing	2023 Background	2023 Total
Traverse Mountain Blvd / Fox Canyon Road	AM	Side street delay at LOS C	Side street delay declines to LOS E	Side street delay declines to LOS F. With a signal- LOS B
	PM	Side street delay at LOS B	Side street delay declines to LOS C	Side street delay declines to LOS D. With a signal- LOS B
Fox Canyon Road / Grey Hawk Drive	AM	Side street delay at LOS A	Side street delay at LOS B	Side street delay at LOS B
	PM	Side street delay at LOS A	Side street delay at LOS B	Side street delay at LOS B
Fox Canyon Road / Northridge Drive / Vialetto Way	AM	Side street delay at LOS A	Side street delay at LOS A	Side street delay at LOS B
	PM	Side street delay at LOS A	Side street delay at LOS A	Side street delay at LOS B
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	AM			Access egress at LOS B
	PM			Access egress at LOS B
Fox Canyon Road / Springview Court / Jackrabbit Circle	AM			Access egress at LOS B
	PM			Access egress at LOS B

Site traffic along Grey Hawk Drive will increase traffic along Grey Hawk Drive by 40% in the AM and 85% in the PM peak period. While two lane roadways typically have capacities of 9,000 daily trips, for a residential two lane road it is general to use a lower more neighborhood friendly capacity of 5,000 vehicles per day or 500 vehicles per hour.

With site traffic along Grey Hawk Drive the roadway is at 40% of capacity in the AM peak hour and 30% of capacity in the PM peak period. The intersection of Grey Hawk Drive / Fox Canyon Road operates with LOS C or better for side street delay. While this connection will increase traffic along Grey Hawk Drive, there is available roadway and intersection capacity to accommodate this traffic.

The intersection of Fox Canyon Road / Traverse Mountain Blvd operates near capacity in the AM peak period with the addition of background traffic to the area. This worsens with site traffic added to the intersection. As a signal this intersection operates with acceptable LOS. At buildout the site represents 10% of the total traffic in the AM at this intersection and 12% of the total traffic in the PM peak hour. Table 7 shows the peak hour traffic volumes at the intersection of Traverse Mountain Blvd / Fox Canyon Road.

Table 7: Traverse Mountain Blvd / Fox Canyon Road Intersection Volumes

	AM		PM	
	Veh/hr	% of Total	Veh/hr	% of Total
Existing	710		614	
Site	100	10%	128	12%
Background	219	21%	341	31%
Total	1029		1083	

Table 8: Traverse Mountain Road / Fox Canyon Drive Intersection Analysis

		NBTR	WBL	WBR	SBL	SBT	INT
2023 Existing	AM		17.0 C	10.3 B	8.5 A		
	PM		13.3 B	9.8 A	8.1 A		
2023 Background	AM		35.1 E	11.1 B	8.7 A		
	PM		22.3 C	10.7 B	8.9 A		
2023 Opening Day	AM		66.7 F	11.4 B	8.9 A		
	PM		32.4 D	11.2 B	9.2 A		
2023 Opening Day - Signalized	AM	13.0 B	16.9 B	3.6 A	20.6 C	10.4 B	13.6 B
	PM	9.0 A	17.3 B	4.9 A	16.9 B	7.5 A	11.3 B

Table 9: Fox Canyon Drive / Grey Hawk Drive Intersection Analysis

		NEL	SEL
2023 Existing	AM	7.6 A	9.7 A
	PM	7.6 A	9.1 A
2023 Background	AM	8.1 A	11.6 B
	PM	7.9 A	10.3 B
2023 Opening Day	AM	8.3 A	13.0 B
	PM	8.1 A	10.7 B

Table 10: Fox Canyon Drive / Northridge Drive / Vialetto Way Intersection Analysis

		NBLTR		EBLTR		WBLTR		SBLTR	
2023 Existing	AM	8.0	A	7.2	A	7.5	A	7.8	A
	PM	7.6	A	7.0	A	7.3	A	7.6	A
2023 Background	AM	9.1	A	7.9	A	8.4	A	9.9	A
	PM	10.0	A	8.0	A	8.4	A	9.2	A
2023 Opening Day	AM	9.3	A	8.0	A	8.5	A	10.6	B
	PM	10.8	B	8.1	A	8.5	A	9.6	A

Table 11: Fox Canyon Drive / Arctic Fox Drive / Lookout Cove Intersection Analysis

		NBL		EBLTR		WBLTR		SBL	
2023 Opening Day	AM	8.0	A	9.3	A	11.9	B	0.0	A
	PM	7.8	A	9.1	A	12.9	B	0.0	A

Table 12: Fox Canyon Drive / Springview Court / Jackrabbit Cir Intersection Analysis

		NEL		NWLTR		SWLTR		SWL	
2023 Opening Day	AM	7.9	A	11.9	B	9.3	A	0.0	A
	PM	7.8	A	12.9	B	9.0	A	0.0	A

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue length recommendations are provided by the HCM analysis and are done through Synchro. The only turn lanes within the study area are the southbound left and westbound left turn lanes at the Traverse Mountain Blvd / Fox Canyon Road intersection. The southbound left turn movement is expected to have minimal queue that will be accommodated by the 150 foot existing turn pocket. The westbound left turn pocket is expected at 12 vehicles (300 feet) during the AM peak period at full build out if the stop controlled intersection is maintained.

C. Sight Distances

Sight distance requirements are provided by AASHTO and FWHA to determine the required sight distances. Based on the evaluation of these sources the recommendations from AASHTO are the most conservative and are considered as the national standard, therefore they are recommended for this site.

Access sight distance requirements comes from AASHTO Green Book which provides the minimum and recommended sight distance to provide sufficient sight triangles that allow for vehicles to enter and exit the roadway safely. This is based on the design speed of the road (30 MPH) and becomes a primary concern if the roadway has vertical and/or horizontal curves which do occur along the site frontage. The AASHTO requirements are shown in Table 13.

Table 13: AASHTO Sight Distance Requirements

Design Required Sight Distances								
Sight Distances (SD)	Grade	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph
Stopping SD (ft)	0%	155	200	250	305	360	425	495
Stopping SD (ft)	-3%	158	205	257	315	378	446	520
Stopping SD (ft)	-6%	165	215	271	333	400	474	553
Sight Triangle Sight Distance								
From Minor Street	Case	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph
Left Turn	B1	280	335	390	445	500	555	610
Right Turn	B2	240	290	335	385	430	480	530

TS – Two-Way Stop

The information comes from the AASHTO Green Book, Exhibit 3-1 on page 3-4 and 3-4 for Stopping Sight Distance and Intersection Sight Triangle – p 9-38 to -p 9-51.

Based on this requirement a stopping sight distance of 215 feet is required for both accesses and a left turn sight triangle of 335 feet and a right turn sight triangle of 290 feet is required for both accesses. The sight triangles should be confirmed by a licensed surveyor.

VII. Conclusions

This traffic analysis is for the proposed Fox Canyon Parcels A1, I1, J1 and L1 located north of Northridge Drive along Fox Canyon Road in Lehi, Utah. Parcel A1 is planned to include 22 single family units. Parcel I1 is planned to include 19 single family units. J1/L1 is planned to include 143 multi-family units. The site is projected to generate 100 AM and 128 PM peak hour trips with 1,462 daily trips. Parcel A1 is planning two accesses to Fox Canyon Road, Springview Court to the north and Lookout Cove to the south. Parcel I1 is planning a single access to Fox Canyon Road (Jackrabbit Circle) which aligns with the northern A1 access (Springview Court). J1/L1 will have a direct access to Fox Canyon Road (Arctic Fox Drive) which aligns with the southern A1 access (Lookout Cove) and two secondary accesses via the existing Northridge Drive and Grey Hawk Drive.

The following comments are made about the project:

- Fox Canyon Road funnels the traffic from the upper Canyon down to the Fox Canyon Road and Traverse Mountain Boulevard intersection. With all the proposed development, this intersection will operate at LOS F in the AM peak period and a traffic signal will likely be needed once warranted. This intersection is planned to be signalized in the Traverse Mountain Transportation Master Plan.
- The proposed site traffic from A1, I1, J1 and L1 represents 10% of the AM peak and 12% of the PM peak Fox Canyon generated traffic.
- No other changes to traffic control are projected necessary
- It is recommended that confirmation of sufficient sight distance to meet AASHTO standards for the proposed accesses on the horizontal curve of Fox Canyon Road for the A1 and I1 parcels.
- With the existing raised median along Fox Canyon Road along Parcels A1 and I1, the median would either need to be breeched or the traffic could make right turns to travel to the roundabout to the north and then make a U-turn to head south down the canyon.

APPENDICES

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

Appendix A Traffic Counts and Projections

AM PEAK HOUR VOLUMES

INTERSECTION: **Grey Hawk Drive** **and** **Fox Canyon Road**

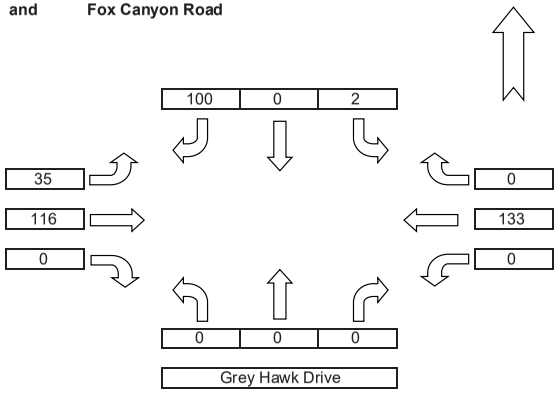
Ped = 0

N-S STREET: **Grey Hawk Drive**
E-W STREET: **Fox Canyon Road**

COUNT DATE: **January 25, 2023**
Day of the Week: **Wednesday**
NOTES:

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

PK HR VOLUME:	386
PHF:	0.71
PEAK HOUR:	
FROM: 7:25 AM	TO: 8:25 AM



AM Traffic

COUNT DATA INPUT: Name: Thomas Name: Thomas Name: Thomas Name: Thomas

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:00 AM	7:05 AM	0	0	0	0	5	0	0	0	0	0	4	0	9	32	0	0
7:05 AM	7:10 AM	0	0	0	0	2	0	0	0	1	0	7	0	10	44	0	0
7:10 AM	7:15 AM	0	0	0	0	4	0	0	0	2	0	7	0	13	49	0	0
7:15 AM	7:20 AM	0	0	0	2	7	0	0	0	3	0	9	0	21	64	0	0
7:20 AM	7:25 AM	0	0	0	1	3	0	0	0	6	0	5	0	15	67	0	0
7:25 AM	7:30 AM	0	0	0	2	8	0	0	0	9	0	9	0	28	66	0	0
7:30 AM	7:35 AM	0	0	0	0	6	0	0	0	6	0	12	0	24	78	0	0
7:35 AM	7:40 AM	0	0	0	0	2	0	0	0	6	0	6	0	14	105	0	0
7:40 AM	7:45 AM	0	0	0	4	5	0	0	0	13	0	18	0	40	133	0	0
7:45 AM	7:50 AM	0	0	0	3	11	0	0	0	20	0	17	0	51	136	0	0
7:50 AM	7:55 AM	0	0	0	3	7	0	0	0	14	0	18	0	42	135	0	0
7:55 AM	8:00 AM	0	0	0	7	12	0	0	0	15	0	9	0	43	126	0	0
8:00 AM	8:05 AM	0	0	0	7	23	0	1	0	6	0	13	0	50	102	0	0
8:05 AM	8:10 AM	0	0	0	4	15	0	1	0	6	0	7	0	33	72	0	0
8:10 AM	8:15 AM	0	0	0	2	7	0	0	0	0	0	10	0	19	61	0	0
8:15 AM	8:20 AM	0	0	0	1	9	0	0	0	3	0	7	0	20	58	0	0
8:20 AM	8:25 AM	0	0	0	2	11	0	0	0	2	0	7	0	22	60	0	0
8:25 AM	8:30 AM	0	0	0	7	5	0	0	0	1	0	3	0	16	60	0	0
8:30 AM	8:35 AM	0	0	0	2	12	0	0	0	2	0	6	0	22	65	0	0
8:35 AM	8:40 AM	0	0	0	0	7	0	0	0	7	0	8	0	22	64	0	0
8:40 AM	8:45 AM	0	0	0	4	2	0	0	0	5	0	10	0	21	69	0	0
8:45 AM	8:50 AM	0	0	0	1	7	0	0	0	5	0	8	0	21	79	0	0
8:50 AM	8:55 AM	0	0	0	0	10	0	0	0	6	0	11	0	27	58	0	0
8:55 AM	9:00 AM	0	0	0	7	8	0	0	0	3	0	13	0	31	31	0	0

PM PEAK HOUR VOLUMES

Ped = 0

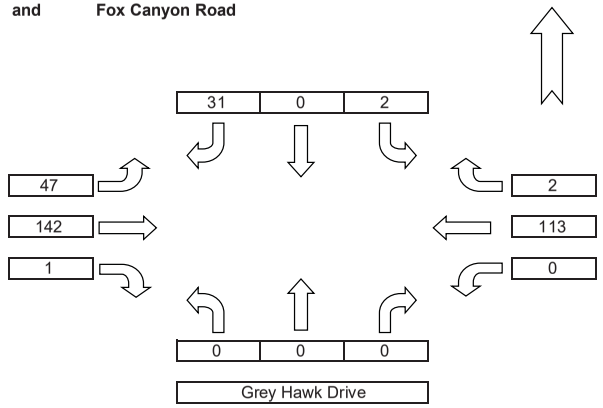
INTERSECTION: **Grey Hawk Drive** **and** **Fox Canyon Road**

N-S STREET: **Grey Hawk Drive**
E-W STREET: **Fox Canyon Road**

COUNT DATE: **January 24, 2023**
Day of the Week: **Tuesday**
NOTES:

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

PK HR VOLUME:	338
PHF:	0.81
PEAK HOUR:	
FROM: 5:00 PM	TO: 6:00 PM



PM Traffic

COUNT DATA INPUT: Name: Thomas Name: Thomas Name: Thomas Name: Thomas

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	0	0	0	2	6	0	0	0	2	0	8	0	18	57	0	0
4:05 PM	4:10 PM	0	0	0	3	7	0	0	0	3	0	10	0	23	65	0	0
4:10 PM	4:15 PM	0	0	0	4	6	0	0	0	2	0	4	0	16	70	0	0
4:15 PM	4:20 PM	0	0	0	0	9	0	0	0	4	0	13	0	26	71	0	0
4:20 PM	4:25 PM	0	0	0	4	9	0	1	0	2	0	12	0	28	72	0	0
4:25 PM	4:30 PM	0	0	0	1	4	0	0	0	4	0	7	1	17	69	0	0
4:30 PM	4:35 PM	0	0	0	4	10	0	0	0	1	0	12	0	27	68	0	0
4:35 PM	4:40 PM	0	0	0	3	10	0	1	0	4	0	6	1	25	55	0	0
4:40 PM	4:45 PM	0	0	0	1	6	0	1	0	0	0	8	0	16	61	0	0
4:45 PM	4:50 PM	0	0	0	2	7	0	0	0	1	0	4	0	14	63	0	0
4:50 PM	4:55 PM	0	0	0	4	7	0	0	0	6	0	14	0	31	67	0	0
4:55 PM	5:00 PM	0	0	0	1	4	0	0	0	3	0	10	0	18	65	0	0
5:00 PM	5:05 PM	0	0	0	1	5	0	0	0	3	0	9	0	18	68	0	0
5:05 PM	5:10 PM	0	0	0	6	8	0	0	0	2	0	13	0	29	85	0	0
5:10 PM	5:15 PM	0	0	0	2	9	0	0	0	5	0	4	1	21	90	0	0
5:15 PM	5:20 PM	0	0	0	4	13	0	0	0	4	0	14	0	35	104	0	0
5:20 PM	5:25 PM	0	0	0	5	18	0	1	0	0	0	10	0	34	91	0	0
5:25 PM	5:30 PM	0	0	0	2	15	0	1	0	5	0	12	0	35	82	0	0
5:30 PM	5:35 PM	0	0	0	0	11	1	0	0	2	0	7	1	22	72	0	0
5:35 PM	5:40 PM	0	0	0	1	14	0	0	0	1	0	9	0	25	85	0	0
5:40 PM	5:45 PM	0	0	0	4	5	0	0	0	3	0	13	0	25	93	0	0
5:45 PM	5:50 PM	0	0	0	8	17	0	0	0	0	0	10	0	35	94	0	0
5:50 PM	5:55 PM	0	0	0	8	13	0	0	0	4	0	8	0	33	59	0	0
5:55 PM	6:00 PM	0	0	0	6	14	0	0	0	2	0	4	0	26	26	0	0

AM PEAK HOUR VOLUMES

INTERSECTION: **Fox Canyon Road** **and** **Northridge Drive**

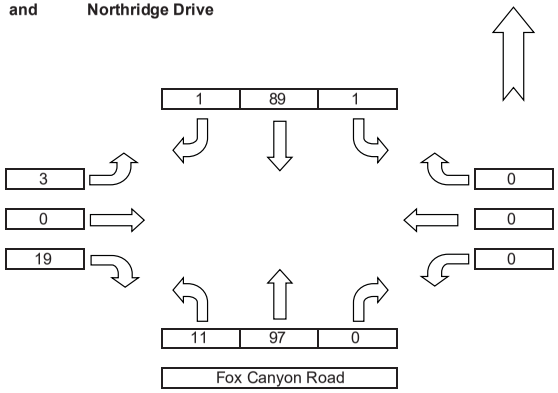
Ped = 0

N-S STREET: **Fox Canyon Road**
E-W STREET: **Northridge Drive**

COUNT DATE: **January 24, 2023**
Day of the Week: **Tuesday**
NOTES:

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

PK HR VOLUME:	221
PHF:	0.86
PEAK HOUR:	
FROM: 7:35 AM	TO: 8:35 AM



AM Traffic

COUNT DATA INPUT: Name: Adam Name: Adam Name: Adam Name: Adam

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:00 AM	7:05 AM	0	4	0	0	0	1	0	2	0	0	0	0	7	19	0	0
7:05 AM	7:10 AM	0	2	0	0	0	0	0	2	0	0	0	0	4	22	0	0
7:10 AM	7:15 AM	0	3	0	0	0	1	0	4	0	0	0	0	8	28	0	0
7:15 AM	7:20 AM	2	4	0	0	0	3	0	1	0	0	0	0	10	30	0	0
7:20 AM	7:25 AM	1	3	0	0	0	3	0	3	0	0	0	0	10	31	0	0
7:25 AM	7:30 AM	0	3	0	0	0	2	0	5	0	0	0	0	10	38	0	0
7:30 AM	7:35 AM	0	4	0	0	0	2	0	5	0	0	0	0	11	47	0	0
7:35 AM	7:40 AM	1	6	0	1	0	3	0	5	1	0	0	0	17	50	0	0
7:40 AM	7:45 AM	0	2	0	0	0	4	0	13	0	0	0	0	19	58	0	0
7:45 AM	7:50 AM	1	2	0	0	0	1	0	10	0	0	0	0	14	56	0	0
7:50 AM	7:55 AM	1	7	0	2	0	1	0	14	0	0	0	0	25	60	0	0
7:55 AM	8:00 AM	0	10	0	0	0	2	0	5	0	0	0	0	17	57	0	0
8:00 AM	8:05 AM	2	7	0	0	0	2	0	7	0	0	0	0	18	54	0	0
8:05 AM	8:10 AM	1	11	0	0	0	3	0	7	0	0	0	0	22	47	0	0
8:10 AM	8:15 AM	1	6	0	0	0	1	0	6	0	0	0	0	14	43	0	0
8:15 AM	8:20 AM	1	4	0	0	0	1	0	5	0	0	0	0	11	55	0	0
8:20 AM	8:25 AM	1	13	0	0	0	0	1	3	0	0	0	0	18	64	0	0
8:25 AM	8:30 AM	1	15	0	0	0	0	0	10	0	0	0	0	26	56	0	0
8:30 AM	8:35 AM	1	14	0	0	0	1	0	4	0	0	0	0	20	46	0	0
8:35 AM	8:40 AM	1	4	0	0	0	0	0	5	0	0	0	0	10	43	0	0
8:40 AM	8:45 AM	0	6	0	1	0	3	0	5	0	0	0	1	16	41	0	0
8:45 AM	8:50 AM	2	7	0	0	0	1	0	7	0	0	0	0	17	35	0	0
8:50 AM	8:55 AM	0	4	0	0	0	0	0	4	0	0	0	0	8	18	0	0
8:55 AM	9:00 AM	0	5	0	0	0	2	0	3	0	0	0	0	10	10	0	0

PM PEAK HOUR VOLUMES

Ped =0

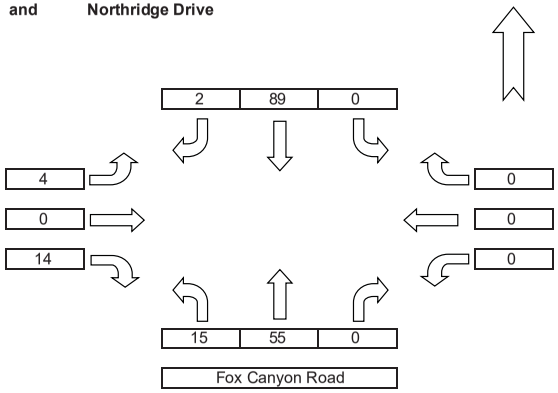
INTERSECTION: **Fox Canyon Road** **and** **Northridge Drive**

N-S STREET: **Fox Canyon Road**
E-W STREET: **Northridge Drive**

COUNT DATE: **January 25, 2023**
Day of the Week: **Wednesday**
NOTES:

