



Lehi City Council Meeting Agenda March 1, 2022

4:00 PM - Lehi City Council Chambers (153 N. 100 E., Lehi, Utah)

Pre-Council, 4:00 p.m.

1. Welcome and Opening Comment
2. Presentations and Reports
 - 2.1. Leadership Training- Judge Morgan Cummings
 - 2.2. Ranked Choice Voting Presentation- Kelleen Potter
 - 2.3. Power Plant Expansion Presentation- Joel Eves
 - 2.4. Finance Report- Dean Lundell
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

Regular Session, 6:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance
2. 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.)
3. Consent Agenda
 - 3.1. Approve Purchase Orders
[Northpoint Meyers switchgear building Purchase order request.pdf](#)

Regular Agenda

4. Consideration of Preliminary subdivision approval of Lehi Terrace, a 39-lot residential development located at 2960 North 1200 West in an R-2 zone.

Petitioner: Symphony Homes

[CC Lehi Terrace Preliminary Subdivision Staff Report 03.01.22.docx](#)

[Lehi Terrace Preliminary DRC 1.19.22.docx](#)

[Lehi Terrace Narrative, Plat and Plans.pdf](#)

[Lehi Terrace Landscape Plans.pdf](#)

[Lehi Terrace Amenities.pdf](#)

[Lehi Terrace Example Elevations.pdf](#)

[Lehi Terrace Traffic Impact Study.pdf](#)

[Aerial Map.pdf](#)

[Zoning Map.pdf](#)

[General Plan Map.pdf](#)

5. Consideration of Ordinance #17-2022 a General Plan Amendment from Commercial to Mixed-Use on 0.51 acres located at approximately 2600 North 1200 West.

Petitioner: Park Place Suites

[CC Staff Report Park Place Suites General Plan Amendment 03.01.22.docx](#)

[Park Place Suites General Plan Amendment DRC 1.19.22.docx](#)

[Ordinance -Park Place Suites General Plan Amendment 03.01.22.docx](#)

[Park Place Suites General Plan Amendment Narrative, Maps and Goals.pdf](#)

[Park Place Suites Concept plan.pdf](#)

[Aerial Map.pdf](#)

[General Plan Map.pdf](#)

[Zoning Map.pdf](#)

6. 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 768-7100 ext. 2254.
- This agenda has been properly posted and a copy provided to the local news media.

City Council Agenda Item Report

Meeting Date: March 1, 2022

Submitted By: Teisha Wilson

Submitting Department:

Item Type: Discussion

Agenda Section: Presentations and Reports

Subject:

Leadership Training- Judge Morgan Cummings

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: March 1, 2022

Submitted By: Teisha Wilson

Submitting Department:

Item Type: Presentation

Agenda Section: Presentations and Reports

Subject:

Ranked Choice Voting Presentation- Kelleen Potter

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: March 1, 2022

Submitted By: Teisha Wilson

Submitting Department:

Item Type: Action Item

Agenda Section: Presentations and Reports

Subject:

Power Plant Expansion Presentation- Joel Eves

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: March 1, 2022

Submitted By: Teisha Wilson

Submitting Department:

Item Type: Action Item

Agenda Section: Presentations and Reports

Subject:

Finance Report- Dean Lundell

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: March 1, 2022

Submitted By: Teisha Wilson

Submitting Department:

Item Type: Action Item

Agenda Section: Consent Agenda

Subject:

Approve Purchase Orders

Suggested Action:

Attachments:

[Northpoint Meyers switchgear building Purchase order request.pdf](#)

[North Point Switchgear RFP Decision Matrix.xlsx](#)

North Point Switchgear Decision Matrix

- Step 1: List options as rows
- Step 2: Determine important attributes and add/remove columns, as appropriate
- Step 3: Assign relative weights to each attribute in row 9
- Step 4: Assign objective 0-100 scores for how option satisfies each attribute
- Step 5: Options with the highest scores should be considered

	20 20%	25 25%	15 15%	25 25%	15 15%	100 100%
Option	Cost	Reputation & Past Performance	Timeline	Experience	Fit/Vision	Score
Alles & Associates (Myers)	100	100	100	95	94	98
Electro Technical Industries	99	68	100	53	56	73
Gexpro	83	63	100	71	61	74
JST Power Equipment	-	-	-	-	-	DNQ
Rogers-Strong Associates, Inc	98	75	0	79	68	68
Wheeler Machinery	33	78	0	50	61	48