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

PK HR VOLUME:	179
PHF:	0.83
PEAK HOUR:	
FROM: 4:00 PM	TO: 5:00 PM



PM Traffic

COUNT DATA INPUT: Name: Adam Name: Adam Name: Adam Name: Adam

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	0	6	0	0	0	1	0	12	0	0	0	0	19	51	0	0
4:05 PM	4:10 PM	0	8	0	0	0	0	0	7	0	0	0	0	15	54	0	0
4:10 PM	4:15 PM	1	6	0	1	0	2	0	7	0	0	0	0	17	51	0	0
4:15 PM	4:20 PM	4	9	0	0	0	3	0	5	1	0	0	0	22	45	0	0
4:20 PM	4:25 PM	2	5	0	1	0	0	0	4	0	0	0	0	12	39	0	0
4:25 PM	4:30 PM	1	1	0	0	0	2	0	7	0	0	0	0	11	38	0	0
4:30 PM	4:35 PM	1	5	0	2	0	0	0	8	0	0	0	0	16	40	0	0
4:35 PM	4:40 PM	2	0	0	0	0	1	0	8	0	0	0	0	11	36	0	0
4:40 PM	4:45 PM	0	4	0	0	0	2	0	6	1	0	0	0	13	40	0	0
4:45 PM	4:50 PM	0	2	0	0	0	2	0	8	0	0	0	0	12	43	0	0
4:50 PM	4:55 PM	2	7	0	0	0	1	0	5	0	0	0	0	15	42	0	0
4:55 PM	5:00 PM	2	2	0	0	0	0	0	12	0	0	0	0	16	40	0	0
5:00 PM	5:05 PM	1	2	0	0	0	2	0	6	0	0	0	0	11	30	0	0
5:05 PM	5:10 PM	3	4	0	0	0	0	0	6	0	0	0	0	13	35	0	0
5:10 PM	5:15 PM	1	4	0	0	0	0	0	1	0	0	0	0	6	34	0	0
5:15 PM	5:20 PM	3	8	0	0	0	1	0	4	0	0	0	0	16	41	0	0
5:20 PM	5:25 PM	2	7	0	0	0	0	0	3	0	0	0	0	12	41	0	0
5:25 PM	5:30 PM	2	4	0	0	0	0	0	7	0	0	0	0	13	48	0	0
5:30 PM	5:35 PM	1	7	0	1	0	0	0	7	0	0	0	0	16	42	0	0
5:35 PM	5:40 PM	6	4	0	0	0	0	0	9	0	0	0	0	19	36	0	0
5:40 PM	5:45 PM	1	2	0	0	0	1	0	3	0	0	0	0	7	33	0	0
5:45 PM	5:50 PM	2	4	0	0	0	1	0	3	0	0	0	0	10	45	0	0
5:50 PM	5:55 PM	0	11	0	0	0	0	0	5	0	0	0	0	16	35	0	0
5:55 PM	6:00 PM	1	9	0	0	0	1	0	8	0	0	0	0	19	19	0	0

AM PEAK HOUR VOLUMES

Ped = 8

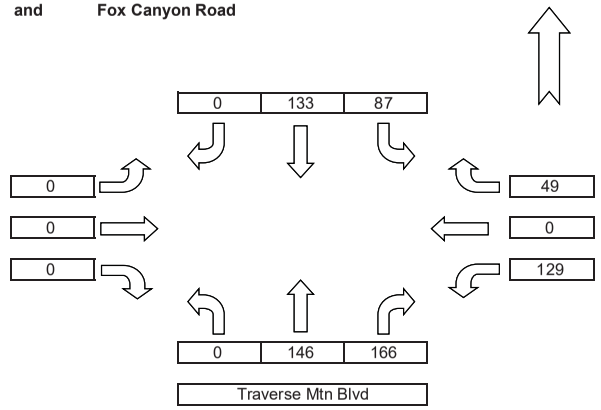
INTERSECTION: **Traverse Mtn Blvd** **and** **Fox Canyon Road**

N-S STREET: **Traverse Mtn Blvd**
E-W STREET: **Fox Canyon Road**

COUNT DATE: **January 26, 2023**
Day of the Week: **Thursday**
NOTES:

COUNT TIME:
FROM: **7:10 AM**
TO: **9:00 AM**

PK HR VOLUME:	710
PHF:	0.70
PEAK HOUR:	
FROM:	TO:
7:30 AM	8:30 AM



AM Traffic

COUNT DATA INPUT: Name: Julie Name: Julie Name: Julie Name: Julie

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:10 AM	7:15 AM	0	2	7	0	0	0	1	6	0	8	0	1	25	92	0	0
7:15 AM	7:20 AM	0	4	7	0	0	0	2	7	0	6	0	4	30	115	0	0
7:20 AM	7:25 AM	0	7	7	0	0	0	1	11	0	7	0	4	37	124	0	0
7:25 AM	7:30 AM	0	3	8	0	0	0	2	15	0	16	0	4	48	140	0	1
7:30 AM	7:35 AM	0	9	8	0	0	0	3	12	0	5	0	2	39	149	0	2
7:35 AM	7:40 AM	0	10	12	0	0	0	7	8	0	14	0	2	53	173	0	0
7:40 AM	7:45 AM	0	8	12	0	0	0	5	11	0	20	0	1	57	234	0	1
7:45 AM	7:50 AM	0	8	15	0	0	0	12	16	0	7	0	5	63	251	0	2
7:50 AM	7:55 AM	0	23	25	0	0	0	26	17	0	13	0	10	114	255	0	1
7:55 AM	8:00 AM	0	13	16	0	0	0	13	13	0	12	0	7	74	207	0	0
8:00 AM	8:05 AM	0	22	17	0	0	0	2	10	0	9	0	7	67	178	0	0
8:05 AM	8:10 AM	0	20	18	0	0	0	4	8	0	12	0	4	66	153	0	1
8:10 AM	8:15 AM	0	10	9	0	0	0	4	10	0	7	0	5	45	126	0	0
8:15 AM	8:20 AM	0	9	10	0	0	0	3	11	0	6	0	3	42	132	0	1
8:20 AM	8:25 AM	0	7	12	0	0	0	5	8	0	5	0	2	39	124	0	0
8:25 AM	8:30 AM	0	7	12	0	0	0	3	9	0	19	0	1	51	113	0	0
8:30 AM	8:35 AM	0	5	8	0	0	0	1	8	0	7	2	3	34	96	0	0
8:35 AM	8:40 AM	0	6	8	0	0	0	2	5	0	5	0	2	28	87	0	0
8:40 AM	8:45 AM	0	7	10	0	0	0	3	7	0	5	0	2	34	89	0	0
8:45 AM	8:50 AM	0	4	9	0	0	0	1	6	0	3	0	2	25	84	0	0
8:50 AM	8:55 AM	0	6	7	0	0	0	2	8	0	6	0	1	30	89	0	0
8:55 AM	9:00 AM	0	9	7	0	0	0	2	6	0	3	0	2	29	81	0	0
9:00 AM	9:05 AM	0	5	8	0	0	0	3	7	0	4	0	3	30	52	0	0
9:05 AM	9:10 AM	0	5	6	0	0	0	1	7	0	2	0	1	22	22	0	0

PM PEAK HOUR VOLUMES

Ped = 0

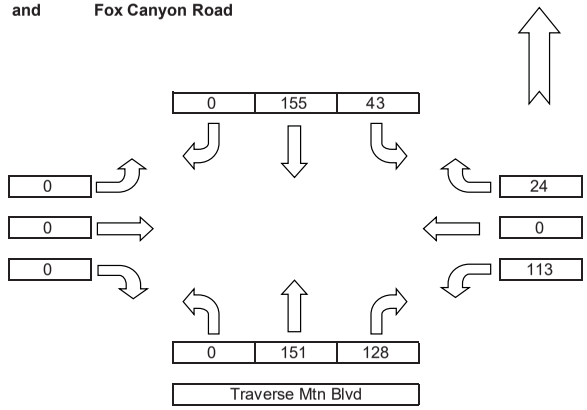
INTERSECTION: **Traverse Mtn Blvd** **and** **Fox Canyon Road**

N-S STREET: **Traverse Mtn Blvd**
E-W STREET: **Fox Canyon Road**

COUNT DATE: **January 25, 2023**
Day of the Week: **Wednesday**
NOTES:

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

PK HR VOLUME:	614
PHF:	0.91
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM



PM Traffic

COUNT DATA INPUT: Name: Thomas Name: Thomas Name: Thomas Name: Thomas

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	0	12	16	0	0	0	1	15	0	16	0	7	67	157	0	0
4:05 PM	4:10 PM	0	9	8	0	0	0	2	9	0	12	0	0	40	142	0	0
4:10 PM	4:15 PM	0	9	8	0	0	0	1	13	0	13	0	6	50	149	0	0
4:15 PM	4:20 PM	0	9	16	0	0	0	1	12	0	12	0	2	52	148	0	0
4:20 PM	4:25 PM	0	11	10	0	0	0	1	11	0	13	0	1	47	143	0	0
4:25 PM	4:30 PM	0	9	12	0	0	0	9	13	0	5	0	1	49	148	0	0
4:30 PM	4:35 PM	0	15	12	0	0	0	1	7	0	10	0	2	47	150	0	0
4:35 PM	4:40 PM	0	11	10	0	0	0	3	14	0	13	0	1	52	143	0	0
4:40 PM	4:45 PM	0	12	4	0	0	0	4	16	0	13	0	2	51	134	0	0
4:45 PM	4:50 PM	0	11	7	0	0	0	2	9	0	6	0	5	40	133	0	0
4:50 PM	4:55 PM	0	14	5	0	0	0	3	10	0	10	0	1	43	138	0	0
4:55 PM	5:00 PM	0	12	4	0	0	0	5	13	0	14	0	2	50	133	0	0
5:00 PM	5:05 PM	0	8	9	0	0	0	5	12	0	9	0	2	45	145	0	0
5:05 PM	5:10 PM	0	10	5	0	0	0	1	9	0	11	0	2	38	151	0	0
5:10 PM	5:15 PM	0	20	5	0	0	0	3	15	0	17	0	2	62	152	0	0
5:15 PM	5:20 PM	0	10	14	0	0	0	7	12	0	5	0	3	51	147	0	0
5:20 PM	5:25 PM	0	9	11	0	0	0	5	8	0	5	0	1	39	161	0	0
5:25 PM	5:30 PM	0	15	13	0	0	0	3	17	0	8	0	1	57	169	0	0
5:30 PM	5:35 PM	0	16	11	0	0	0	4	18	0	16	0	0	65	164	0	0
5:35 PM	5:40 PM	0	10	11	0	0	0	3	14	0	6	0	3	47	162	0	0
5:40 PM	5:45 PM	0	15	11	0	0	0	4	11	0	8	0	3	52	158	0	0
5:45 PM	5:50 PM	0	13	16	0	0	0	3	15	0	15	0	1	63	158	0	0
5:50 PM	5:55 PM	0	13	7	0	0	0	1	13	0	6	0	3	43	95	0	0
5:55 PM	6:00 PM	0	12	15	0	0	0	4	11	0	7	0	3	52	52	0	0

TRIP GENERATION

			Trip Rate			Trips			In / Out %				Total			
ITE 11th Edition	Size	Land Use	AM	PM	Daily	AM	PM	Daily	AM IN	AM Out	PM IN	PM OUT	AM IN	AM Out	PM IN	PM OUT
Phase I																
A1	22	210	16.8	23.9	250.6	17	24	251	25%	75%	63%	37%	4	13	15	9
I1	19	210	14.7	20.9	219.0	15	21	219	25%	75%	63%	37%	4	11	13	8
J1/L1	143	220	67.2	82.0	991.9	68	83	992	24%	76%	63%	37%	16	52	52	31
Site Total						**100**	**128**	**1462**					**24**	**76**	**80**	**48**
Central Canyon	359	210	211.5	330.4	3270.4	212	331	3271	25%	75%	63%	37%	53	159	209	122
Vialetto	8	210	6.8	9.3	98.8	7	10	99	24%	76%	63%	37%	2	5	6	4
Background Total						219	341	3370					55	164	215	126

AM

2023 Existing	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1		146	166	87	133					129		49												
Fox Canyon Road / Grey Hawk Drive	2													35	116					2		100		108	1
Fox Canyon Road / Northridge Drive / Violetto Way	3	11	106	1	1	89	1	3	1	19	1	1	1												
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4		110			91																			
Fox Canyon Road / Springview Court / Jackrabbit Circle	5														110									91	

AM

Site Trips	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1			18	6						57		19												
Fox Canyon Road / Grey Hawk Drive	2													13	11							44		32	
Fox Canyon Road / Northridge Drive / Violetto Way	3	2	9			27				5															
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	1	6	2		18				3	6														
Fox Canyon Road / Springview Court / Jackrabbit Circle	5													4		2	7					11			

AM

Additional Background Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1			41	14						123		41												
Fox Canyon Road / Grey Hawk Drive	2														55									164	
Fox Canyon Road / Northridge Drive / Violetto Way	3		53	2		159					5														
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4		53			159																			
Fox Canyon Road / Springview Court / Jackrabbit Circle	5														53									159	

AM

Opening Day Background	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1	0	146	207	101	133	0	0	0	0	252	0	90	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Grey Hawk Drive	2	0	0	0	0	0	0	0	0	0	0	0	0	35	171	0	0	0	0	2	0	100	0	272	1
Fox Canyon Road / Northridge Drive / Violetto Way	3	11	159	3	1	248	1	3	1	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	0	163	0	0	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Springview Court / Jackrabbit Circle	5	0	0	0	0	0	0	0	0	0	0	0	0	0	163	0	0	0	0	0	0	0	0	250	0

AM

Opening Day Total	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1	0	146	225	107	133	0	0	0	0	309	0	109	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Grey Hawk Drive	2	0	0	0	0	0	0	0	0	0	0	0	0	48	182	0	0	0	0	2	0	144	0	304	1
Fox Canyon Road / Northridge Drive / Violetto Way	3	13	168	3	1	275	1	3	1	24	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	1	169	2	0	268	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Springview Court / Jackrabbit Circle	5	0	0	0	0	0	0	0	0	0	0	0	0	4	163	2	7	0	0	0	0	11	0	250	0

PM

2023 Existing	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1		151	128	43	155					113		24												
Fox Canyon Road / Grey Hawk Drive	2													47	69					2		31		102	2
Fox Canyon Road / Northridge Drive / Violetto Way	3	15	55	1	1	89	2	4	1	14	1	1	1												
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4		60			92																			
Fox Canyon Road / Springview Court / Jackrabbit Circle	5														60									92	

PM

Site Trips	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1			60	20						36		12												
Fox Canyon Road / Grey Hawk Drive	2													44	36							26		22	
Fox Canyon Road / Northridge Drive / Violetto Way	3	5	31			19				3															
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	3	21	7		13				2	4														
Fox Canyon Road / Springview Court / Jackrabbit Circle	5													13		8	5					8			

PM

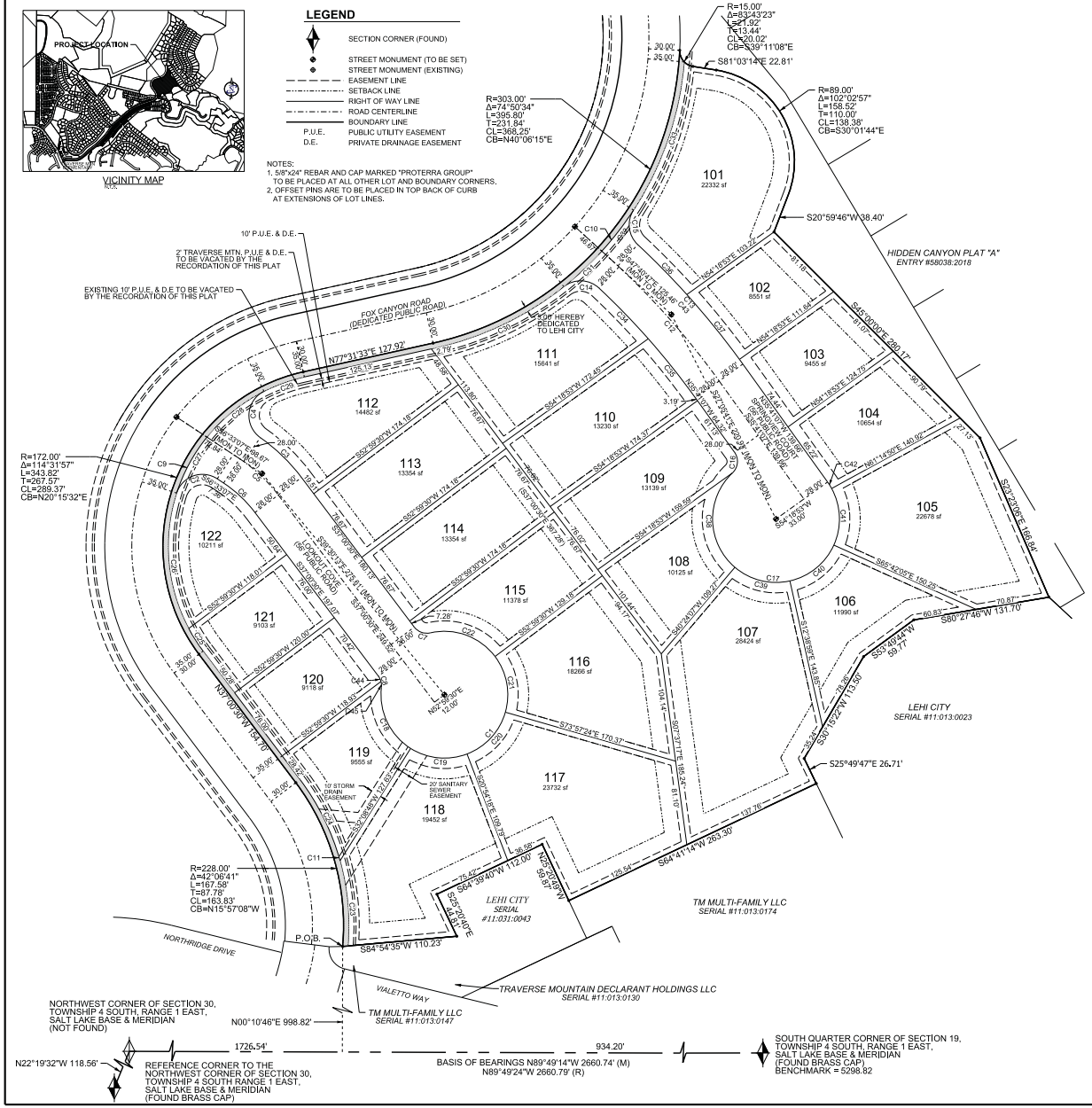
Additional Background Traffic	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1			161	54						94		32												
Fox Canyon Road / Grey Hawk Drive	2														215									126	
Fox Canyon Road / Northridge Drive / Violetto Way	3		209	6		122					4														
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4		209			122																			
Fox Canyon Road / Springview Court / Jackrabbit Circle	5														209									122	

PM

Opening Day Background	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1	0	151	289	97	155	0	0	0	0	207	0	56	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Grey Hawk Drive	2	0	0	0	0	0	0	0	0	0	0	0	0	47	284	0	0	0	0	2	0	31	0	228	2
Fox Canyon Road / Northridge Drive / Violetto Way	3	15	264	7	1	211	2	4	1	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	0	269	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Springview Court / Jackrabbit Circle	5	0	0	0	0	0	0	0	0	0	0	0	0	0	269	0	0	0	0	0	0	0	0	214	0

PM

Opening Day Total	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	NWL	NWT	NWR	SEL	SET	SER	SWL	SWT	SWR
Traverse Mountain Blvd / Fox Canyon Road	1	0	151	349	117	155	0	0	0	0	243	0	68	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Grey Hawk Drive	2	0	0	0	0	0	0	0	0	0	0	0	0	91	320	0	0	0	0	2	0	57	0	250	2
Fox Canyon Road / Northridge Drive / Violetto Way	3	20	295	7	1	230	2	4	1	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Lookout Cove / Arctic Fox Drive	4	3	290	7	0	227	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Canyon Road / Springview Court / Jackrabbit Circle	5	0	0	0	0	0	0	0	0	0	0	0	0	13	269	8	5	0	0	0	0	8	0	214	0



BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH LIES NORTH 89°49'14" WEST 934.20 FEET AND NORTH 00°10'46" EAST 998.82' FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND TRAVERSING THENCE ALONG A CURVE 167.58 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS NORTH 15°57'08" WEST 163.83 FEET; THENCE NORTH 37°00'30" WEST 154.70 FEET; THENCE ALONG A CURVE 343.82 FEET TO THE RIGHT, HAVING A RADIUS OF 172.00 FEET, THE CHORD OF WHICH IS NORTH 20°15'32" EAST 289.37 FEET; THENCE NORTH 77°31'33" EAST 127.92 FEET; THENCE ALONG A CURVE 395.80 FEET TO THE LEFT, HAVING A RADIUS OF 303.00 FEET, THE CHORD OF WHICH IS NORTH 40°06'15" EAST 368.25 FEET TO A POINT WHICH LIES ON THE SOUTHERLY BOUNDARY LINE OF HIDDEN CANYON PLAT "A"SUBDIVISION, RECORDED IN THE UTAH COUNTY RECORDER'S OFFICE AS ENTRY #580838:2018; THENCE ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING SIX (6) COURSES: (1) ALONG A NON-TANGENT CURVE 21.92 FEET TO THE LEFT, HAVING A RADIUS OF 15.00 FEET, THE CHORD OF WHICH IS SOUTH 39°11'08" EAST 20.02 FEET, (2) SOUTH 81°03'14" EAST 22.81 FEET, (3) ALONG AN ARC 158.52 FEET TO THE RIGHT, HAVING A RADIUS OF 89.00 FEET, THE CHORD OF WHICH IS SOUTH 30°01'44" EAST 138.38 FEET, (4) SOUTH 20°59'46" WEST 38.40 FEET, (5) SOUTH 45°00'00" EAST 280.17 FEET, (6) SOUTH 23°23'06" EAST 166.84 FEET; THENCE SOUTH 80°27'46" WEST 131.70 FEET; THENCE SOUTH 53°49'44" WEST 59.77 FEET; THENCE SOUTH 30°15'22" WEST 113.50 FEET; THENCE SOUTH 25°49'47" EAST 26.71 FEET; THENCE SOUTH 64°41'14" WEST 263.30 FEET; THENCE NORTH 25°20'49" WEST 59.87 FEET; THENCE SOUTH 64°39'40" WEST 112.00 FEET; THENCE SOUTH 25°20'40" EAST 44.81 FEET; THENCE SOUTH 84°54'35" WEST 110.23 FEET TO THE POINT OF BEGINNING.

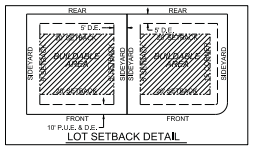
CONTAINS 378,751 SQ. FT. OR 8.695 ACRES, MORE OF LESS.
CONTAINS 22 LOTS

2.5 UNITS PER ACRE

CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	61.00	308.29	70.35	N/A	N 41°50'54" E
C2	26.00	47.88	41.40	34.20	N 70°41'26" E
C3	178.00	55.29	55.07	27.87	S 49°54'25" E
C4	26.00	53.60	44.60	43.36	N 04°14'55" E
C5	150.00	51.17	50.92	25.83	S 46°46'49" E
C6	122.00	41.61	41.41	21.01	S 46°46'49" E
C7	15.00	17.26	16.32	9.73	N 69°58'19" W
C8	15.00	11.43	11.15	6.01	N 15°11'17" W
C9	167.00	333.83	280.96	259.79	S 20°15'32" W
C10	308.00	391.32	365.53	227.06	N 41°07'39" E
C11	233.00	170.35	166.58	89.18	N 16°03'46" W
C12	722.00	140.85	140.63	70.65	S 41°16'27" E
C13	778.00	147.68	147.46	74.06	S 41°31'59" E
C14	26.00	36.98	33.94	22.40	S 87°36'47" E
C15	26.00	36.30	33.42	21.82	N 06°58'20" W
C16	15.00	21.58	19.77	13.14	N 05°32'04" E
C17	61.00	279.41	91.77	N/A	S 84°27'56" E
C18	61.00	68.65	65.09	38.48	S 25°36'38" E
C19	61.00	56.48	54.49	30.45	S 84°22'45" E
C20	61.00	56.48	54.49	30.45	N 42°34'09" E
C21	61.00	56.48	54.49	30.45	N 10°28'57" W
C22	61.00	70.19	66.38	39.56	N 69°58'19" W
C23	233.00	82.73	82.29	41.80	N 81°72'1" W
C24	233.00	87.62	87.11	44.34	N 26°1'40.4" W
C25	167.00	25.83	25.80	12.94	S 32°34'37" E
C26	167.00	134.31	130.72	71.02	S 05°06'24" E
C27	167.00	61.53	61.18	31.12	S 28°29'19" W
C28	167.00	70.84	70.31	35.96	S 51°1'14.4" W
C29	167.00	41.32	41.22	20.77	S 70°26'1.0" W
C30	308.00	139.17	137.99	70.79	N 64°34'52" E
C31	308.00	50.08	50.03	25.10	N 46°58'43" E
C32	308.00	49.96	49.90	25.03	N 37°40'25" E
C33	308.00	152.12	150.57	77.64	N 18°52'41" E
C34	722.00	67.92	67.89	33.98	S 44°10'05" E
C35	722.00	72.93	72.90	36.50	S 38°34'45" E
C36	778.00	67.40	67.38	33.72	S 44°29'22" E
C37	778.00	80.29	80.25	40.18	S 39°03'05" E
C38	61.00	102.58	90.91	68.17	S 01°25'19" E
C39	61.00	56.48	54.49	30.45	S 76°07'26" E
C40	61.00	56.48	54.49	30.45	N 50°49'28" E
C41	61.00	56.48	54.49	30.45	N 02°13'37" W
C42	61.00	7.38	7.38	3.69	N 32°13'09" W
C43	750.00	157.01	156.72	78.79	S 41°40'57" E
C44	15.00	5.71	5.68	2.89	N 28°05'55.4" W
C45	15.00	5.71	5.68	2.89	N 04°16'41" W

PLANNED COMMUNITY ZONING

PLAT I1: FLEX DENSITY



LOT SETBACK DETAIL

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
Phone: 801-810-1100 Fax: 801-253-6139
www.proterragroup.com

FOX CANYON PLAT A1 & PLAT I1

SITE PLAN - PLAT A1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS		
REV.:	DESCRIPTION	DATE

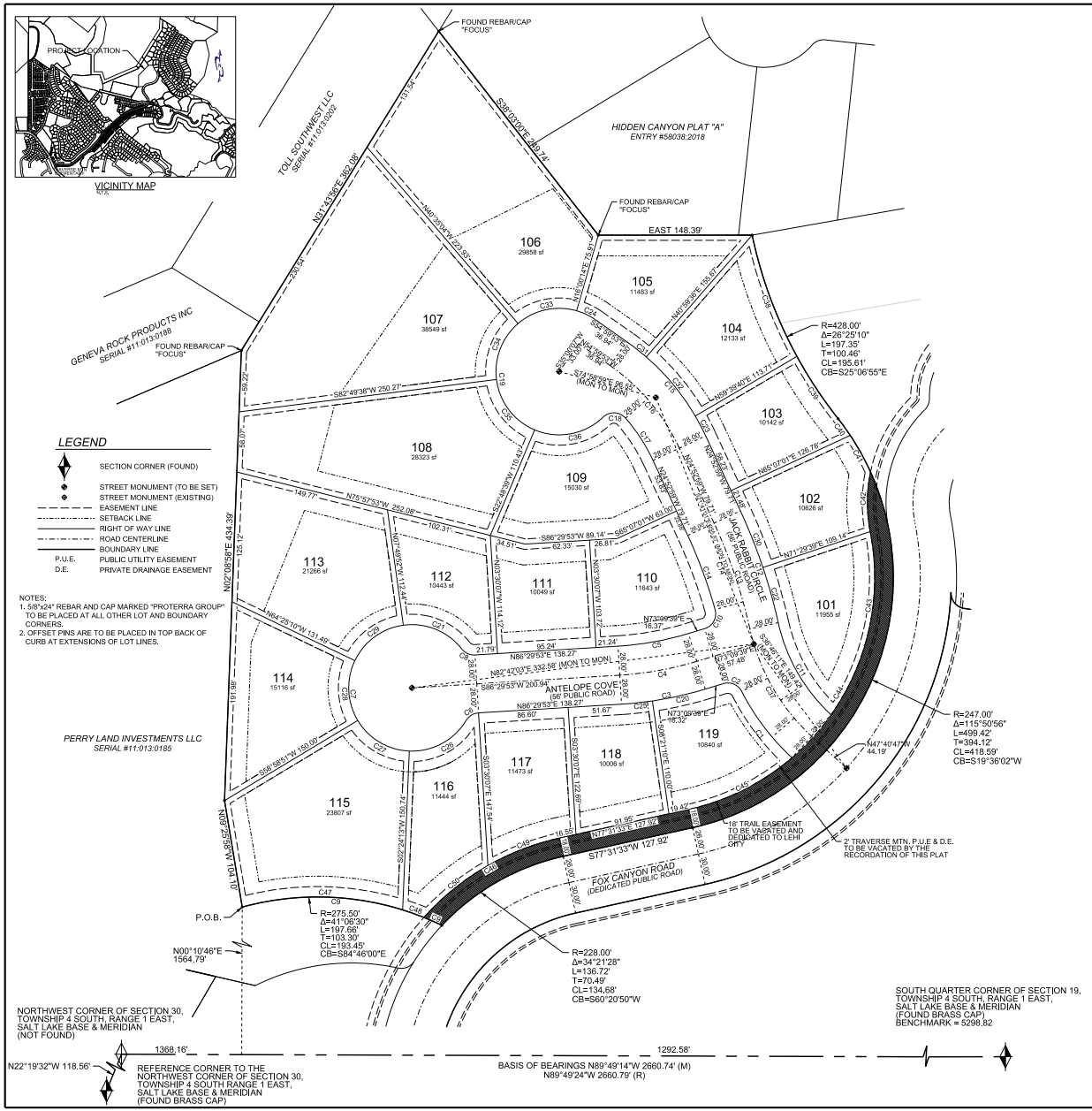
DESIGN CHECK: DAR

DRAFTING CHECK: JA

PROFESSIONAL ENGINEER No. 295571 DAVID A. REDDISH 6-23-22 STATE OF UTAH

SHEET: SP1

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BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, LEHI CITY, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH LIES NORTH 89°49'14" WEST 1292.58 FEET AND NORTH 00°10'46" EAST 1564.79 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND TRAVERSING THENCE NORTH 09°25'58" WEST 104.10 FEET; THENCE NORTH 02°08'58" EAST 434.39 FEET; THENCE NORTH 31°43'56" EAST 382.08 FEET; THENCE SOUTH 38°03'00" EAST 249.74 FEET; THENCE EAST 148.39 FEET; THENCE ALONG A NON-TANGENT CURVE 197.35 FEET TO THE LEFT, HAVING A RADIUS OF 428.00 FEET, THE CHORD OF WHICH IS SOUTH 25°06'55" EAST 195.61 FEET; THENCE ALONG A REVERSE CURVE 499.42 FEET TO THE RIGHT, HAVING A RADIUS OF 247.00 FEET, THE CHORD OF WHICH IS SOUTH 19°36'02" WEST 418.59 FEET; THENCE SOUTH 77°31'33" WEST 127.92 FEET; THENCE ALONG A CURVE 136.72 FEET TO THE LEFT, HAVING A RADIUS OF 228.00 FEET, THE CHORD OF WHICH IS SOUTH 60°20'50" WEST 134.68 FEET; THENCE ALONG A NON-TANGENT CURVE FEET TO THE LEFT, HAVING A RADIUS OF 275.50 FEET, THE CHORD OF WHICH IS NORTH 84°46'00" WEST 193.45 FEET TO THE POINT OF BEGINNING.

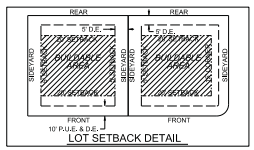
CONTAINING 376,517 SQ. FT. OR 8.644 ACRES, MORE OR LESS.
CONTAINS 19 LOTS.

2.2 UNITS PER ACRE

CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	228.00	80.64	80.22	40.75	S 37°09'51" E
C2	15.00	20.89	19.25	12.54	N 66°56'08" W
C3	353.00	82.17	81.99	41.27	S 79°49'46" W
C4	325.00	75.65	75.48	38.00	S 79°49'46" W
C5	297.00	69.14	68.98	34.73	S 79°49'46" W
C6	15.00	14.54	13.98	7.90	N 58°43'36" E
C7	61.00	309.90	69.03	N/A	S 03°30'07" E
C8	15.00	14.54	13.98	7.90	S 65°43'49" E
C9	275.50	19.00	18.99	9.50	S 66°11'16" E
C10	15.00	23.24	20.98	14.68	S 28°46'29" W
C11	172.00	104.04	102.46	53.67	S 29°50'32" E
C12	528.00	113.99	113.77	57.22	N 18°41'55" W
C13	500.00	107.94	107.73	54.18	N 18°41'55" W
C14	472.00	76.38	76.30	38.27	N 20°11'450" W
C15	228.00	119.84	118.46	61.34	N 39°56'26" W
C16	200.00	105.12	103.91	53.80	N 39°56'26" W
C17	172.00	48.75	48.59	24.54	N 33°00'09" W
C18	15.00	24.30	21.73	15.76	N 87°31'45" W
C19	61.00	275.68	94.18	N/A	S 04°28'02" E
C20	353.00	52.29	52.24	26.19	S 7°2'41'4" W
C21	61.00	63.74	60.88	35.13	N 67°5'342" W
C22	528.00	55.22	55.19	27.63	N 15°3'03'5" W
C23	228.00	21.71	21.70	10.86	N 2°7'3640" W
C24	61.00	20.23	20.13	10.21	N 64°2'949" W
C25	353.00	29.89	29.88	14.95	S 84°0'422" W
C26	61.00	65.42	62.33	36.25	N 61°4046" E
C27	61.00	60.23	57.82	32.83	S 59°1828" E
C28	61.00	60.26	57.84	32.84	S 02°43'10" E
C29	61.00	60.25	57.83	32.84	S 53°5'229" W
C30	528.00	58.77	58.74	29.42	N 21°4'140" W
C31	228.00	23.84	23.83	11.93	N 52°0'008" W
C32	228.00	74.29	73.96	37.48	N 39°4'022" W
C33	61.00	60.25	57.83	32.84	S 7°4'235" W
C34	61.00	60.25	57.83	32.84	S 21°0'71" W
C35	61.00	63.90	61.02	35.23	S 37°1052" E
C36	61.00	71.06	67.11	40.18	N 79°2614" E
C37	200.00	122.75	120.83	63.38	N 30°0'548" W
C38	428.00	125.17	124.72	63.03	S 20°1700" E
C39	428.00	72.19	72.10	36.18	S 33°2'933" E
C40	247.00	19.80	19.80	9.91	N 36°0'138" W
C41	247.00	40.38	40.33	20.23	N 29°0'251" W
C42	144.00	57.90	57.51	29.35	S 00°2'037" W
C43	229.00	147.35	144.83	76.33	N 07° 153'1" E
C44	229.00	38.38	38.33	19.23	N 30°2937" E
C45	229.00	112.64	111.51	57.49	N 63°2559" E
C46	246.00	153.81	151.32	79.51	S 59°3650" W
C47	275.50	156.91	154.80	80.65	S 89°0015" E
C48	275.50	21.75	21.75	10.88	S 70°2531" E
C49	246.00	73.98	73.70	37.27	S 68°5438" W
C50	246.00	79.83	79.48	40.27	S 50°5955" W

PLANNED COMMUNITY ZONING

PLAT I1: FLEX DENSITY



LOT SETBACK DETAIL

PROTERRA GROUP
10439 South 2700 West, South Jordan, Utah 84095
Phone: (801) 233-6139 Fax: (801) 233-6139
www.proterragroup.com

FOX CANYON PLAT A1 & PLAT I1

SITE PLAN - PLAT I1

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.:	DESCRIPTION	DATE	

DESIGN CHECK: DAR

DRAFTING CHECK: JA



SHEET: SP3

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CURVE TABLE					
NAME	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT LENGTH	CHORD DIRECTION
C1	15.00	23.56	21.21	15.00	N 80°54'41" E
C2	15.00	23.56	21.21	15.00	S 09°05'19" E
C3	174.50	202.83	191.61	114.62	S 88°13'46" E
C4	300.00	232.47	219.00	131.37	S 88°13'46" E
C5	225.50	262.11	247.60	148.12	S 88°13'46" E
C6	15.00	23.56	21.21	15.00	S 76°13'43" E
C7	15.00	26.87	23.42	18.74	S 19°47'52" W
C8	272.00	65.03	64.87	32.67	N 24°40'48" W
C9	300.00	71.72	71.55	36.03	N 24°40'48" W
C10	332.00	79.37	79.18	39.88	N 24°40'48" W
C11	300.00	14.49	14.49	7.25	S 19°12'54" E
C12	388.00	36.40	36.38	18.21	N 20°58'13" E
C13	388.00	39.04	39.02	19.54	N 15°54'04" E
C14	175.50	253.52	232.04	154.63	S 72°54'44" E
C15	150.00	235.62	212.13	150.00	S 76°13'43" E
C16	124.50	168.07	155.60	99.65	S 70°12'08" E
C17	15.00	23.08	20.87	14.52	S 75°56'00" E
C18	15.00	29.24	24.83	22.12	N 04°28'31" E
C19	124.50	63.77	63.35	27.31	S 63°49'05" E
C20	150.00	116.75	113.83	61.51	S 53°49'56" E
C21	175.50	136.60	133.18	71.97	S 53°49'56" E
C22	124.50	94.62	92.36	49.73	S 82°06'08" W
C23	150.00	114.00	111.28	59.91	S 82°06'08" W
C24	175.50	133.39	130.20	70.10	S 82°06'08" W
C25	15.00	23.56	21.21	15.00	N 31°07'28" W
C26	15.00	23.56	21.21	15.00	S 58°52'32" W
C27	15.00	23.56	21.21	15.00	S 58°52'32" W
C28	15.00	23.56	21.21	15.00	S 31°07'28" E
C29	124.50	122.69	117.76	66.84	N 75°58'43" E
C30	150.00	192.64	179.67	112.18	N 67°06'04" E
C31	175.50	225.39	210.21	131.26	N 67°06'04" E
C32	15.00	32.34	26.43	27.94	N 14°21'17" W
C33	15.00	19.18	17.90	11.16	N 71°48'31" E
C34	174.50	91.50	90.84	47.04	S 45°22'51" W
C35	300.00	105.33	104.12	53.92	S 45°22'51" W
C36	225.50	99.56	98.76	50.61	S 47°49'10" W
C37	275.50	266.00	255.78	144.39	N 88°07'40" E
C38	250.00	237.18	228.39	128.37	N 87°38'51" E
C39	224.50	188.75	183.24	100.36	N 84°43'16" E
C40	275.50	68.33	68.16	34.34	N 67°34'26" E
C41	246.00	57.73	57.60	29.00	S 34°58'44" W
C42	208.00	8.02	8.02	4.01	N 78°40'22" W
C43	150.00	29.89	29.84	15.00	N 70°45'56" W
C44	275.50	18.97	18.97	9.49	S 66°11'08" E
C45	275.50	156.91	154.80	80.65	S 89°00'15" E
C46	15.00	21.67	19.83	13.22	N 72°54'44" W
C47	15.00	23.56	21.21	15.00	N 13°28'17" E

LINE TABLE		
NAME	LENGTH	DIRECTION
L1	26.00	S 3°50'41" W
L2	26.00	S 3°50'41" W
L3	21.93	N 60°11'04" E
L4	12.76	N 60°11'04" E
L5	13.60	S 64°42'24" E
L6	32.61	N 30°17'36" E

LEGEND

FEE SIMPLE AREA

LIMITED COMMON AREA

COMMON AREA

PLAT J1

PLAT L1

PARCEL B
DEDICATED TO LEHI CITY
49335 sf
(1.047 ac)

PARCEL C
DEDICATED TO LEHI CITY
34808 sf
(0.799 ac)

ARCTIC FOX DRIVE (51' PUBLIC R.O.W.)

NORTHRIDGE DRIVE (60' PUBLIC R.O.W.)

FUTURE ROAD

COMMON AREA

50' RMP EASEMENT

MATCH LINE SHEET SP3

Scale 1" = 50'

PROTERRA GROUP
10430 South 2700 West, South Jordan, Utah 84095
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FOX CANYON PLAT J1 & PLAT L1

SITE PLAN

PRELIMINARY CONSTRUCTION DRAWINGS

REVISIONS			
REV.:	DESCRIPTION	DATE	

DESIGN CHECK:

DRAFTING CHECK:

No. 285571
DAVID A. REDDISH
STATE OF UTAH

SHEET:
SP2

11/7/2022 2:39:47 PM J:\VProjects\Perry Homes\Plat1 - Fox Canyon Area JH\Design\Drawings\FOX CANYON J1 PL2.dwg

Appendix B Without Site Intersection Analyses

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	49	146	166	87	133
Future Vol, veh/h	129	49	146	166	87	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	64	192	218	114	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	704	301	0	0	410	0
Stage 1	301	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	403	739	-	-	1149	-
Stage 1	751	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	363	739	-	-	1149	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	3.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	468	739	1149	-
HCM Lane V/C Ratio	-	-	0.363	0.087	0.1	-
HCM Control Delay (s)	-	-	17	10.3	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.3	0.3	-

Intersection	
Int Delay, s/veh	3.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	100	35	116	108	1
Future Vol, veh/h	2	100	35	116	108	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	132	46	153	142	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	388	143	143	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	616	905	1440	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	594	905	1440	-	-	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.7	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1440	-	896	-	-
HCM Lane V/C Ratio	0.032	-	0.15	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	19	1	1	1	11	106	1	1	89	1
Future Vol, veh/h	3	1	19	1	1	1	11	106	1	1	89	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	25	1	1	1	14	139	1	1	117	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	8	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	13%	33%	1%
Vol Thru, %	90%	4%	33%	98%
Vol Right, %	1%	83%	33%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	23	3	91
LT Vol	11	3	1	1
Through Vol	106	1	1	89
RT Vol	1	19	1	1
Lane Flow Rate	155	30	4	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.177	0.034	0.005	0.137
Departure Headway (Hd)	4.098	4.066	4.432	4.107
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	886	812	868
Service Time	2.14	2.066	2.433	2.156
HCM Lane V/C Ratio	0.178	0.034	0.005	0.138
HCM Control Delay	8	7.2	7.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0	0.5

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	113	24	151	128	43	155
Future Vol, veh/h	113	24	151	128	43	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	28	178	151	51	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	538	254	0	0	329	0
Stage 1	254	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	504	785	-	-	1231	-
Stage 1	788	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	483	785	-	-	1231	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	566	785	1231	-
HCM Lane V/C Ratio	-	-	0.235	0.036	0.041	-
HCM Control Delay (s)	-	-	13.3	9.8	8.1	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.1	0.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	31	47	69	102	2
Future Vol, veh/h	2	31	47	69	102	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	36	55	81	120	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	312	121	122	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	681	930	1465	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	654	930	1465	-	-	-
Mov Cap-2 Maneuver	654	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.1	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1465	-	907	-	-
HCM Lane V/C Ratio	0.038	-	0.043	-	-
HCM Control Delay (s)	7.6	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	14	1	1	1	15	55	1	1	89	2
Future Vol, veh/h	4	1	14	1	1	1	15	55	1	1	89	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	16	1	1	1	18	65	1	1	105	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	21%	33%	1%
Vol Thru, %	77%	5%	33%	97%
Vol Right, %	1%	74%	33%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	19	3	92
LT Vol	15	4	1	1
Through Vol	55	1	1	89
RT Vol	1	14	1	2
Lane Flow Rate	84	22	4	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.024	0.004	0.121
Departure Headway (Hd)	4.094	3.864	4.147	4.031
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	911	849	889
Service Time	2.125	1.952	2.238	2.058
HCM Lane V/C Ratio	0.096	0.024	0.005	0.121
HCM Control Delay	7.6	7	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0	0.4

Intersection	
Int Delay, s/veh	11.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	252	90	146	207	101	133
Future Vol, veh/h	252	90	146	207	101	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	332	118	192	272	133	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	769	328	0	0	464	0
Stage 1	328	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	369	713	-	-	1097	-
Stage 1	730	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 324	713	-	-	1097	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.8	0	3.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	436	713	1097	-
HCM Lane V/C Ratio	-	-	0.761	0.166	0.121	-
HCM Control Delay (s)	-	-	35.1	11.1	8.7	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	6.4	0.6	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	100	35	171	272	1
Future Vol, veh/h	2	100	35	171	272	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	132	46	225	358	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	676	359	359	0	-	0
Stage 1	359	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	419	685	1200	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	401	685	1200	-	-	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.6	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1200	-	676	-	-
HCM Lane V/C Ratio	0.038	-	0.199	-	-
HCM Control Delay (s)	8.1	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	19	6	1	1	11	159	3	1	248	1
Future Vol, veh/h	3	1	19	6	1	1	11	159	3	1	248	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	25	8	1	1	14	209	4	1	326	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.4	9	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	13%	75%	0%
Vol Thru, %	92%	4%	12%	99%
Vol Right, %	2%	83%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	23	8	250
LT Vol	11	3	6	1
Through Vol	159	1	1	248
RT Vol	3	19	1	1
Lane Flow Rate	228	30	11	329
Geometry Grp	1	1	1	1
Degree of Util (X)	0.276	0.039	0.015	0.381
Departure Headway (Hd)	4.364	4.681	5.258	4.174
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	767	683	849
Service Time	2.368	2.693	3.273	2.274
HCM Lane V/C Ratio	0.275	0.039	0.016	0.388
HCM Control Delay	9	7.9	8.4	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	0	1.8