Notes:

Alles & Associates (Myers)	Cost	Reputation & Past Performance	Timeline	Experience	Fit/Vision	
Rater 1	100	100	100	95	95	Brent
Rater 2	100	100	100	90	95	Trev
Rater 3	100	100	100	100	90	Channing
Rater 4	100	100	100	95	95	Joel
Total Average	100	100	100	95	93.75	

Electro Technical Industries	Cost	Reputation & Past Performance	Timeline	Experience	Fit/Vision	
Rater 1	99	50	100	50	50	Brent
Rater 2	99	75	100	50	60	Trev
Rater 3	99	75	100	60	55	Channing
Rater 4	99	70	100	50	60	Joel
Total Average	99	67.5	100	52.5	56.25	

Gexpro	Cost	Reputation & Past Performance	Timeline	Experience	Fit/Vision	
Rater 1	83	50	100	70	60	Brent
Rater 2	83	75	100	75	60	Trev
Rater 3	83	50	100	70	65	Channing
Rater 4	83	75	100	70	60	Joel
Total Average	83	62.5	100	71.25	61.25	

Option	Cost	Reputation & Past Performance	Timeline	Experience	Fit/Vision	Score
JST Power Equipment	20 20%	25 25%	15 15%	25 25%	15 15%	100 100%
Rater 1						Brent
Rater 2						Trev
Rater 3						Channing
Rater 4						Joel
Total Average	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

Rogers-Strong Associates, Inc	Cost	Reputation & Past Performance	Timeline	Experience	Fit/Vision	
Rater 1	98	75	0	80	70	Brent
Rater 2	98	75	0	75	70	Trev
Rater 3	98	75	0	85	70	Channing
Rater 4	98	75	0	75	60	Joel
Total Average	98	75	0	78.75	67.5	

Wheeler Machinery	Cost	Reputation & Past Performance	Timeline	Experience	Fit/Vision	
Rater 1	33	80	0	50	60	Brent
Rater 2	33	70	0	50	65	Trev
Rater 3	33	75	0	50	55	Channing
Rater 4	33	85	0	50	65	Joel
Total Average	33	77.5	0	50	61.25	

		Cost	Manufacturer	Delivery Date	
	0%	\$ 1,276,677	Myers/Powell PowerVac	1-Nov-22	Out of Texas
	1%	\$ 1,284,172	ETI/Powell/GE PowerVac	1-Nov-22	No experience with them
	17%	\$ 1,491,559	Powell PowerVac/QES	1-Nov-22	
Does not meet spec	-6%	\$ 1,201,812	JST	1-Nov-22	ABB breaker-rebranded as JST - DO NOT MEET SPEC
Does not meet delivery date	2%	\$ 1,306,103	Powell	40-56 weeks	Won't meet delivery date
Does not meet delivery date	67%	\$ 2,125,876	Powell PowerVac	6-Feb-23	

Cost	Manufacturer	Delivery Date
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	Contact	Email
Equipment Marketing and Listing Service	Bill Bruner	wbruner@otcservices.com
Gexpro	Chad Halter	chad.halter@gexpro.com
HEES Enterprises	Carson Mase	cmasencup@deltastar.com
Pacific Power Reps	Steve Jester	steve_jester@vatransformer.com
Power West Engineering LLC	Pat Buckley	Pat.Buckley@PowerWestEng.com
Rogers-Strong Associates, Inc	Gary Poh	gpoh@rsawest.com
Irby Electrical Distributor	Joe Rhoades	jrhoades@irby.com
WEG Transformers USA LLC	Katie Goodale	kgoodale@weg.net

Emailed?