Intersection	
Int Delay, s/veh	6.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	207	56	151	289	97	155
Future Vol, veh/h	207	56	151	289	97	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	244	66	178	340	114	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	758	348	0	0	518	0
Stage 1	348	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	375	695	-	-	1048	-
Stage 1	715	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	334	695	-	-	1048	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	3.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	447	695	1048	-
HCM Lane V/C Ratio	-	-	0.545	0.095	0.109	-
HCM Control Delay (s)	-	-	22.3	10.7	8.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	3.2	0.3	0.4	-

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	31	47	284	228	2
Future Vol, veh/h	2	31	47	284	228	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	36	55	334	268	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	713	269	270	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	398	770	1293	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	377	770	1293	-	-	-
Mov Cap-2 Maneuver	377	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.3	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1293	-	724	-	-
HCM Lane V/C Ratio	0.043	-	0.054	-	-
HCM Control Delay (s)	7.9	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	14	5	1	1	15	264	7	1	211	2
Future Vol, veh/h	4	1	14	5	1	1	15	264	7	1	211	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	16	6	1	1	18	311	8	1	248	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.4	10	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	21%	71%	0%
Vol Thru, %	92%	5%	14%	99%
Vol Right, %	2%	74%	14%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	286	19	7	214
LT Vol	15	4	5	1
Through Vol	264	1	1	211
RT Vol	7	14	1	2
Lane Flow Rate	336	22	8	252
Geometry Grp	1	1	1	1
Degree of Util (X)	0.39	0.03	0.012	0.303
Departure Headway (Hd)	4.172	4.808	5.292	4.337
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	747	679	833
Service Time	2.27	2.821	3.306	2.343
HCM Lane V/C Ratio	0.396	0.029	0.012	0.303
HCM Control Delay	10	8	8.4	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.9	0.1	0	1.3

Appendix C With Site Intersection Analyses

Intersection	
Int Delay, s/veh	22.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	309	109	146	225	107	133
Future Vol, veh/h	309	109	146	225	107	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	407	143	192	296	141	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	797	340	0	0	488	0
Stage 1	340	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 356	702	-	-	1075	-
Stage 1	721	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 309	702	-	-	1075	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.3	0	3.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	422	702	1075	-
HCM Lane V/C Ratio	-	-	0.963	0.204	0.131	-
HCM Control Delay (s)	-	-	66.7	11.4	8.9	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	11.4	0.8	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	144	48	182	304	1
Future Vol, veh/h	2	144	48	182	304	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	189	63	239	400	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	766	401	401	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	371	649	1158	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	649	1158	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	13	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1158	-	641	-	-
HCM Lane V/C Ratio	0.055	-	0.3	-	-
HCM Control Delay (s)	8.3	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	24	6	1	1	13	168	3	1	275	1
Future Vol, veh/h	3	1	24	6	1	1	13	168	3	1	275	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	32	8	1	1	17	221	4	1	362	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.5	9.3	10.6
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	11%	75%	0%
Vol Thru, %	91%	4%	12%	99%
Vol Right, %	2%	86%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	28	8	277
LT Vol	13	3	6	1
Through Vol	168	1	1	275
RT Vol	3	24	1	1
Lane Flow Rate	242	37	11	364
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.049	0.016	0.435
Departure Headway (Hd)	4.423	4.769	5.383	4.3
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	750	665	838
Service Time	2.44	2.801	3.418	2.315
HCM Lane V/C Ratio	0.298	0.049	0.017	0.434
HCM Control Delay	9.3	8	8.5	10.6
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.2	0.2	0	2.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	0	0	3	6	0	0	1	169	2	0	268	0
Future Vol, veh/h	0	0	3	6	0	0	1	169	2	0	268	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	8	0	0	1	222	3	0	353	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	466	580	177	403	579	113	353	0	0	225	0	0
Stage 1	353	353	-	226	226	-	-	-	-	-	-	-
Stage 2	113	227	-	177	353	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	480	424	835	532	425	918	1202	-	-	1341	-	-
Stage 1	637	629	-	756	716	-	-	-	-	-	-	-
Stage 2	880	715	-	808	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	480	424	835	529	425	918	1202	-	-	1341	-	-
Mov Cap-2 Maneuver	480	424	-	529	425	-	-	-	-	-	-	-
Stage 1	636	629	-	755	715	-	-	-	-	-	-	-
Stage 2	879	714	-	804	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	11.9	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	835	529	1341	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.015	-	-	-
HCM Control Delay (s)	8	0	-	9.3	11.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	7	0	0	4	163	2	0	250	0
Future Vol, veh/h	0	0	11	7	0	0	4	163	2	0	250	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	14	9	0	0	5	214	3	0	329	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	446	556	165	391	555	109	329	0	0	217	0	0
Stage 1	329	329	-	226	226	-	-	-	-	-	-	-
Stage 2	117	227	-	165	329	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	496	438	850	543	438	924	1227	-	-	1350	-	-
Stage 1	658	645	-	756	716	-	-	-	-	-	-	-
Stage 2	875	715	-	821	645	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	494	436	850	532	436	924	1227	-	-	1350	-	-
Mov Cap-2 Maneuver	494	436	-	532	436	-	-	-	-	-	-	-
Stage 1	655	645	-	752	712	-	-	-	-	-	-	-
Stage 2	871	711	-	807	645	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9.3	11.9	0.2	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1227	-	-	532	850	1350	-	-
HCM Lane V/C Ratio	0.004	-	-	0.017	0.017	-	-	-
HCM Control Delay (s)	7.9	0	-	11.9	9.3	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	243	68	151	349	117	155
Future Vol, veh/h	243	68	151	349	117	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	286	80	178	411	138	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	842	384	0	0	589	0
Stage 1	384	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	334	664	-	-	986	-
Stage 1	688	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	287	664	-	-	986	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.8	0	4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	406	664	986	-
HCM Lane V/C Ratio	-	-	0.704	0.12	0.14	-
HCM Control Delay (s)	-	-	32.4	11.2	9.2	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	5.3	0.4	0.5	-

Intersection	
Int Delay, s/veh	1.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	57	91	320	250	2
Future Vol, veh/h	2	57	91	320	250	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	67	107	376	294	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	885	295	296	0	-	0
Stage 1	295	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	315	744	1265	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	281	744	1265	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.7	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1265	-	705	-	-
HCM Lane V/C Ratio	0.085	-	0.098	-	-
HCM Control Delay (s)	8.1	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	17	5	1	1	20	295	7	1	230	2
Future Vol, veh/h	4	1	17	5	1	1	20	295	7	1	230	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	20	6	1	1	24	347	8	1	271	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.5	10.8	9.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	18%	71%	0%
Vol Thru, %	92%	5%	14%	99%
Vol Right, %	2%	77%	14%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	22	7	233
LT Vol	20	4	5	1
Through Vol	295	1	1	230
RT Vol	7	17	1	2
Lane Flow Rate	379	26	8	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.454	0.035	0.012	0.335
Departure Headway (Hd)	4.311	4.921	5.44	4.395
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	726	657	820
Service Time	2.311	2.959	3.48	2.409
HCM Lane V/C Ratio	0.451	0.036	0.012	0.334
HCM Control Delay	10.8	8.1	8.5	9.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.4	0.1	0	1.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	0	0	2	4	0	0	3	290	7	0	227	0
Future Vol, veh/h	0	0	2	4	0	0	3	290	7	0	227	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	5	0	0	4	341	8	0	267	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	446	624	134	487	620	175	267	0	0	349	0	0
Stage 1	267	267	-	353	353	-	-	-	-	-	-	-
Stage 2	179	357	-	134	267	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	496	400	890	464	402	838	1294	-	-	1207	-	-
Stage 1	715	687	-	637	629	-	-	-	-	-	-	-
Stage 2	805	627	-	855	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	398	890	461	400	838	1294	-	-	1207	-	-
Mov Cap-2 Maneuver	495	398	-	461	400	-	-	-	-	-	-	-
Stage 1	712	687	-	634	626	-	-	-	-	-	-	-
Stage 2	802	624	-	853	687	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	12.9	0.1	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1294	-	-	890	461	1207	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.01	-	-	-
HCM Control Delay (s)	7.8	0	-	9.1	12.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	5	0	0	13	269	8	0	214	0
Future Vol, veh/h	0	0	8	5	0	0	13	269	8	0	214	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	6	0	0	15	316	9	0	252	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	440	607	126	477	603	163	252	0	0	325	0	0
Stage 1	252	252	-	351	351	-	-	-	-	-	-	-
Stage 2	188	355	-	126	252	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	409	901	471	412	853	1310	-	-	1231	-	-
Stage 1	730	697	-	639	631	-	-	-	-	-	-	-
Stage 2	796	628	-	865	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	403	901	461	406	853	1310	-	-	1231	-	-
Mov Cap-2 Maneuver	495	403	-	461	406	-	-	-	-	-	-	-
Stage 1	720	697	-	630	622	-	-	-	-	-	-	-
Stage 2	785	619	-	856	697	-	-	-	-	-	-	-

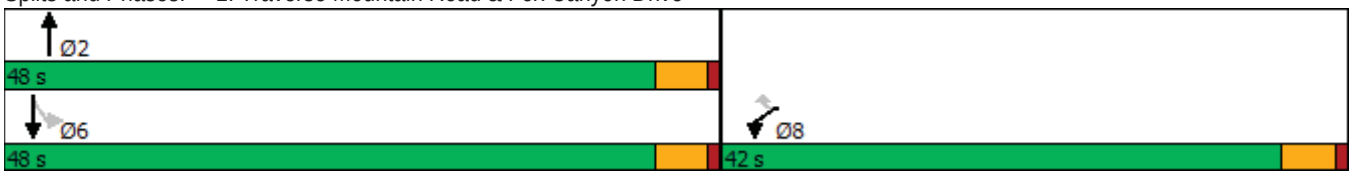
Approach	SE	NW	NE	SW
HCM Control Delay, s	9	12.9	0.3	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1310	-	-	461	901	1231	-	-
HCM Lane V/C Ratio	0.012	-	-	0.013	0.01	-	-	-
HCM Control Delay (s)	7.8	0	-	12.9	9	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	309	109	146	107	133
Future Volume (vph)	309	109	146	107	133
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0	48.0	48.0	48.0
Total Split (%)	46.7%	46.7%	53.3%	53.3%	53.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	16.5	16.5	17.5	17.5	17.5
Actuated g/C Ratio	0.38	0.38	0.40	0.40	0.40
v/c Ratio	0.61	0.21	0.65	0.55	0.24
Control Delay	16.9	3.6	13.0	20.6	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	3.6	13.0	20.6	10.4
LOS	B	A	B	C	B
Approach Delay	13.4		13.0		14.9
Approach LOS	B		B		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 44	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

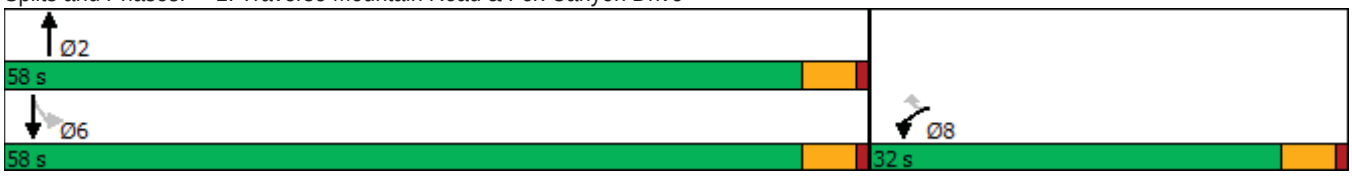
Splits and Phases: 1: Traverse Mountain Road & Fox Canyon Drive



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	243	68	151	117	155
Future Volume (vph)	243	68	151	117	155
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	32.0	32.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	64.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Min	Min	Min
Act Effct Green (s)	12.3	12.3	18.9	18.9	18.9
Actuated g/C Ratio	0.30	0.30	0.46	0.46	0.46
v/c Ratio	0.54	0.15	0.65	0.52	0.21
Control Delay	17.3	4.9	9.0	16.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	4.9	9.0	16.9	7.5
LOS	B	A	A	B	A
Approach Delay	14.6		9.0		11.6
Approach LOS	B		A		B

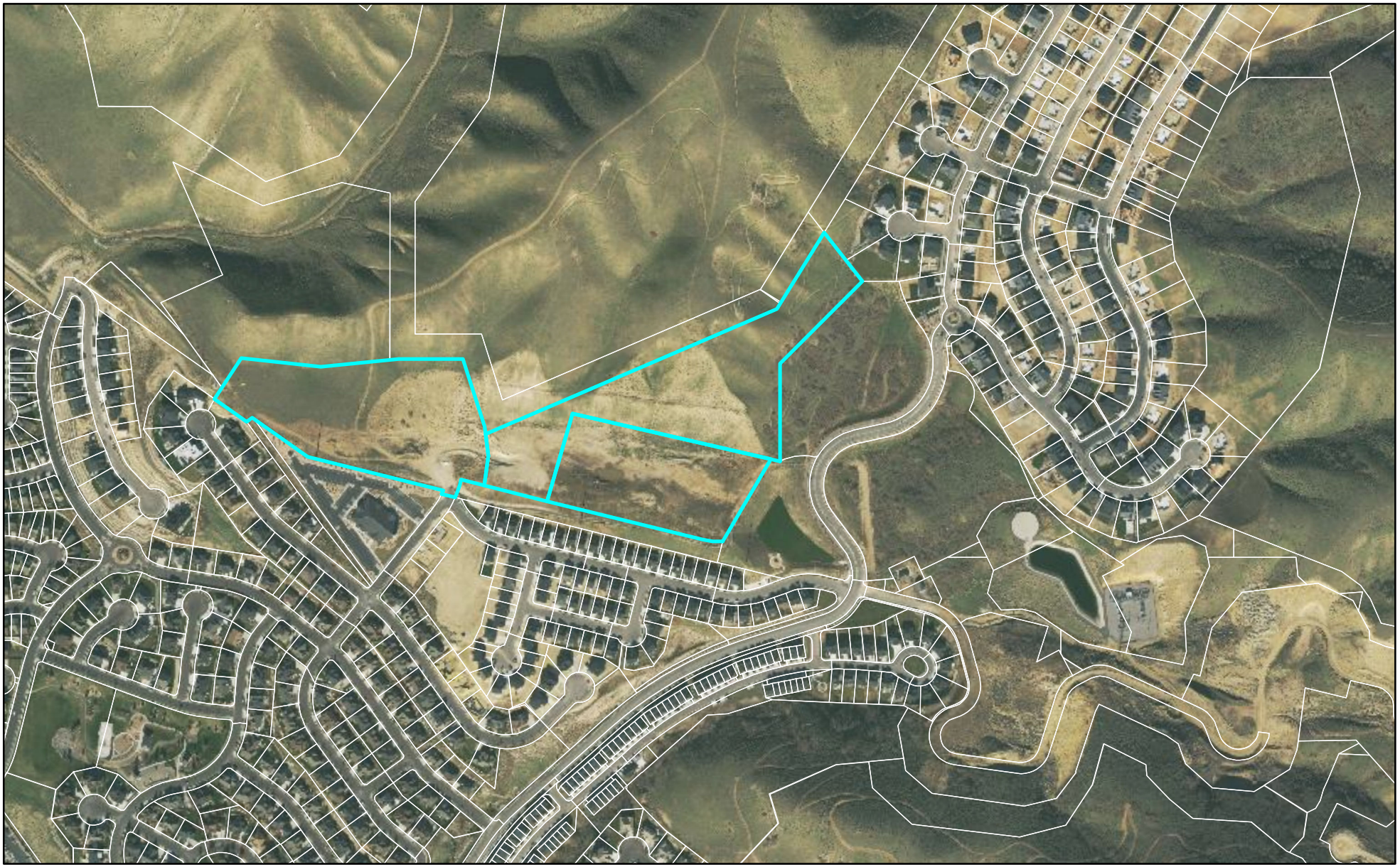
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 40.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Traverse Mountain Road & Fox Canyon Drive



Fox Canyon J1 and L1 Preliminary

Aerial

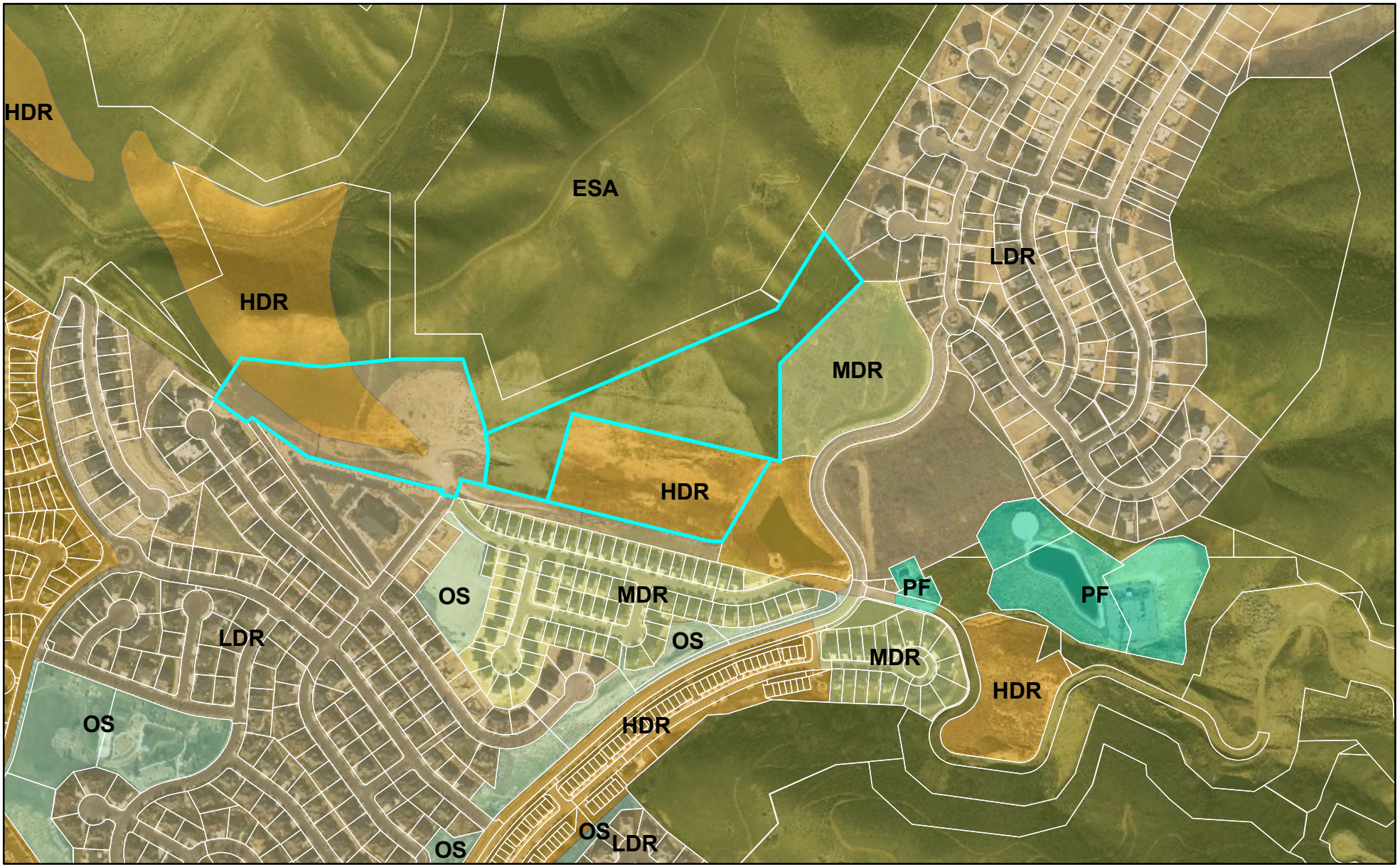


0 660 1,320 Feet

LEHI CITY

Fox Canyon J1 and L1 Preliminary

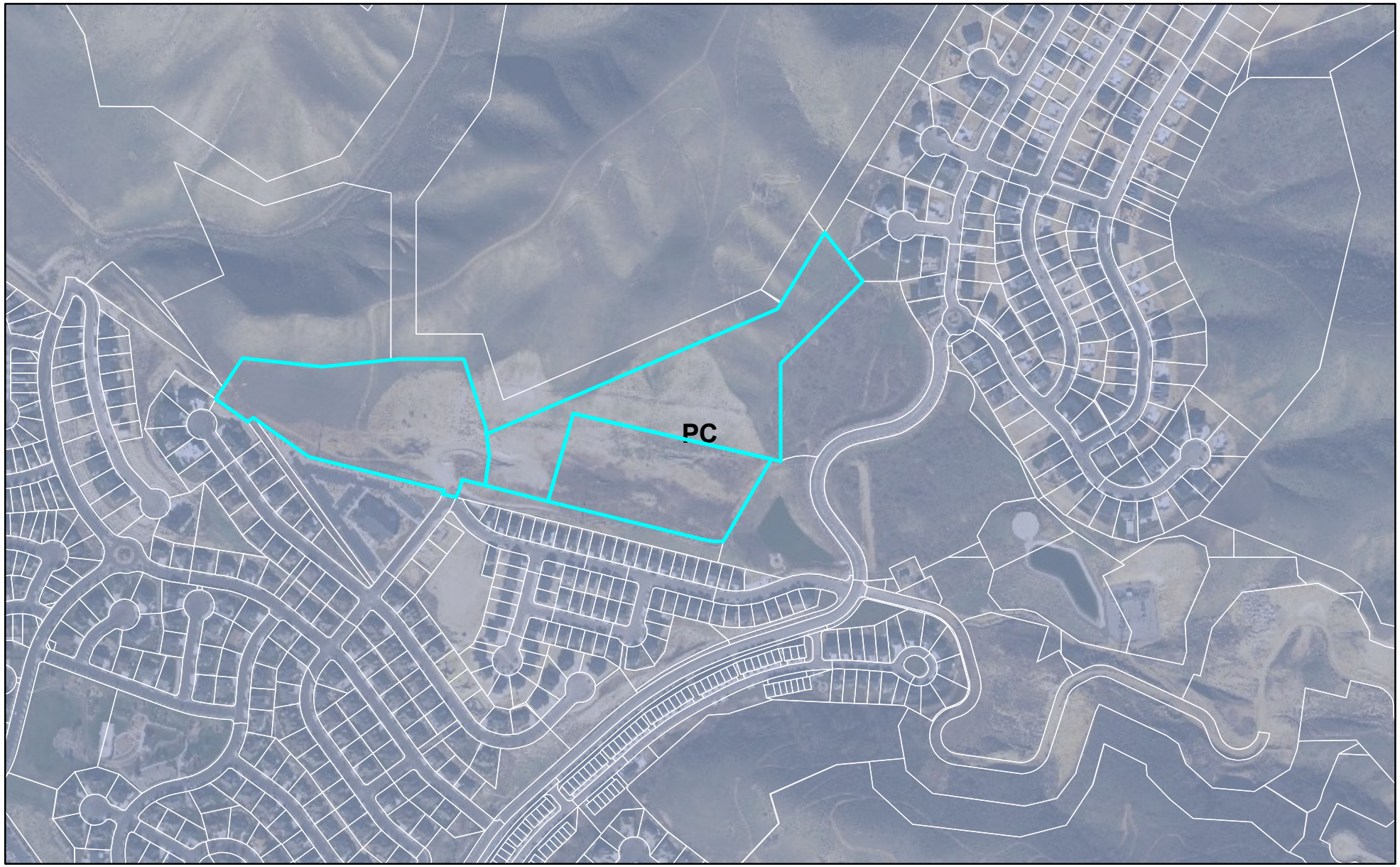
General Plan



LEHI CITY

Fox Canyon J1 and L1 Preliminary

Zoning



0 660 1,320 Feet

LEHI CITY

Agenda Item No: 8

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #21-2023 the Arias General Plan Amendment on 1.97 acres of property located at 7944 N 9550 W (approximately 2300 West Pioneer Crossing), changing the land use designation from Neighborhood Commercial to Heavy Commercial.