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Seller

PROPOSAL DATA

A. Base Price-FOB Transformers Foundation North Point Substation QUANTITY TWO (2)

B. Shipping Dates

Approval Drawings:

Equipment in full:

C. Field Service Engineering and technicians Including travel, lodging and expenses (3 days required)

D. Cost of additional days of Service Engineer/Tech

E. Cost of Spare HV Bushing

F. Cost of Spare LV Bushing

G. Amount and type of oil filling required in field

H. Location of factory

I. Ship by truck or rail

J. Rail siding name if by rail

Shipping

Offloading

Warranty

Assembly and electrical testing of transformer

Service

TOTAL

Equipment Marketing		Gexpro		HEES
OTS Services		Niagara Power Transformer		Delta Star
\$	1,826,776	\$	2,001,374	\$ 1,903,816
	8-10 weeks ARPO 44-48 weeks ARO		10 weeks ARO 45 weeks ARO	14-16 weeks ARO 36-40 weeks ARO
\$	37,500	\$	88,880	\$ 55,762
\$	1,500	\$	2,222	
\$	3,920	\$	11,554	
\$	1,225	\$	4,444	
	~200 gal. Type II mineral oil		7,779 gal/complete filling	5,410 gal/vacuum
	Louisville, Ohio		Buffalo, NY	CA or Quebec
	Truck		Truck	Truck
	N/A		N/A	N/A
				\$ 79,188
				\$ 22,800
	60 months energized, 66 months from shipment		60 months after energized, 66 months after shipped, whichever occurs first	60 months
\$	1,826,776	\$	2,001,374	\$ 2,005,804

	Pacific Power		Power West		Rogers-Strong
	Virginia Transformer		Niagara Power Transformer		SPX Transformer
\$	1,464,268	\$	1,801,416	\$	1,974,874
	8-10 weeks ARO 30-32 weeks ARO		10 weeks ARO 45 weeks ARO		20 weeks before ship date 42-46 weeks ARO
	Included for 3 days	\$	80,000		5 days included
\$	1,500	\$	2,000	\$	1,435
\$	7,000	\$	10,400	\$	3,600
\$	2,000	\$	4,000	\$	1,690
	Oil filled		7,779 gal/complete filling		6,448 gal mineral oil
	Pocatello, ID		Buffalo, NY		Goldsboro, NC
	Truck		Truck		Truck
	N/A		N/A		N/A
	Included		60 months after energized, 66 months after shipped, whichever occurs first		60 months
	60/60 months with in/out				
\$	1,464,268	\$	1,801,416	\$	1,974,874

Irby		WEG	
Hitachi ABB		WEG	
\$	1,917,000	\$	1,638,330
	8-10 weeks ARO 40-44 weeks ARO		8-10 weeks ARO 41-43 weeks ARO
\$	7,390	\$	15,000
\$	2,890	\$	2,500
\$	6,140	\$	4,200
\$	1,795	\$	1,500
	N/A		N/A
	Crystal Springs, MS		Washington, MO
	Truck		Truck
	N/A		N/A
		\$	51,400
\$	38,000	\$	55,000
	60 months after energized, 66 months after shipped, whichever occurs first		60/66 months
\$	68,000		
		\$	50,830
	(ABB says \$30k for offloading)		
\$	2,023,000	\$	1,795,560

City Council Agenda Item Report

Meeting Date: March 1, 2022

Submitted By: Brittney Harris

Submitting Department: Planning Division

Item Type: Presentation

Agenda Section: Regular Agenda

Subject:

Consideration of Preliminary subdivision approval of Lehi Terrace, a 39-lot residential development located at 2960 North 1200 West in an R-2 zone.

Suggested Action:

Attachments:

[CC Lehi Terrace Preliminary Subdivision Staff Report 03.01.22.docx](#)

[Lehi Terrace Preliminary DRC 1.19.22.docx](#)

[Lehi Terrace Narrative, Plat and Plans.pdf](#)

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LEHI TERRACE PRELIMINARY SUBDIVISION

CITY COUNCIL REPORT

Applicant	Symphony Homes		
Meeting Date	March 1, 2022		
Requested Action/Purpose	Approval of a proposed preliminary subdivision		
Location	2960 North 1200 West		
Existing General Plan Designation	Medium Density Residential (MDR)		
Existing Zoning	R-2		
Existing Land Use	Undeveloped		
Number of Lots/Units	39 Lots		
Adjacent Zoning and Land Use	<i>North</i>	RA-1	Fox Run Single Family Homes
	<i>South</i>	A-1	Large agriculture lots
	<i>East</i>	TH-5	Agriculture Lot
	<i>West</i>	R-3	Single Family Homes/ Townhomes
Date of DRC Review	January 19, 2022		
Date of Planning Commission Review	February 10, 2022		
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 17.040. PUD Development Standards.