Suggested Action:

Attachments:

CC Staff Report Arias Heavy Commercial General Plan Amendment 03.14.23.docx

Arias Heavy Commercial General Plan Amendment DRC 01.18.23.docx

Ord 21-2023.docx

Arias General Plan Amendment narrative.pdf

Arias Heavy Commercial General Plan Amendment 01.18.23.pdf

Arias Aerial.pdf

Arias General Plan.pdf

Arias Zoning.pdf

ARIAS HEAVY COMMERCIAL GENERAL PLAN AMENDMENT

CITY COUNCIL REPORT

Applicant	Jose Arias		
Meeting Date	March 14, 2023		
Requested Action/Purpose	Approval of a proposed general plan amendment		
Location	7944 N 9550 W (Approximately 2300 W Pioneer Crossing)		
Acreage	1.97 acres		
Existing Zoning	R-1-22 & TH-5		
Existing General Plan Land Use Designation	NC (Neighborhood Commercial)		
Proposed Land Use Designation	C-H (Heavy Commercial)		
Existing Land Use	Landscaping Company/Single family home		
Adjacent Zoning and Land Use	*North*	R-1-12	Pioneer Crossing
	South	RA-1	Single family residential
	East	R-1-12	Single family residential
	West	N/A	Saratoga Springs
Date of DRC Review	January 18, 2023		
Date of Planning Commission Review	February 9, 2023		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060 Criteria for Approval
The Planning Commission should consider the following factors, among others, when reviewing a General Plan 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.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

NEIGHBORHOOD COMMERCIAL (NC)

The Neighborhood Commercial (NC) classification is to allow for smaller-scale retail and service-oriented busi-

nesses and can provide basic goods and services to residential areas. Developments within this zone should be designed for a sensitive transition between commercial and residential uses.

HEAVY COMMERCIAL (C-H)
The Heavy Commercial (C-H) classification is intended to provide appropriate locations for warehousing, auto and truck services, and light manufacturing that do not impact existing and planned residential areas. Typical uses include office/warehouse, light manufacturing, auto and truck service and repair, distribution centers, and some retail/ office.

PROPERTY HISTORY

January 25, 2010 – This property was incorporated into the City as the Marvin Gray Annexation.
January 25, 2022 – The City Council approved the updated General Plan Land Use Section and Map. This property was identified as Neighborhood Commercial there.

REPORT ANALYSIS

The applicant is requesting approval to amend the General Plan land use designation of this property from Neighborhood Commercial to Heavy Commercial on 1.97-acres located at 7944 N 9550 W or approximately 2300 W Pioneer Crossing.

The property is currently zoned R-1-22 and TH-5 which would not allow for any use beyond single family residential. This application is the result of Code Enforcement and the applicant trying to bring the General Plan into conformance with what they have been using the property for. The request for Heavy Commercial would facilitate the continued use of the property for a landscaping company with outside storage of materials and equipment as a conditional use as well as a temporary use permit for the food truck located on-site.

The applicant has stated their interest to continue improving the site with improved organization and buffering so that it is not seen as a nuisance. Saratoga Springs approved Regional Commercial directly to the west and development is occurring in the form of a car wash and office/warehouse.

The City Council should consider the allowed uses in the Heavy Commercial classification and if the existing use is appropriate on the property.

The DRC had seven comments on the proposed General Plan amendment.

1. Pioneer Crossing is currently in design to be six lanes and will have freeway level traffic. The location is located on a loud/noisy intersection so Heavy Commercial could be appropriate. (Engineering)
2. The Development Code describes the Heavy Commercial District as "intended to provide appropriate locations for warehousing, auto and truck services, and light manufacturing that do not impact existing and planned communities". This is located in close proximity to existing neighborhoods.
3. Food truck could be allowed as a temporary use if the zoning is changed to Neighborhood Commercial
4. Building and Property Maintenance is an allowed use in the Commercial Zone, but Heavy Commercial is needed for the outside storage of materials and equipment.

Please consider the DRC comments in the motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve or deny the proposed general plan amendment. Any motion should include findings. Possible findings include:

1. The proposed General Plan amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. The proposed General Plan amendment is/is not consistent with the land uses and zoning of nearby and adjoining properties.
3. The proposed General Plan amendment will/will not have a substantial adverse effect on surrounding property.
4. The affected site is/is not physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public services to accommodate any potential future uses, including all landscaping, loading areas, open spaces, parking areas, setbacks, buffering/screening, walls, fences, yards, and other required features.
5. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed general plan amendment on February 9, 2023. The minutes and motion from this meeting are as follows:

3.1) Public hearing and recommendation of Jose Arias's request for review of the Arias General Plan Amendment on 1.97-acres of property located at 7944 N 9550 W (approximately 2300 West Pioneer Crossing), changing the land use designation from Neighborhood Commercial (NC) to Heavy Commercial (C-H).

Katie Bussell presented information on the agenda item. DRC had seven redline comments. This is a legislative item.

The applicant, Jose Arias, was present. He would like to change the zone so he could run his landscape business.

Commissioner Chair Newall opened the public hearing.

Katie read the online comment from Debra Bigler regarding vehicles on the property and traffic and the condition of the site. She is opposed to the general plan amendment.

Commissioner Chair Newall closed the public hearing.

Commissioner Bunker asked if there was a size limit to the heavy equipment. Ross said the State had a meeting for the widening process for Pioneer Crossing and this section will be a five to six lane highway and this will be at the corner of a very busy highway. Residential is right next to the proposed amendment. The land designation to the West is Saratoga Springs property. The Commission was concerned with the change and not knowing what could be built if the designation was changed to heavy commercial. Landscaping would fall under Construction Services for the table of uses in the code. The staff and commission discussed the benefit of a development agreement.

Motion: Commissioner Eyre moved to recommend denial of **Jose Arias's request for review of the Arias General Plan Amendment on 1.97-acres of property located at 7944 N 9550 W (approximately 2300 West Pioneer Crossing), changing the land use designation from Neighborhood Commercial (NC) to Heavy Commercial (C-H)**; including all DRC comments and the findings stated in the report. The Commission recommended the City Council explore methods to achieve a desired result for the use of the property with the possibility of a development agreement. Commissioner Everett seconded.

Vote: Commissioner Everett, yes; Commissioner Bunker, yes; Commissioner Eyre, yes; Commissioner Newall, yes; Commissioner Jackson, yes. The motion passed unanimously.

Arias Heavy Commercial General Plan Amendment
DRC Redline Comments

Jose Arias- requests review of a General Plan amendment from Neighborhood Commercial to Heavy Commercial on 1.97 acres of property located at 7944 N 9550 W (Approximately 2300 W Pioneer Crossing)

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Jacob Hernandez, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Jacob Curtis
Representatives of the Applicant Present: Jose Arias, Gonzalo Godoy
Date of Plans Reviewed: 1/6/23
Time Start: 1:42 pm
Time End: 2:00 pm

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
Trent – Parks: No comments
Gary – Building/Inspections:
1. Was the newly added steel building permitted? Could stay as an agricultural building or need to convert to a commercial building with a permit.

Jacob – Public Works: No comments
Ross – Engineering:
2. Pioneer Crossing is currently in design to be six lanes and will have freeway level traffic. The location is located on a loud/noisy intersection so Heavy Commercial could be appropriate.

Kim – Planning:
3. The Development Code describes the Heavy Commercial District as "intended to provide appropriate locations for warehousing, auto and truck services, and light manufacturing that do not impact existing and planned communities". This is located in close proximity to existing neighborhoods.
4. Should assign a City address to this property- work with Planning Staff
5. The applicant should look for a more appropriate/suitable location for the landscaping business.
6. Food truck could be allowed as a temporary use if the zoning is changed to Neighborhood Commercial
7. Building and Property Maintenance is an allowed use in the Commercial Zone, but Heavy Commercial is needed for the outside storage of materials and equipment.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON FEBRUARY 9, 2023 AT 7 PM IN THE COUNCIL CHAMBERS.
(NEED ENVELOPES BEFORE SCHEDULING)

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.

ORDINANCE NO: 21-2023

ORDINANCE AMENDING THE LAND USE ELEMENT OF THE LEHI CITY GENERAL PLAN AND THE GENERAL PLAN LAND USE MAP AT 7944 N 9550 W (APPROXIMATELY 2300 W PIONEER CROSSING)

WHEREAS, on March 14, 2023, following all necessary public hearings, the Lehi City Council adopted an amendment to the Lehi City General Plan which included the 2022 Land Use Element together with the Lehi City General Plan Land Use Map; and

WHEREAS, the Lehi City Planning Commission held a public hearing on February 9, 2023, to review and make a recommendation on the General Plan Amendment located at 7944 N 9550 W (Approximately 2300 W Pioneer Crossing) changing the land use designation from Neighborhood Commercial (NC) to Heavy Commercial (C-H), as shown on Exhibit "A" and forwarded their recommendation to the City Council; and

WHEREAS, the City Council held a public meeting on March 14, 2023, pursuant to the requirements for amendment of the Land Use Element of the Lehi City General Plan and General Plan Land Use Map from Neighborhood Commercial (NC) to Heavy Commercial (C-H).

NOW, THEREFORE, IT IS ORDAINED BY THE CITY COUNCIL OF LEHI CITY, UTAH AS FOLLOWS:

PART 1:

The Land Use Element of the Lehi City General Plan and General Plan Land Use Map is hereby amended to change the subject property from NC to C-H. The total amendment will include approximately 2-acres of property located at 7944 N 9550 W (Approximately 2300 W Pioneer Crossing), more specifically shown on Exhibit "A" attached hereto.

PART II:

If a provision of this Ordinance -2023 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

A. This ordinance and its various section, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

B. The City Council hereby directs that the official copy of the Lehi City General Plan be updated to reflect the provisions enacted by this Ordinance.

D. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved and Adopted by the City Council of Lehi City this 14th day of March 2023.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

Exhibit A

Legal Description

Legal Description: COM S 285.61 FT & E 309.09 FT FR NW COR. SEC. 19, T5S, R1E, SLB&M.; S 89 DEG 36' 37" E 264.13 FT; S 0 DEG 17' 4" W 321.75 FT; S 89 DEG 41' 14" W 233.96 FT; ALONG A CURVE TO R (CHORD BEARS: N 44 DEG 38' 25" W 44.15 FT, RADIUS = 31 FT); N 0 DEG 28' 44" E 293.42 FT TO BEG. AREA 1.960 AC.

To whom it may concern:

My name is Jose Arias, owner of the property at 7944 N 9550 W, Lehi Utah 84043 and previous owner of the property at 1118 S 2300 W Lehi Utah 84043.

It was brought to my attention that we need to make zone changes to my current property to comply with city code, the change needs to be heave commercial and we will like to pursue that option to continue operating our landscaping company.

I have been a property owner in Lehi since 2016, my previous home was the ugliest in the neighborhood when I purchased it and we wanted to make it one of the best-looking homes at the time and so we did, we even included a waterfall feature on our front yard.

In 2019 I purchased the property at 7944 N 9550 W, the property was in bad shape, it had been on the market for about a year and the owner couldn't sell it.

We decided to purchase it and put some money on it and our landscaping business.

We removed rotting trees that were a hazard to the cars driving by because of their size and condition, we also removed a lot of garbage, we put in over $25000.00 on gravel (not counting the cost of installation), we erected a metal/steel building to keep inventory inside of it and do meetings and trainings.

During this year we also provided a 40 x 40 space for free to one of our neighbors to plant flowers that she later sells using social media, we installed the irrigation for it at no cost to her and we don't charge her anything for the space.

We also keep a small space as a nursery with small plants and trees for upcoming jobs.

During our time in Lehi, we have done our best to have a property that helps the neighborhood, we never had an issue with the neighbors, or anyone else in the area, we even had neighbors ask for help with their yards and have done jobs for them.

We have all our employee's park inside the property so the neighbors will have room in the streets around us, we have also opened a new entrance/exit on the side of the property, that allows us to access it better and not use the entrance on 2220 W. as much.

In the next seven days, we are also making changes to our property to keep it more organized; employee parking will now have an specific area next to 2300 W to keep it away from the fence near our neighbors, we are adding drainage to our property to keep the water level from melting snow down, we are also adding more gravel to the areas that need to be patched up due to normal use., we are also removing any items that will be next to a fence that is next to a neighbor, in this case is only one.

We can provide photos and an arial video of the property if necessary.

On the photos and video, you will be able to see that right across the street (Saratoga city) is building a car wash with retail offices and there are at least 2 industrial warehouses, our business will not create traffic in the area since we only come and go from it one time a day, we don't have a flow of cars coming in and out.

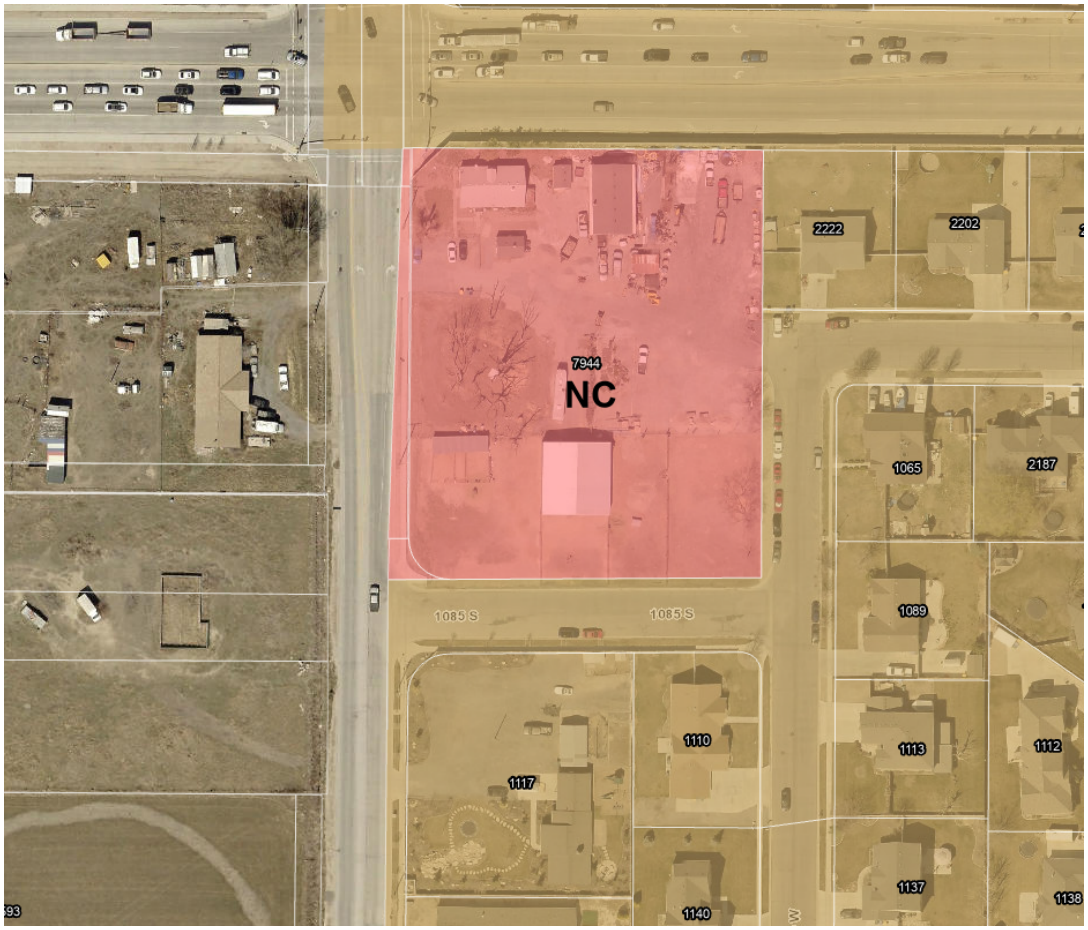
I appreciate your time and help on this matter.

Thank you,

Jose Arias.




2187
2177
Pioneer Crossing
2222
2202
2182
2158
7944
1065
2187
2167
1085 S
1085 S
1089
1098
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1117
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2220 W
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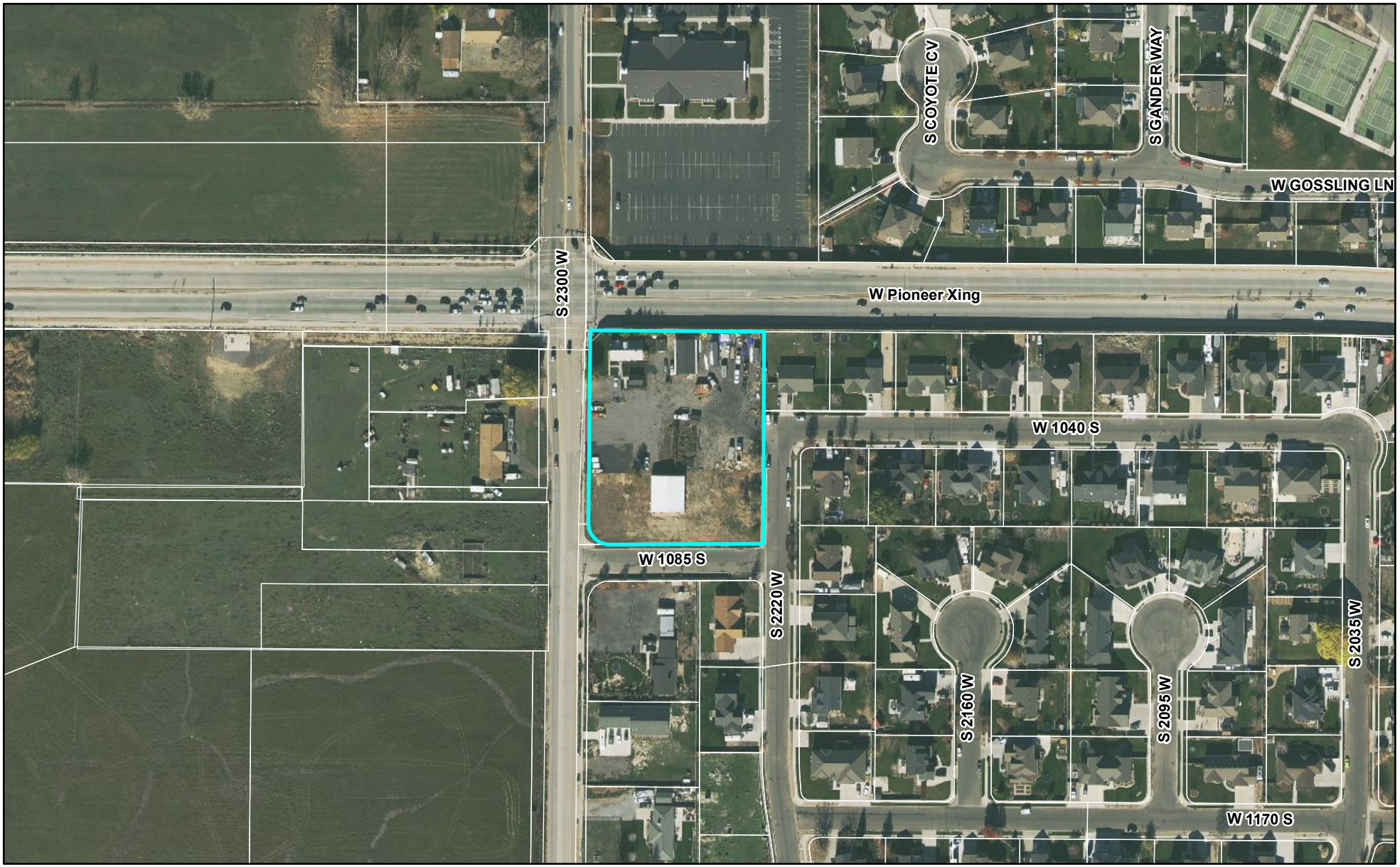