Lot Sizes. The dwellings may be situated in one building or buildings may be clustered. Individual lot sizes may be reduced below the requirements of the zone in which the development is located. The remaining land not within individual lots shall be set aside for parks, playgrounds, open space or other open areas

F. Required Open Space. For all Planned Unit Developments, not less than ten percent of the gross area of the project site shall be set aside for the use of the occupants for parks, playgrounds, open space or other open areas. All areas required for vehicular access, parking areas, and land which is otherwise required to comply with the minimum yard requirements around buildings, shall not be included in computing the area required for parks, playgrounds or other open space areas.

G. Location of Open Space. The location of open space conserved through a Planned Unit Development shall be consistent with the policies contained in the General Plan Parks, Open Space and Recreational Facilities Element. Required open space areas shall be well planned, walkable, and connected, not a collection of remnants. Where possible, units shall front onto the open space(s). Yard areas within lots shall not be counted toward meeting the minimum open

space requirement.

H. Open Space Adjacent to Major Roads. Where a Planned Unit Development is required for projects adjacent to a master planned arterial or limited access collector road, the area between the property line/ROW line and the required decorative fence shall be enlarged and landscaped as part of the required open space. The enlarged parkway area shall be counted towards meeting the minimum open space requirement and shall include decorative fencing, street tree plantings and other applicable improvements required in the Lehi City Design Standards and Public Improvement Specifications Manual. The landscaped area may also include shrubs, rocks, flowerbeds and ground cover. Maintenance of the landscaped parkway shall be insured by the developer and owner by means of a property management agency or by establishing a private association or corporation responsible for such maintenance, which shall levy the cost thereof as an assessment on the property owners within the Planned Unit Development.

PROPERTY HISTORY

February 1, 2016	Property came into the City as part of the Hans Follie Addition
August 10, 2021	City Council approved the Lehi Terrace General Plan Amendment from NC and VLDR to MDR and the Lehi Terrace Concept Plan
November 16, 2021	City Council Approved the Lehi Terrace Zone Change from TH-5 to R-2 with a Development Agreement for the future development of the site

REPORT ANALYSIS

The applicant requests approval of the proposed Lehi Terrace Preliminary Subdivision located at 2960 North 1200 West in the R-2 zone. The subdivision includes 39 single family lots with a layout similar to that shown in the concept plan and included in the Development Agreement. The City Council should consider the layout, connectivity, and open space, Development Agreement and the DRC comments.

Layout

The preliminary plans show 39 lots ranging in size from approximately 4,300 to 8,500 square feet. The overall density is 4.62 units per acre which is below the 6 allowed in the R-2 zone.

The applicant already received approval on the Planned Unit Development (PUD) overlay for this site. The PUD designation allows for flexibility in the lot size and frontage requirements as long as it does not exceed the density allowed in the zone.

Connectivity

The proposed road network connects at the north to 3020 North. It stubs on the east at the end of the subdivision. And has two connections to 1200 West on the west side.

It has a connectivity score of 2.50 which exceeds the required minimum of 1.75. The connectivity score indicates a variety of options to get to the same place. This can help dissipate traffic, improving the overall flow.

In addition to the road network, the applicant also provided pedestrian connection throughout the site. All of the streets include sidewalks. A sidewalk connection goes through Parcel A connecting 3020 North to 1200 West.

Open Space and Amenities

PUD's require ten percent open space, which has been provided in the preliminary subdivision plans. Parcel A contains the majority of the open space and includes amenities. The rest of the open space is located in Parcel B and C between the subdivision and 1200 West. Chapter 17 of the Development Code requires some of the open space be adjacent to a master planned arterial road. Parcel B and C meet this requirement.

The Development Code only requires amenities for attached housing, so this project did not require any. However, the applicant provided plans for a playground on Parcel A.

Development Agreement

The City Council approved a Development Agreement for this project on November 16, 2021. The agreement included that the applicant would maximize open space on the north end of the property, that the driveways would be at least 20 feet in length and 18 feet wide, that the project would not exceed the 39 units, and that they would incorporate all DRC comments from the concept plan. Staff reviewed these requirements and felt the applicant satisfied them.