STOP

Arias Heavy Commercial General Plan Amendment

Aerial

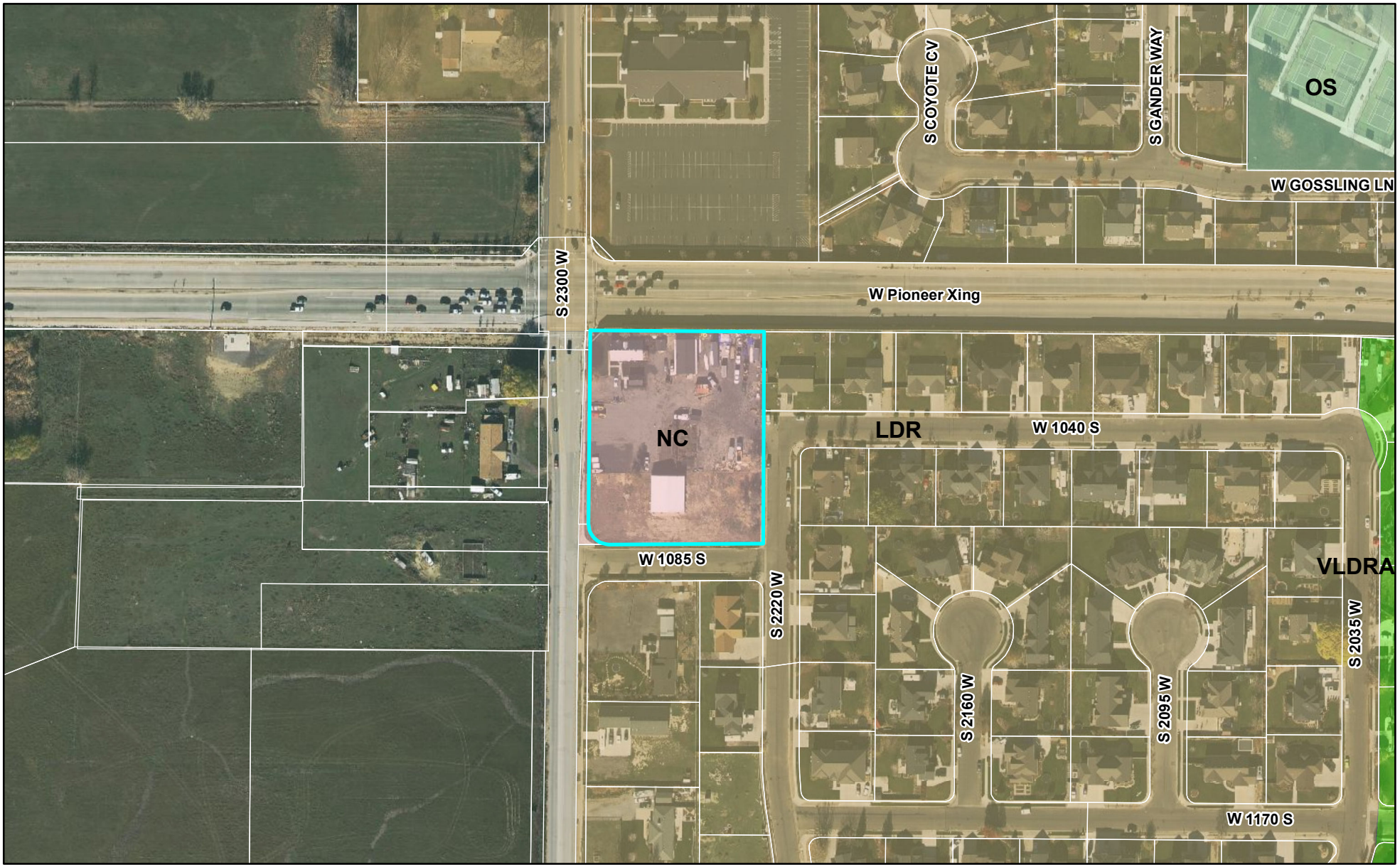


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LEHI CITY

Arias Heavy Commercial General Plan Amendment

General Plan

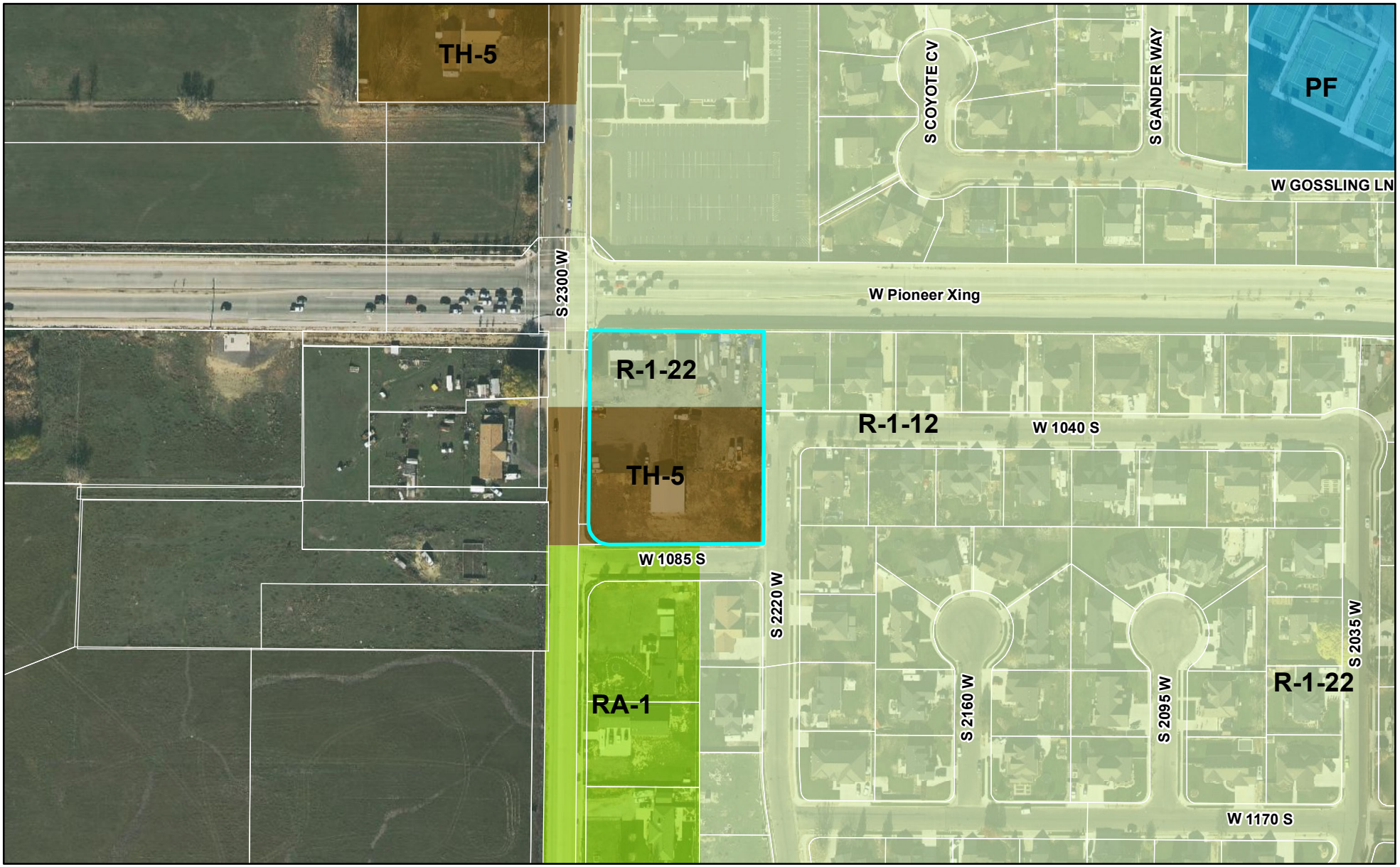


0 250 500 Feet

LEHI CITY

Arias Heavy Commercial General Plan Amendment

Zoning



LEHI CITY

Agenda Item No: 9

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #22-2023 the Marwood zone change on 0.84-acres of property located at 301 East State, changing the zoning from Mixed Use to TOD.

Suggested Action:

Attachments:

CC Staff Report Marwood Zone Change 03.14.23.docx

Marwood Zone Change DRC 03.23.22.docx

Ord 22-2023.docx

Underwood (Marwood) Zone Change 03.23.22 narrative.pdf

Marwood Aerial.pdf

Marwood GP.pdf

Marwood Zoning.pdf

MARWOOD ZONE CHANGE
CITY COUNCIL REPORT

Applicant	Britani & John Underwood		
Meeting Date	March 14, 2023		
Requested Action/Purpose	Approval of a proposed zone change		
Location	301 East State Street		
Project Area	0.84 acres		
Existing Zoning	MU		
Proposed Zoning	TOD		
Existing General Plan Land Use Designation	TOD		
Adjacent Zoning and Land Use	*North*	MU	Rocky Mountain Stainless
	South	MU	Rail Line
	East	MU	Renu Pool Plastering
	West	MU	Modest Molly Boutique
Date of DRC Review	March 23, 2022		
Date of Planning Commission Review	February 23, 2023		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE GENERAL PLAN GOALS AND POLICIES

TOD AREAS- The Transit Oriented Development, or TOD areas, are within a one-quarter mile radius of the existing FrontRunner station and the planned BRT stations. These areas have been identified as locations appropriate for higher density residential and commercial uses to support existing and future transit lines.

TRANSIT ORIENTED DEVELOPMENT- Create livable urban neighborhoods around existing and planned high-capacity transit stations with first-last mile connections to employment, housing, and commercial uses.

APPLICABLE DEVELOPMENT CODE REGULATIONS

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.

REPORT ANALYSIS

The applicant is seeking approval of a proposed zone change from Mixed Use to TOD (Transit Oriented Development) on 0.84 acres of property located at 301 East State Street. This property is shown as TOD on the General Plan and is close to both the existing UTA 850 bus service stop as well as planned future transit.

The DRC had one redline comment related to the water dedication:

1. As a condition of recording the zone change ordinance, the applicant will need to provide water dedication per Chapter 27 of the Development Code. The rate for the culinary water will be .45 acre feet per residential unit. The rate for irrigation water will be 1.90 acre feet per acre.

Please consider the DRC comment in the motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve or deny the proposed zone change. Any motion should include findings. Possible findings include:

1. The proposed zone change is in accordance with the Lehi City General Plan Land Use designation.
2. The proposed zone change is/is not consistent with the goals and policies of the General Plan.
3. The proposed change is/is not consistent and compatible with the General Plan land uses of nearby and adjoining properties.
4. The proposed change will/will not unduly affect the uses, or proposed uses for nearby and adjoining properties.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed zone change on February 23, 2023. The minutes and motion from this meeting are as follows:

3.3) Public hearing and recommendation of Britani & John Underwood's request for review of the Marwood zone change, 0.84-acres of property located at 301 East State, changing the zoning from Mixed Use to TOD (transit oriented development).
3.4) Recommendation of Britani & John Underwood's request for concept approval of the Marwood Group land use plan, a 0.84-acre transit-oriented development located at 301 East State Street.

Agenda items 3.3 and 3.4 were heard simultaneously.
The GPA designation is TOD. The development code states they must include a land use plan. There will be on-site and on-street parking with 1.31 stalls per unit. There will be commercial and retail space. DRC had 26 redline comments, as well as a traffic impact study and parking study.

Commissioner Eyre clarified they are asking for 14%. Staff clarified the applicant are asking for a reduction on landscaping, but this is just a concept right now.

Commissioner Everett asked if a market study has been done. A market study has not been conducted. Craig Chambers stated a market study can be issued as part of the motion.

Commissioner Britton asked why this couldn't stay a mixed use. Kim Struthers stated this would have to be a TOD because of the type of project this is and would be a better use for what is trying to be accomplished.

Commissioner Bunker liked the TOD, especially in this location. He is concerned about the parking and why they are asking for reduction but would like to see a traffic and parking study.

Commissioner Everett asked what the requirement is for parking stalls per unit.

The applicant, Curtis Miner, was present. He presented on the TOD zone first. The designation is something that is new to the area and the transit is character to what the City has planned. As far as the project, the trax line does not exist, but the design will transform to the building. The parking structure will result in a lower parking structure. The retail portion will result in a market study to see what can be supported. One of the issues that isn't well defined is the frontage along 750 North. He and the Commissioners discussed parking at length.

Commissioner Eyre opened the public hearing for 3.3

Trevor (inaudible) was opposed to the TOD and the number of units based on the amount of traffic it will bring. It is already a dangerous area where there are railroad tracks. He is also concerned where there is a sewer easement that serves the building to Transwest Auto. If there is a TOD, he is opposed to spot zoning.

Commissioner Eyre closed 3.3

Ross stated UTA will bring transit when TOD is available.

3.3 Motion: Commissioner Bunker recommended approval of **Britani & John Underwood's request for review of the Marwood zone change, 0.84-acres of property located at 301 East State, changing the zoning from Mixed Use to TOD (transit oriented development)**; including DRC comments and findings stated in the report. Commissioner Eyre seconded.

Vote: Commissioner Bunker, yes; Commissioner Britton, yes; Commissioner Eyre, yes; Commissioner Everett, no. The motion passed 3-1.

3.4 Motion: Commissioner Bunker moved to approve **Britani & John Underwood's request for concept approval of the Marwood Group land use plan, a 0.84-acre transit-oriented development located at 301 East State Street**; including all DRC comments and findings stated in the report. Contingent on the parking study, market study, landscape and tree requirements are met, that the parking provided is adequate for the number of units the developer is asking for. Also including a design recommendation for any future retail and a traffic study if improvements need to be made. Contingent on City Council and UTA's input on this specific project. Commissioner Britton seconded.

Vote: Commissioner Bunker, yes; Commissioner Britton, yes; Commissioner Eyre, yes; Commissioner Everett, no. The motion passed 3-1.

Marwood Zone Change
DRC Redline Comments

*Britani & John Underwood- requests review of the **Marwood zone change**, .84-acres of property located at 301 East State, changing the zoning from Mixed Use to TOD.*

DRC Members Present: Glade Kirkham, Garion Rowett, Greg Allred, Matthew Meier, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Representatives of the Applicant Present: Britani Underwood, John Underwood, Curtis Miner
Date of Plans Reviewed: 3/15/22
Time Start: 2:47 PM
Time End: 2:48 PM

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

1. As a condition of recording the zone change ordinance, the applicant will need to provide water dedication per Chapter 27 of the Development Code. The rate for the culinary water will be .45 acre feet per residential unit. The rate for irrigation water will be 1.90 acre feet per acre.

Consistency with the elements of the Lehi City General Plan.

This area has a proposed ***Transit Oriented Development (TOD)*** on the General Plan.

Effect of the proposed amendment on the existing goals, objectives, and policies of the Lehi City General Plan.

From the Lehi City General Plan Land Use Element the following goals and policies related to development should be considered:

1. Maximize opportunities to create an overall pattern of planned and orderly development with a system of land uses, adequately and efficiently served by a balanced and energy-efficient system of transportation, and community services that are sensitive to the natural physical qualities of the area.

2. Provide diverse economic and employment opportunities and encourage multiple scales of commercial development to serve the needs of the region, the community, and individual neighborhoods.

3. Promote variety in commercial spaces, densities, and locations.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION WITH THE CONCEPT PLAN

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.

ORDINANCE NO: 22-2023

AN ORDINANCE APPROVING A ZONE DISTRICT DESIGNATION AMENDMENT AND ZONING DISTRICT MAP AMENDMENT LOCATED AT 301 EAST STATE STREET

WHEREAS, Britani and John Underwood, agents for owner of property located at 301 East State Street and further described by the legal description attached as Exhibit "A", has applied for an amendment to the Zone District and Zoning District Map; and

WHEREAS, the applicant seeks to have said parcel designated as Transit Oriented Development (TOD); and

WHEREAS, following a public hearing on February 23, 2023, the Lehi City Planning Commission reviewed the proposed Zoning District Designation and Zoning District Map amendment and forwarded it to the City Council to decide on the proposed amendment; and

WHEREAS, on March 14, 2023, the City Council held a duly noticed meeting to receive public comment and ascertain the facts regarding this matter, which facts and comments are found in the hearing record and which include the staff report, minutes from the Planning Commission meeting of February 23, 2023; and

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: (i) the request for a Zone District Designation amendment and Zoning District amendment is consistent with the Lehi City General Plan Land Use Map adopted by the Lehi City Council on January 25, 2022 (and as subsequently amended); and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Lehi City, Utah as follows:

PART I:

The Zone District Designation and the Zoning District Map of the property described on Exhibit "A" are hereby amended to Transit Oriented Development (TOD).

PART II:

A. If a provision of this Ordinance -2023 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the

provision in this Ordinance shall prevail.

B. This ordinance and its various section, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

C. The City Council hereby directs that the official copy of the Lehi City Code be updated to reflect the provisions enacted by this Ordinance.

D. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved and Adopted by the City Council of Lehi City this 14th day of March 2023.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

EXHIBIT “A”

MARWOOD TOD ZONE CHANGE PROPERTY LEGAL DESCRIPTION

.

01:090:0098
COM S 0 DEG 29' 29" E 768.08 FT & E 1318.29 FT FR W 1/4 COR. SEC. 9, T5S, R1E, SLB&M.; N 82 DEG 19' 59" E 77 FT; S 3 DEG 36' 19" W 125.82 FT; S 4 DEG 11' 32" W 50.21 FT; N 51 DEG 27' 0" W 88.93 FT; N 2 DEG 30' 31" E 110.06 FT TO BEG. AREA 0.244 AC.

01:090:0087
COM S 730.52 FT & E 1402.26 FT FR W 1/4 COR. SEC. 9, T5S, R1E, SLB&M.; N 81 DEG 0' 0" E 64.8 FT; S 3 DEG 0' 0" E 126.39 FT; S 3 DEG 0' 0" E 116.31 FT; N 51 DEG 36' 40" W 85.5 FT; N 180.2 FT TO BEG. AREA 0.291 AC. ALSO COM S 720.38 FT & E 1466.26 FT FR W 1/4 COR. SEC. 9, T5S, R1E, SLB&M.; N 81 DEG 0' 0" E 39.13 FT; S 1 DEG 43' 23" W 28.22 FT; S 76 DEG 2' 18" W 1.11 FT; S 0 DEG 20' 35" E 99.04 FT; S 81 DEG 4' 4" W 31.08 FT; N 3 DEG 0' 0" W 126.39 FT TO BEG. AREA 0.099 AC. TOTAL AREA .39 AC.

01:090:0089
COM S 757.8 FT & E 1401.22 FT FR W 1/4 COR. SEC. 9, T5S, R1E, SLB&M.; N 82 DEG 20' 0" E 1.09 FT; S 153.09 FT; N 51 DEG 36' 40" W 13.26 FT; N 4 DEG 11' 31" E 19.19 FT; N 3 DEG 36' 18" E 125.82 FT TO BEG. AREA 0.020 AC.