DRC Comments

The DRC had seven redline comments and two recommendations related to the preliminary subdivision including:

1. Provide (record), show and label PUE along 2900 N. east of lot 105, for the length of the sidewalk improvements.
2. Provide cross section for 5' trail
3. Provide irrigation plans for the open space areas.
4. Recommend underdrain system in detention pond to minimize/eliminate standing water and allow for infiltration
5. Recommend that the sidewalk along 1200 W be widened to a trail width.

Please consider including all DRC comments in your motion.

POSSIBLE MOTIONS AND FINDINGS

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

1. The proposed subdivision meets/does not meet the requirements for a PUD development.
2. The proposed subdivision provides/ does not provide diversity of lot sizes to an established neighborhood area.
3. The proposed subdivision meets/does not meet the requirements of the Development Agreement.
4. The proposed subdivision does/does not meet the requirements of the Lehi City Development Code in regards to subdivision approvals.
5. Other findings based upon information presented at the public hearing.

PLANNING COMMISSION RECOMMENATION

The Planning Commission reviewed the proposed preliminary subdivision on February 10, 2022. The minutes and motion from that meeting follow:

3.4) Public hearing and recommendation of Symphony Homes request for preliminary subdivision review of Lehi Terrace, a 39-lot residential development located at 2960 North 1200 West.

Sierra presented information on the agenda item.

Russ Wilson with Symphony Homes was present as the applicant.

Commissioner Nielsen opened the public hearing.

Commissioner Nielsen closed the public hearing.

Motion: Commissioner Bunker moved to recommend approval of Symphony Homes request for preliminary subdivision review of Lehi Terrace, a 39-lot residential development located at 2960 North 1200 West; including all DRC comments with the suggestion that they move the tree from the fire hydrant. Commissioner Ellis seconded.

Vote: Commissioner Nielsen, yes; Commissioner Jackson, yes; Commissioner Ellis, yes; Commissioner Bunker, yes; Commissioner Everett, yes; Commissioner Eyre, yes; Commissioner Newall, yes. The vote passed unanimously

**Lehi Terrace Preliminary Subdivision
DRC Redline Comments**

Symphony Homes- requests preliminary subdivision review of Lehi Terrace, a 39-lot residential project located at 2960 North 1200 West in an R-2 zone.

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: Russell Wilson, Ryan Hopkins
Date of Plans Reviewed: 1/11/22
Time Start: 1:33pm
Time End: 1:48pm

DRC REDLINE COMMENTS:

Glade – Power:

- 1. Provide (record), show and label PUE along 2900 N. east of lot 105, for the length of the sidewalk improvements.

Garion – Fire: No comments

Greg – Water/Sewer:

- 1. Remove all notes regarding relocation of existing utilities in park strip. Plans and DRC response sheet show existing sidewalk remaining
- 2. Provide 1 fire hydrant on 1060 West.
- 3. You can leave the combo box in place and just replace the lid with a manhole access. SD appears to change direction at this box.
- 4. Move curb inlet to property line of lot 128/129.
- 5. Change SD outfall to existing SDMH to the South, eliminate road cut and new pour in place manhole in 1200 West.

Trent – Parks:

- 6. Provide cross section for 5' trail
- 7. Provide irrigation plans for the open space areas.

Gary – Building/Inspections: No comments

Matt – Public Works: No comments

Ross – Engineering:

- 8. Recommend underdrain system in detention pond to minimize/eliminate standing water and allow for infiltration

Luke- Traffic: No comments

Kim – Planning:

- 9. Recommend that the sidewalk along 1200 W be widened to a trail width.

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. Submit Storm Water Pollution Prevention Plan (SWPPP) through ComplianceGo.com for review by Lehi Public Works (Contact Matthew Meier- mmeier@lehi-ut.gov or 385-201-2435).
- 8. Schedule a SWPPP inspection through Lehi City Water Dept. (call Rochelle Peterson at 385-201-2429). 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.

9. Provide a Long Term Storm Water Management Plan and Agreement to Planning Division and Public Works (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.
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. 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. Please note that ALL of the DRC Redline and Prior to Recording of Plat comments MUST be completed before a preconstruction meeting can be scheduled.
2. 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 set of 24x36-inch plans submitted to the Planning Division office. When changes need to be made to a check set, revise the affected sheets only. Each new submittal will require a revision date on each new sheet. It is the responsibility of the applicant to follow through with completing the check-off items.
3. 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.
4. 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.
5. Developer is responsible to purchase, move or remove any existing Rocky Mountain Power facilities. Additionally, the Developer is responsible for all costs associated for the purchase of RMP equipment by Lehi City Power. These costs are separate from infrastructure, impact fees, and connection fees.
6. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
7. Residential developments shall complete all required private improvements prior to commencing construction on units totaling more than 80% of the allowed units in the development.
8. The approval of a development shall be effective for a period of two (2) years from the date the development is approved by the Planning Commission or City Council, whichever is applicable.
9. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either a twenty (20) foot minimum width temporary or permanent road, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be kept clear of all fencing, barricades, dumpsters, vehicles, construction materials and debris and maintained until permanent fire apparatus access roads are available.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON FEBRUARY 10th

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.

December 1, 2021

Lehi City Planning & Zoning
C/O Ms. Brittney Harris
153 North 100 East
Lehi, Utah 84043

RUSSELL T. WILSON
Land Acquisition & Development
C 801.691.4843
O 801.298.8555
111 SOUTH FRONTAGE ROAD
CENTERVILLE, UT 84014
rwilson@symphonyhomes.com

**RE: Preliminary Subdivision and Planned Unit Development
Applications for Lehi Terrace Subdivision**

Dear Ms. Harris,

Symphony Homes is requesting Preliminary Subdivision and Planned Unit Development approval for Lehi Terrace subdivision on 8.44 acres of property located at approximately 1200 West and 2900 North, Lehi. Please see the enclosed applications which follow the recently approved General Plan Amendment, Zone Amendment, Concept Plan, and corresponding Development Agreement.

We believe the request for a Planned Unit Development (“PUD”) meets the purpose and intent of PUD Ordinance as contained in Chapter 17 of Lehi City’s Development Code in the following ways:

1. An approved PUD will “ensure the development of residential environments of sustained desirability and stability” by further memorializing the elements contained in the approved Development Agreement that have been achieved through the coordinated efforts of Symphony Homes, adjacent neighborhoods, and the City. The PUD will also provide for the construction of another variety of housing units needed in the area.
2. The proposed PUD will provide a “harmonious grouping of attractive buildings” which will be surrounded by well kept open space transition/buffer areas between the 1200 West collector street and also adjacent neighborhoods.
3. Because of the unique location of the property and constraints of development (i.e. road alignment, connectivity requirements, size and shape of the property, etc.), the PUD will provide “more flexibility in the locations of buildings on the land” and “the grouping of open spaces.”
4. We believe the proposed PUD will “improve the overall quality of the built environment” of Lehi by our company not only being able to provide a well planned and successfully executed development, but also building quality and sustainable homes which are much needed on the east side of Lehi. The PUD will “enhance the image of Lehi City and the character of its major corridors” with thoughtfully placed open space buffers, specifically and attractive 20 foot wide landscape buffer along the 1200 West collector street frontage which will increase the openness and attractiveness of this major corridor.

We appreciate your consideration of the proposed Preliminary Subdivision and Planned Unit Development for Lehi Terrace, and we look forward to working with you to create a beautiful community that Lehi City and it’s residents can be proud of for many generations to come.

Sincerely,


Russell Wilson

LEHI TERRACE

PREPARED FOR:
SYMPHONY HOMES
LOCATED IN:
LEHI CITY

ENGINEER'S NOTES TO CONTRACTOR

- THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.
- CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY, THE OWNER, AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.
- UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THESE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.
- ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANT THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