Proposed Zone Change is from MU to TOD



Marwood Zone Change & Concept

Aerial

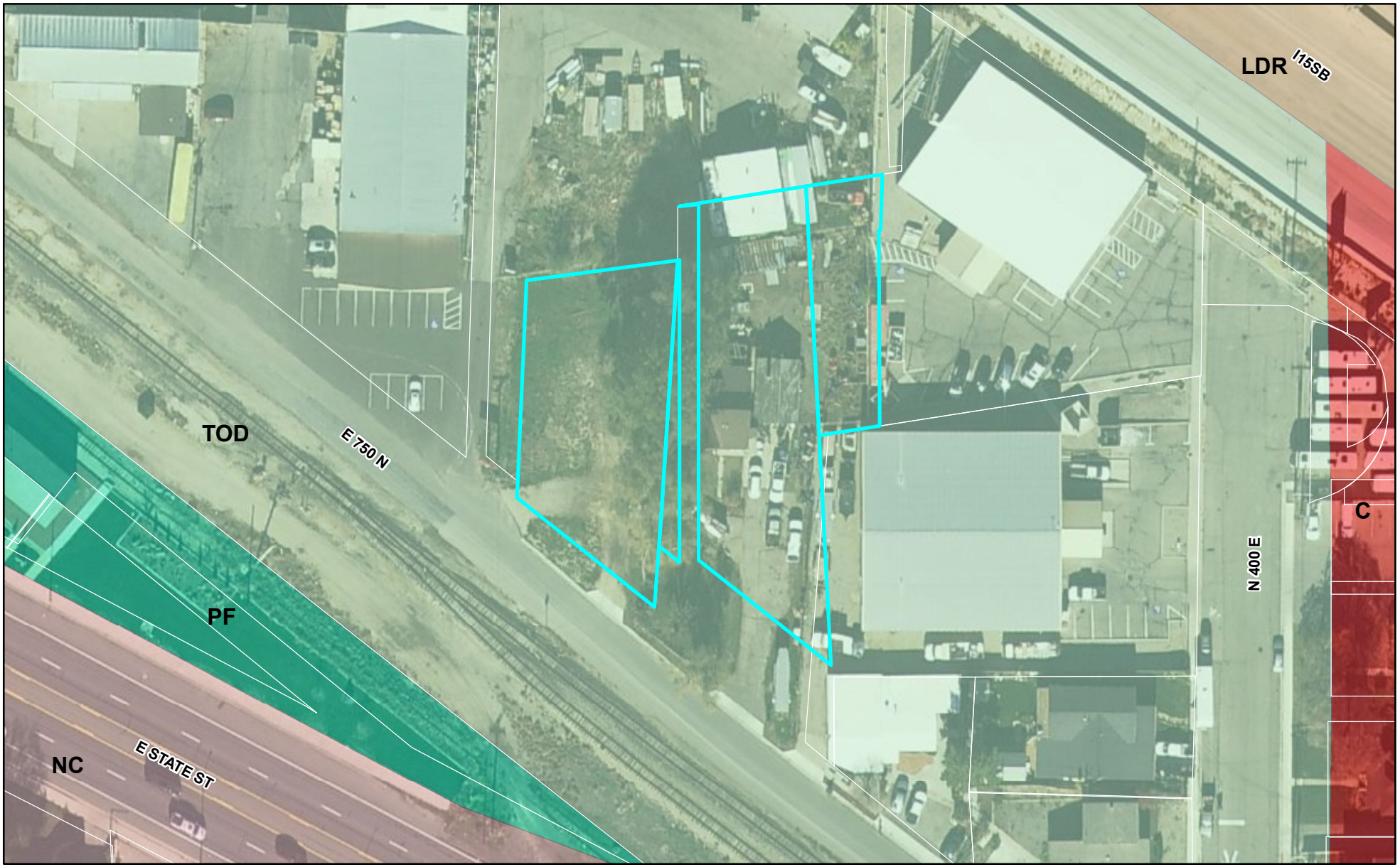


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LEHI CITY

Marwood Zone Change & Concept

General Plan

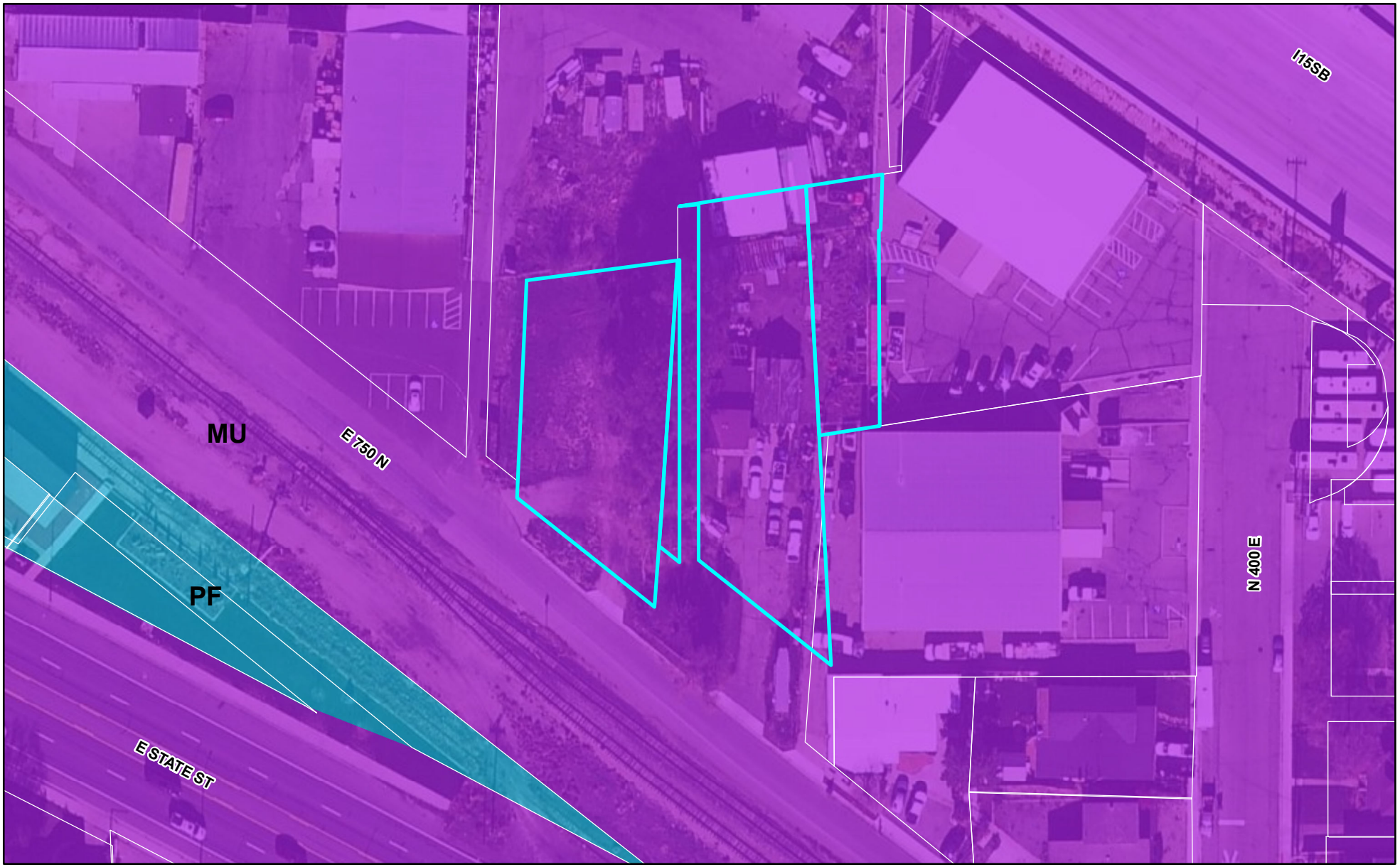


0 80 160 Feet

LEHI CITY

Marwood Zone Change & Concept

Zoning



0 80 160 Feet

LEHI CITY

Agenda Item No: 10

City Council Agenda Item Report

Meeting Date: March 14, 2023
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of the Marwood Group land use plan, a 0.84-acre transit-oriented development located at 301 East State Street.

Suggested Action:

Attachments:

CC Staff Report Marwood TOD Concept & Land Use Map 03.14.23.docx

Marwood Group Concept DRC 02.08.23.docx

Marwood Concept narrative.pdf

Marwood Group Concept 02.08.23 plans.pdf

22-024 - Starwood Development Group TOD - Lehi - Land Use Map.pdf

Marwood Aerial.pdf

Marwood GP.pdf

Marwood Zoning.pdf

MARWOOD GROUP TOD CONCEPT
CITY COUNCIL REPORT

Applicant	Britani & John Underwood		
Meeting Date	March 14, 2023		
Requested Action/Purpose	Approval of a proposed concept and land use plan		
Location	301 East State Street		
Project Area	0.84 acres		
Existing Zoning	MU, but concurrent application to TOD		
General Plan Land Use Designation	TOD (Transit Oriented Development)		
Adjacent Zoning and Land Use	*North*	MU	Rocky Mountain Stainless
	South	MU	Rail Line
	East	MU	Renu Pool Plastering
	West	MU	Modest Molly Boutique
Date of DRC Review	February 9, 2023		
Date of Planning Commission Review	February 23, 2023		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 11.010. Concept Plan – Applicability:
The Concept Plan gives the applicant, staff, Planning Commission and City Council an opportunity to discuss the project in the conceptual stage. The applicant can use the Concept Plan meeting to receive direction on project layout as well as discuss the procedure for approval, the specifications and requirements that may be required for layout of streets, drainage, water, sewerage, fire protection, and similar matters prior to the preparation of a more detailed preliminary subdivision plat.

Section 15.020. Applicability.

D. Land use plans are required for all projects less than 40 acres in the Transit Oriented Development or Mixed Use zones that include a residential land use(s).

Section 15.050. Land Use Plan Requirements.

A. A land use plan shall contain at a minimum:

a) proposed land uses.
b) overall layout and locations of uses including potential civic/religious uses.
c) proposed density/intensity of uses and a description of amenities if a density bonus is proposed.
d) major infrastructure improvements that may be necessary.
e) proposed site-planning standards including architecture and materials of buildings.
f) park areas, open space areas, trails and other community amenities.
g) proposed landscaping, buffering, and transitioning treatments.
h) location of any critical lands. development phasing plan that includes current and build-out phasing.
i) all other issues that must be addressed to allow a thorough informed review by the Staff, Planning Commission and City Council of the proposed Land Use Plan.

B. Additionally, a land use plan for a TOD shall include:

a) traffic study and transit ridership analysis.

C. Requirements for Subsections A and B for land use plans may be waived if deemed unnecessary by the Zoning Administrator.

D. Land Use Plans may be amended. Amendments shall follow the same requirements for initial approval of a Land Use Plan including review by Staff, Planning Commission and City Council.

Section 38.080. Parking requirements.
A. A successful TOD can significantly reduce per capita motor vehicle travel, thus parking requirements within a TOD may be reduced from the minimum standards as required by Table 37.090 of this Code. As the intent of a TOD is to encourage pedestrian activity and transit ridership, a developer may request a reduction in the number of parking spaces by City approval, providing that the developer submit information as to the forecasted trips generated in contrast to what is forecasted for transit ridership for the TOD. Requests for a reduction in parking may be approved by the City Council, following review by the DRC and Planning Commission.

C. On-street parking is permitted and encouraged, and shall be included in the total development required parking calculations, if incorporated. On-street parking shall be included in the required parking calculations for a use or structure which fronts, and is adjacent to the on-street parking stall.

REPORT ANALYSIS

The applicant requests approval of the Marwood Group TOD Concept and Land Use plan to be located at 301 East State Street. This report will discuss the density, concept layout, and DRC comments.

Density

The applicant's intention is to build 48 total apartment units on the 0.84-acre property, which comes out to a density of 57 units per acre. The proposed zoning classification of TOD dictates that the density is determined by Map 05.010. Maximum TOD and Mixed-Use Density Map. There are 250 units allotted to the State Street area and 74 of those are considered existing. That leaves 176 units of usable density for the area. The 48 proposed units do not overwhelm the remaining units allowed and Staff feels comfortable with the density number. The applicant worked with staff to remove a floor from the proposed building to reduce the unit count and increase the parking ratio.

Concept Layout

The layout for the proposed concept plan consists of 48 total units with access from 750 North. The breakdown of the units is 16 studio apartments, 28 one-bedrooms, and 4 two-bedrooms. A drive aisle accesses the site and then enters a one-level parking structure that serves as the ground floor and is connected to a commercial/retail space. The commercial/retail space is just over 2,400 square feet and comprises 14% of the ground floor area. The TOD standards require 30%, but that can be reduced to 10% with a market study that justifies that the property has limited commercial viability due to reasons such as poor visibility or access. For parking, 58 on-site stalls are shown within the proposed concept plan and the applicant proposes five additional on-street stalls. This leaves them with a total of 63 stalls and a ratio of 1.31 parking stalls per unit.

Section 38 of the Lehi City Development Code requires amenities be provided for TOD developments and the applicant's narrative mentions a dog area, hot tub, lounge/fire pit area, BBQ/picnic area, and other landscaped areas. Staff will further review the proposed amenities and landscape plans at the time of site plan submittal to ensure requirements are met.

DRC Comments

The DRC had 26 comments, including the following:
1. A minimum of 10 percent of the total gross acreage in a TOD shall be developed as open space; see development code chapter 38.060 for specific details.

2. Multi-family developments require 1 tree per dwelling unit. An exception would need approval from Planning Commission.
3. This will be subject to a Diagnostic Team review to assess traffic impact to the railroad crossing per Utah Admin. Code 930-5-7. I have notified UDOT. This will not hold the project up in the city development review or approval process but the Diagnostic Team may put additional requirements on the site.
4. A traffic impact study will be needed. Please have the consultant doing the study reach out so I can provide the study requirements. This is not needed for concept approval but will be needed for preliminary approval.
5. Parking Study will be needed as well.
6. Adequate amenities to serve this size of project will be required as part of the site plan approval process.
7. While there isn't a height limitation on the TOD zone, the Planning Commission will need to consider if the scale of this building matches with the vision/character of the State Street TOD area.
8. The building will need to meet the architectural requirements in Chapter 37 of the Development Code, and the site will need to meet all other design criteria in Chapter 38 (TODs) of the Development Code.
9. Concurrent with any request for a zoning map amendment to a TOD zone, a Land Use Plan shall be submitted. The Land Use Plan shall cover the entire area proposed as a TOD Zone and shall identify and provide the following:
    a. proposed land uses.
    b. overall layout.
    c. proposed density/intensity of uses and a description of amenities if a density bonus is proposed.
    d. traffic study and transit ridership analysis.
    e. major infrastructure improvements that may be necessary.
    f. proposed site-planning standards including architecture and materials of buildings.
    g. park areas, open space areas, trails and other community amenities.
    h. proposed landscaping, buffering, and transitioning treatments.
10. Meet TOD standards for street frontage zones

Please consider all DRC comments as part of the motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve or deny the proposed concept plan. Any motion should include findings. Possible findings include:

1. The proposed concept plan is/is not consistent with the purpose and the requirements of the TOD zone.
2. The proposed Concept is/is not consistent with the Lehi City Development Code
3. The proposed Concept does/does not conform to the goals and policies of the General Plan.
4. Other findings as determined by the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed concept plan on February 23, 2023. The minutes and motion from this meeting are as follows:

3.3) Public hearing and recommendation of Britani & John Underwood's request for review of the Marwood zone change, 0.84-acres of property located at 301 East State, changing the zoning from Mixed Use to TOD (transit oriented development).
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Commissioner Everett asked if a market study has been done. A market study has not been conducted. Craig Chambers stated a market study can be issued as part of the motion.

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Commissioner Bunker liked the TOD, especially in this location. He is concerned about the parking and why they are asking for reduction but would like to see a traffic and parking study.

Commissioner Everett asked what the requirement is for parking stalls per unit.

The applicant, Curtis Miner, was present. He presented on the TOD zone first. The designation is something that is new to the area and the transit is character to what the City has planned. As far as the project, the trax line does not exist, but the design will transform to the building. The parking structure will result in a lower parking structure. The retail portion will result in a market study to see what can be supported. One of the issues that isn't well defined is the frontage along 750 North. He and the Commissioners discussed parking at length.

Commissioner Eyre opened the public hearing for 3.3

Trevor (inaudible) was opposed to the TOD and the number of units based on the amount of traffic it will bring. It is already a dangerous area where there are railroad tracks. He is also concerned where there is a sewer easement that serves the building to Transwest Auto. If there is a TOD, he is opposed to spot zoning.

Commissioner Eyre closed 3.3

Ross stated UTA will bring transit when TOD is available.

3.3 Motion: Commissioner Bunker recommended approval of **Britani & John Underwood's request for review of the Marwood zone change, 0.84-acres of property located at 301 East State, changing the zoning from Mixed Use to TOD (transit oriented development)**; including DRC comments and findings stated in the report. Commissioner Eyre seconded.

Vote: Commissioner Bunker, yes; Commissioner Britton, yes; Commissioner Eyre, yes; Commissioner Everett, no. The motion passed 3-1.

3.4 Motion: Commissioner Bunker moved to approve **Britani & John Underwood's request for concept approval of the Marwood Group land use plan, a 0.84-acre transit-oriented development located at 301 East State Street**; including all DRC comments and findings stated in the report. Contingent on the parking study, market study, landscape and tree requirements are met, that the parking provided is adequate for the number of units the developer is asking for. Also including a design recommendation for any future retail and a traffic study if improvements need to be made. Contingent on City Council and UTA's input on this specific project. Commissioner Britton seconded.

Vote: Commissioner Bunker, yes; Commissioner Britton, yes; Commissioner Eyre, yes; Commissioner Everett, no. The motion passed 3-1.

Marwood Group Concept
DRC Redline Comments

*Britani & John Underwood- requests review of the **Marwood Group concept**, a .84-acre mixed use development located at 301 East State.*

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Jacob Hernandez, Kim Struthers, Gary Smith, Ross Dinsdale, James Farnsworth, Luke Seegmiller, Jacob Curtis
Representatives of the Applicant Present: Curtis Miner
Date of Plans Reviewed: 1/31/23
Time Start: 3:20 pm
Time End: 3:50 pm

DRC REDLINE COMMENTS:

Glade – Power: (Informational comments from last time)

1. Show and label 10' PUE along road frontage. If no landscape strip, a 15' PUE is Required. The sidewalk does not constitute useable PUE space.
2. A power line extension/upgrade is required.
3. Any existing power services that require relocation will be at developer's expense.
4. Transformer location must meet NFPA/ NESC and Lehi Power Standards.
5. Currently lead times for 3-phase commercial transformers at 157 weeks.

Garion – Fire:

6. Provided that the fire department access is less than ideal, we are willing to accept it as provided with the exception that the NFPA 13R fire sprinkler system be upgraded to a NFPA 13 system.

Ryan – Water/Sewer: (Informational comments from last time)

7. Sewer main extension and upgrade will be required to provide sewer service to this site.
   A PI main line up-size would be required to provide exterior fire protection to this site.
   All existing utility stubs to existing buildings must be eliminated per Lehi City standard (Sewer, Water, PI)
   Storm drain extension from 400 East will be required.
   A culinary main line up-size from 100 East may be required to provide adequate interior fire flow
8. If fire hydrants are installed, the hydrant line requires a 20' easement.
9. Existing 8" sewer main
10. Existing 4" lateral into existing buildings

James – Parks: (Informational comments from last time)

11. A minimum of 10 percent of the total gross acreage in a TOD shall be developed as open space; see development code chapter 38.060 for specific details.
12. Multi-family developments require 1 tree per dwelling unit. An exception would need approval from Planning Commission.
13. Street trees are required at a rate of 1 per 30 feet of frontage. See Chapter 38.070-D-2 for more details.

Gary – Building/Inspections:

14. A soil report will be required if this moves past concept.

Jacob – Public Works: *No comments*

Ross – Engineering:

15. Will need to provide cross access to adjacent parcels (FYI)
16. Will need to upsize approximately 900' of pressurized irrigation line to provide adequate fire flow (FYI)

Luke- Traffic:

17. This will be subject to a Diagnostic Team review to assess traffic impact to the railroad crossing per Utah Admin. Code 930-5-7. I have notified UDOT. This will not hold the project up in the city development review or approval process but the Diagnostic Team may put additional requirements on the site.
18. A traffic impact study will be needed. Please have the consultant doing the study reach out so I can provide the study requirements. This is not needed for concept approval but will be needed for preliminary approval.
19. Parking Study will be needed as well.

Kim – Planning:

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.

20. Provide open space calculations. Site is required to have a minimum of 10% as open space, with 2% min as urbanized open space (plazas, rootop amenities,etc.)
21. Cross access easement will be required for future connection to the north.
22. Adequate amenities to serve this size of project will be required as part of the site plan approval process.
23. While there isn't a height limitation on the TOD zone, the Planning Commission will need to consider if the scale of this building matches with the vision/character of the State Street TOD area.
24. The building will need to meet the architectural requirements in Chapter 37 of the Development Code, and the site will need to meet all other design criteria in Chapter 38 (TODs) of the Development Code.
25. Concurrent with any request for a zoning map amendment to a TOD zone, a Land Use Plan shall be submitted. The Land Use Plan shall cover the entire area proposed as a TOD Zone and shall identify and provide the following:
    a. proposed land uses.
    b. overall layout.
    c. proposed density/intensity of uses and a description of amenities if a density bonus is proposed.
    d. traffic study and transit ridership analysis.
    e. major infrastructure improvements that may be necessary.
    f. proposed site-planning standards including architecture and materials of buildings.
    g. park areas, open space areas, trails and other community amenities.
    h. proposed landscaping, buffering, and transitioning treatments.
26. Meet TOD standards for street frontage zones

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON FEBRUARY 23, 2023 WITH THE ZONE CHANGE CONTINGENT ON THE SUBMITTAL OF THE LAND USE PLAN.

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.

STARWOOD DEVELOPMENT GROUP

JOHN.MARWOODGROUP@GMAIL.COM

801.560.3907
801.836.2005

P.O. BOX 970515
OREM, UTAH 84097

LEHI CITY:

HERE IS OUR APPLICATION FOR CONCEPT REVIEW.
PLANNING AND DEVELOPMENT
153 NORTH 100 EAST

Dear Lehi City:

Here is our application for Concept Review.

Our company would like to contribute a beautiful multi-family housing condo unit to your growing city in the new TOD overlay zone.

Our 48 unit mix of studio, one bedroom and two bedroom development will be sold as condominiums, with an HOA. These condos will be right next to the proposed bus stop will be in proximity for walkable living.

For amenities we are proposing a dog area, hot tub, lounge area with a firepit, BBQ and picnic area, as well as several beautiful landscape areas for the tenants to enjoy.

1.

(a) Proposed lot lines shown in concept site plan.

(b) John and Britani Underwood

There are three parcels involved in this development:

01:090:0098 .25 acres - No structure - Owned by Developers – no known easements

01:090:0089 .02 acres – No structure - Owned by Developers – no known easements

01:090:0087 No structure – Owned by Developments – no known easements

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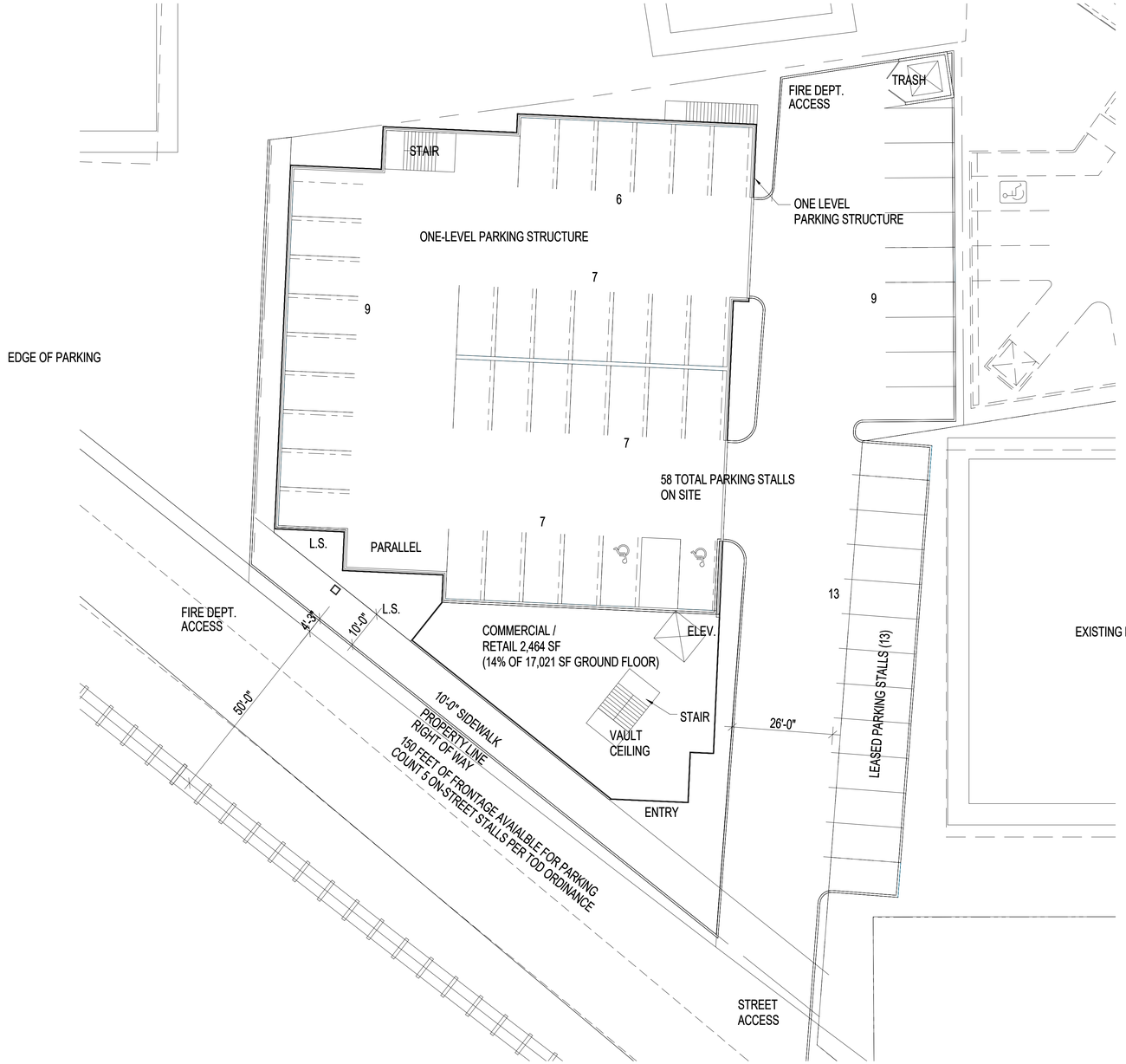
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D3 ARCHITECTURAL SITE PLAN
AS101 | SCALE: 1/16" = 1'-0"

UNIT ANALYSIS

STUDIO (650 SF):	16
1 BEDROOM (750 SF)	28
2 BEDROOM (1080 SF):	4
TOTAL UNITS:	48
TOTAL PARKING STALLS:	58 + 5 = 63
STALLS PER UNIT:	1.31 STALLS

*ADJECENT PUBLIC STALLS CAN BE COUNTED

CORE ARCHITECTURE
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SUITE #105
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core@corearch.com

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PROFESSIONAL STAMP

NOT FOR CONSTRUCTION

CONSULTANT INFORMATION

PROJECT TITLE AND ADDRESS
UNDERWOOD TOD HOUSING
PROJECT ADDRESS - SUITE 123
LEHI, UT

REVISIONS

	DESCRIPTION	DATE

PROJECT INFORMATION

DATE:	19 JANUARY 2023
PROJECT #:	22-024
PM / PA:	MRR
PIC:	CNM

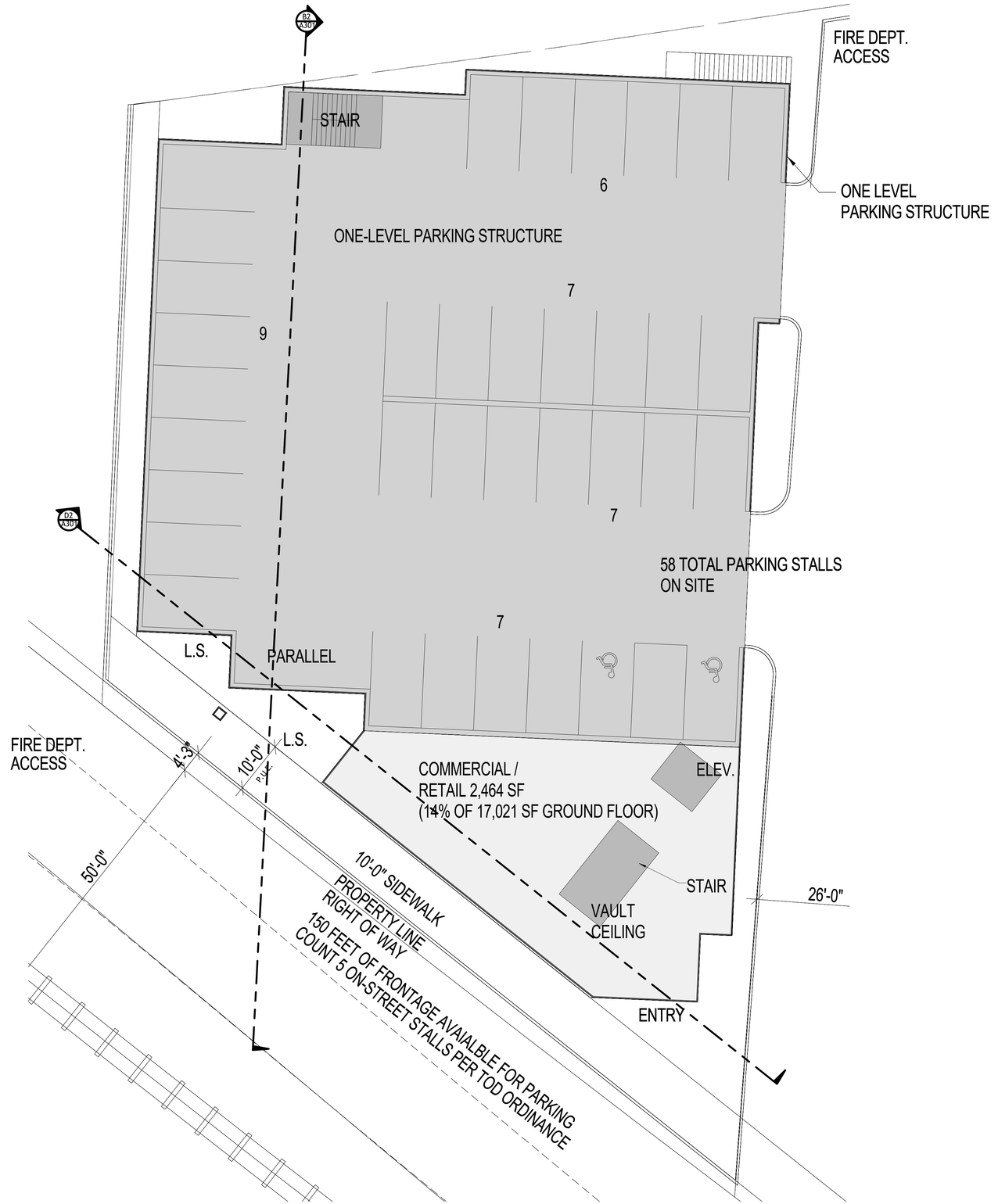
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SCHEMATIC DESIGN DRAWING SET

THIS DRAWING SET IS INTENDED TO BE PRINTED IN COLOR

SHEET TITLE
ARCHITECTURAL SITE PLAN

SHEET NUMBER
AS101

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1/19/2023 4:34:10 PM



UTILITY

UNITS

CIRCULATION

PARKING GARAGE

COMMERCIAL/RETAIL

D3 FLOOR PLAN - LEVEL 1
A101 | SCALE: 3/32" = 1'-0"

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LEHI, UT

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DRAWING SET STATUS
SCHEMATIC DESIGN
DRAWING SET

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SHEET TITLE

FLOOR PLAN - LEVEL 1

SHEET NUMBER
A101

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UTILITY

UNITS

CIRCULATION

PARKING GARAGE

COMMERCIAL/RETAIL

D3 FLOOR PLAN - LEVEL 2

A102 | SCALE: 3/32" = 1'-0"

CORE ARCHITECTURE

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UNDERWOOD TOD HOUSING

PROJECT ADDRESS - SUITE 123
LEHI, UT

REVISIONS

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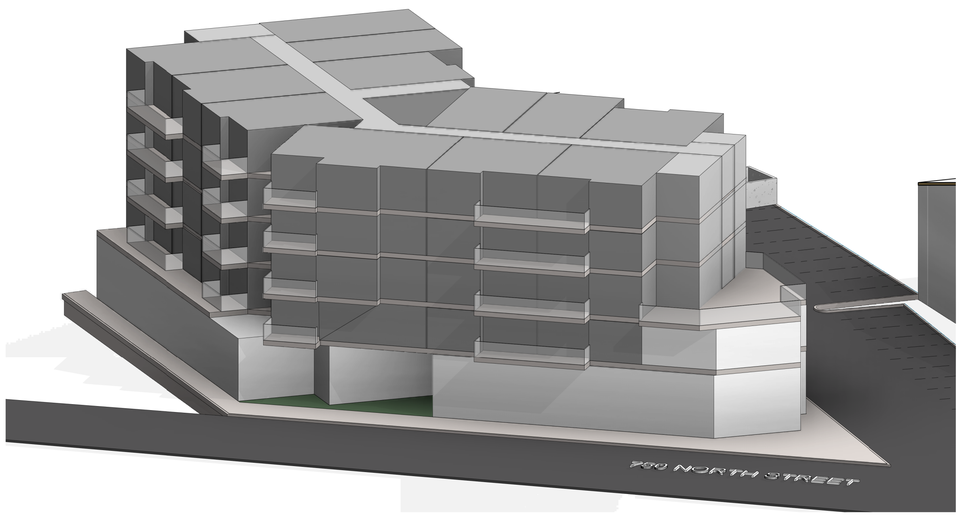
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FLOOR PLAN - LEVEL 2

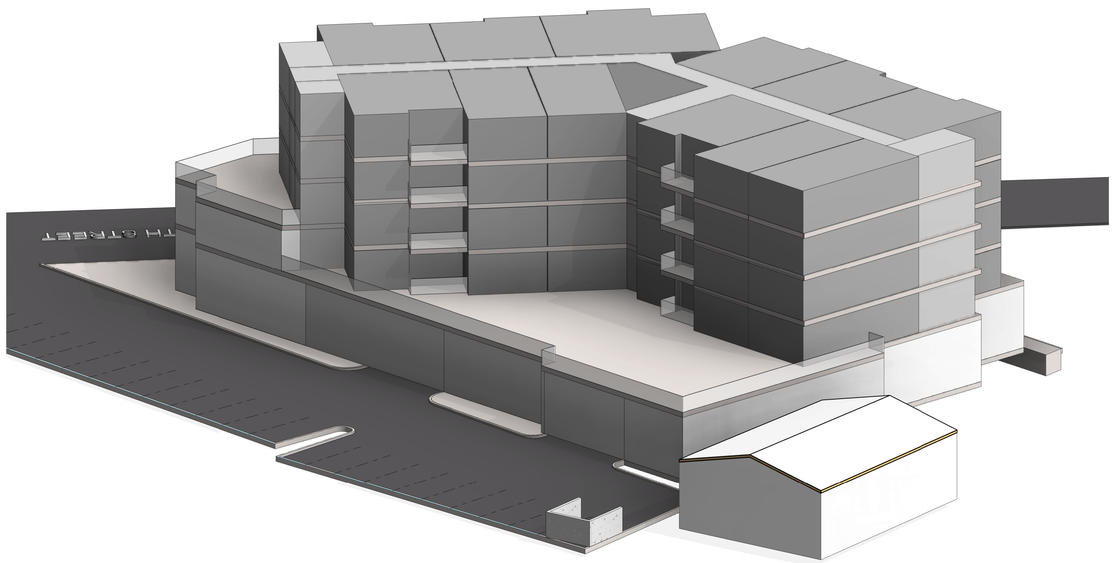
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1/19/2023 4:34:17 PM



B3 **BUILDING PERSPECTIVE 1**
A302 | SCALE:



D3 **BUILDING PERSPECTIVE 2**
A302 | SCALE:

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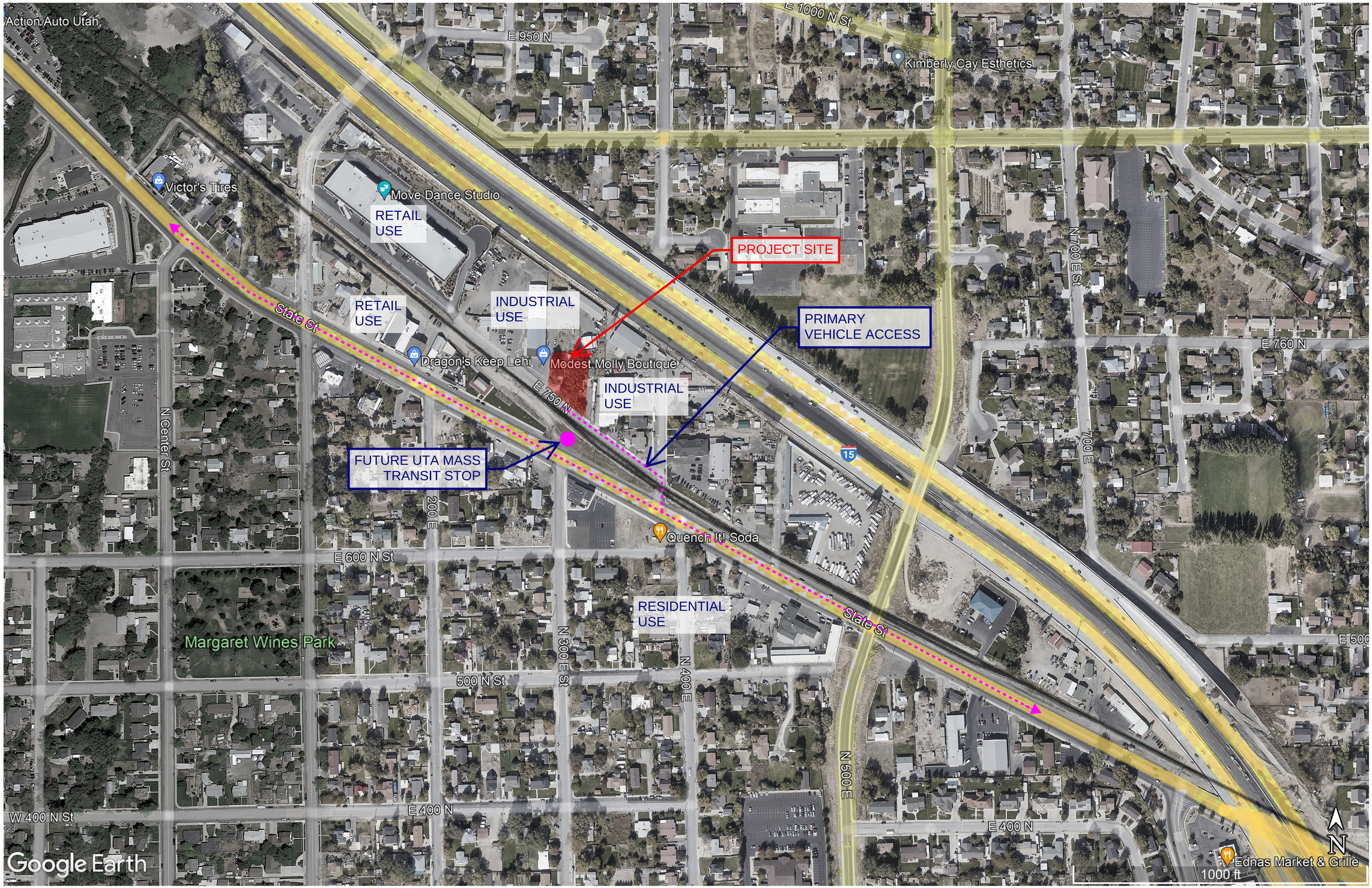
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PERSPECTIVES

SHEET NUMBER
A302

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315



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PROJECT TITLE AND ADDRESS
STARWOOD DEVELOPMENT GROUP - LEHI TOD
PROJECT ADDRESS - SUITE 123 LEHI, UT

REVISIONS

△	DESCRIPTION	DATE

PROJECT INFORMATION

DATE:	10 FEBRUARY 2023
PROJECT #:	22-024
PM / PA:	MRR
PIC:	CNM

DRAWING SET STATUS
SCHEMATIC DESIGN DRAWING SET

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SHEET TITLE

LAND USE MAP

SHEET NUMBER
AS100

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Marwood Zone Change & Concept

Aerial

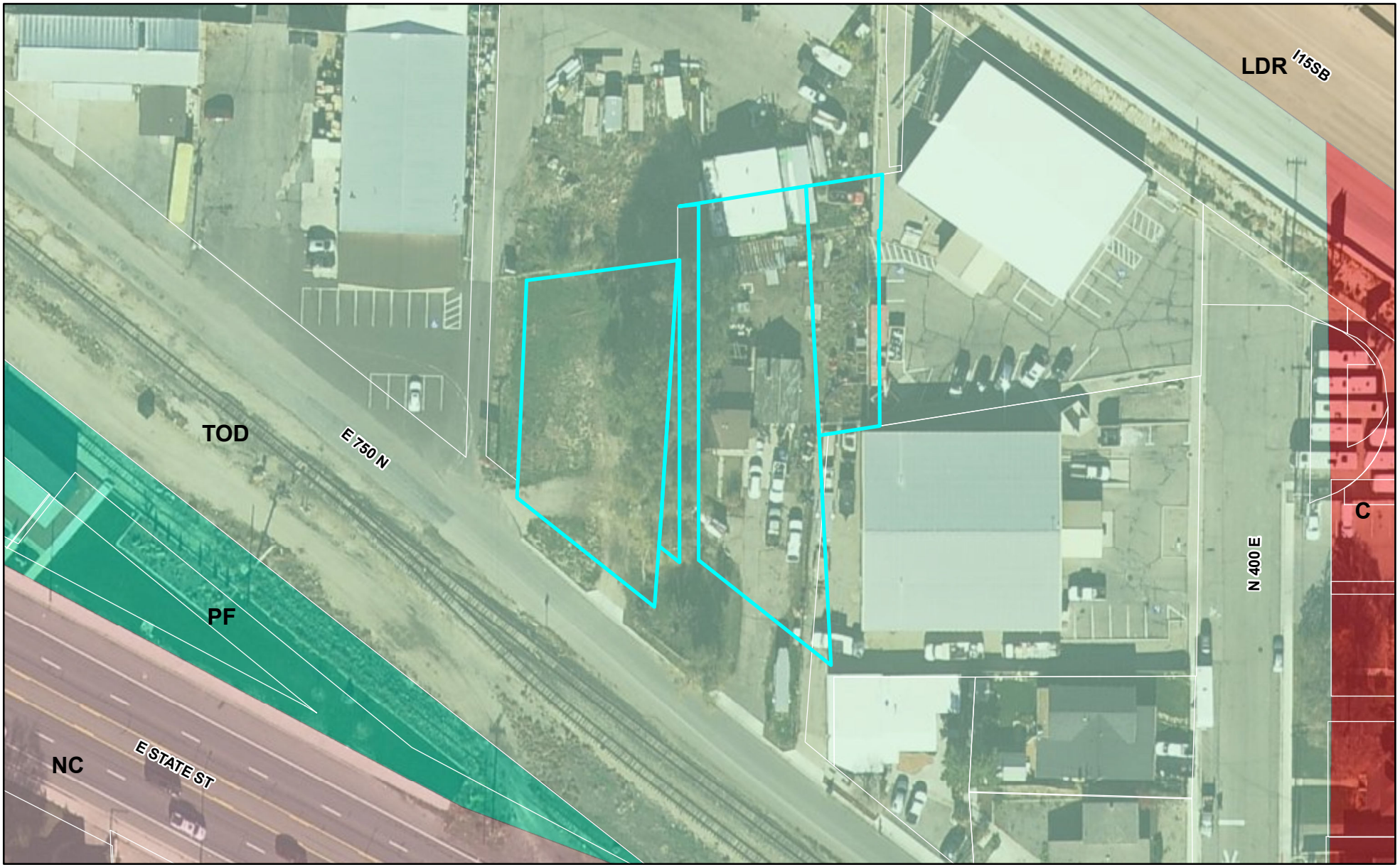


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LEHI CITY

Marwood Zone Change & Concept

General Plan

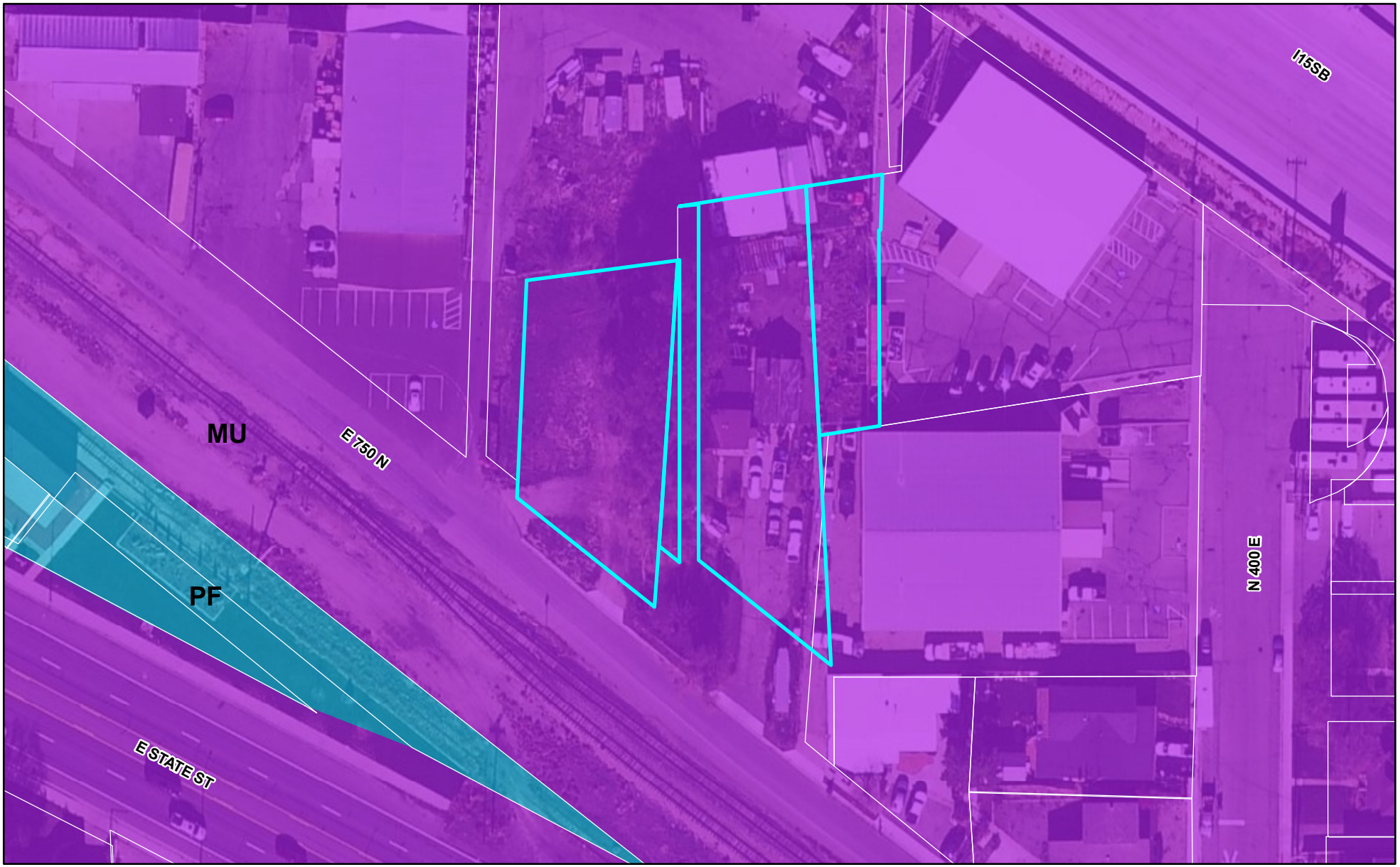


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LEHI CITY

Marwood Zone Change & Concept

Zoning



0 80 160 Feet

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