GENERAL NOTES

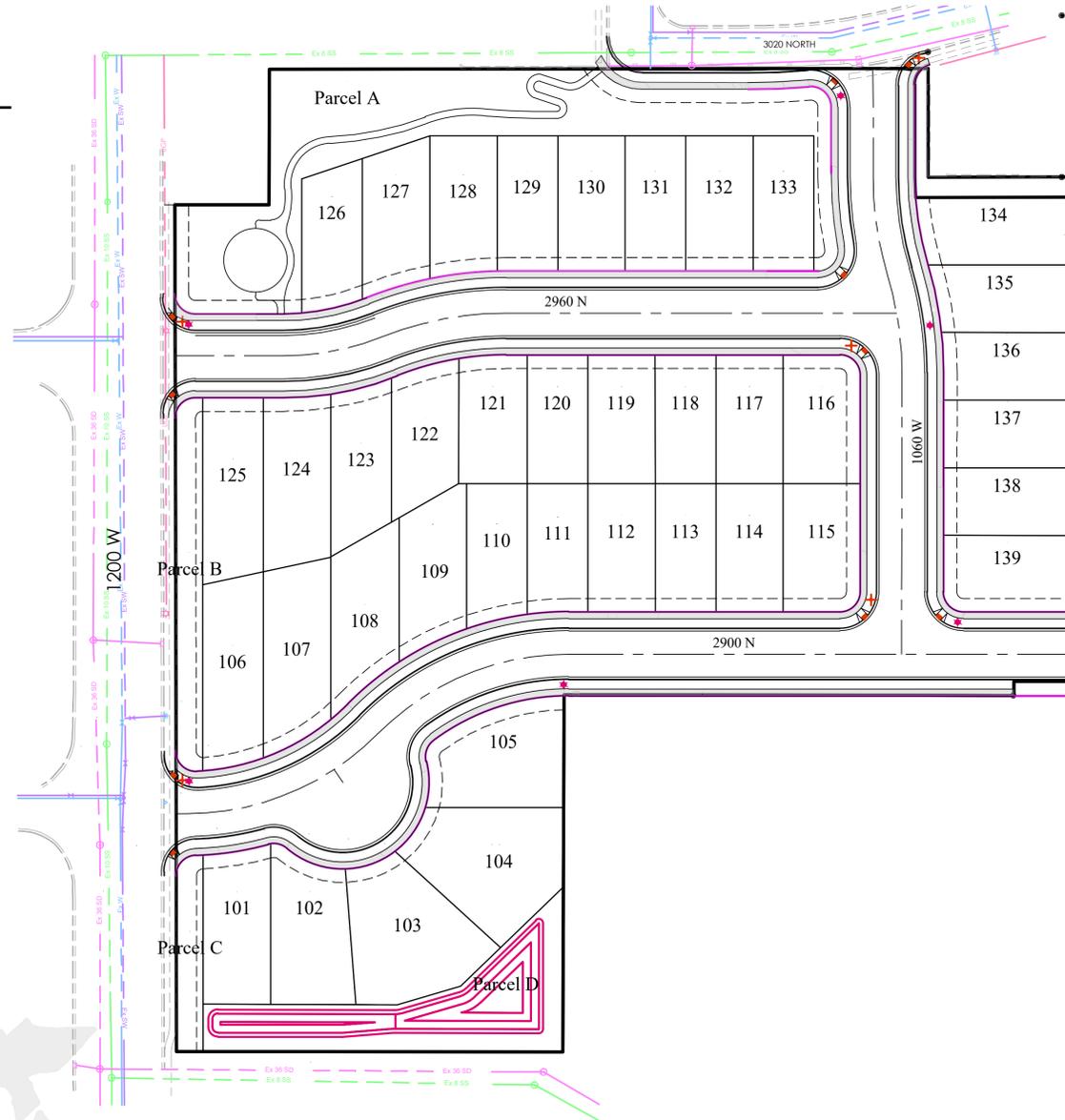
- CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
- ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ALL CONSTRUCTION SHALL ADHERE TO LEHI CITY STANDARD PLANS AND SPECIFICATIONS.
- ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.
- THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

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

LEHI CITY NOTES

- ONE (1) COLOR ELECTRONIC COPY OF AS-BUILT DRAWINGS, FORMATTED IN ACCORDANCE WITH SECTION 3 OF THE 2016 EDITION OF LEHI CITY DESIGN STANDARDS, SHALL BE SUBMITTED TO THE CITY UPON COMPLETION OF THE PUBLIC IMPROVEMENTS; INCLUDING, WATER, SEWER, STORM DRAIN, AND POWER.
- ALL CONSTRUCTION IS TO BE DONE AS PER THE 2016 EDITION OF THE LEHI CITY DESIGN STANDARDS AND PUBLIC IMPROVEMENTS SPECIFICATIONS AND 2016 LEHI CITY POWER SPECIFICATIONS.
- ALL ADA ACCESSIBLE SIDEWALK RAMP WILL BE CONSTRUCTED IN ACCORDANCE WITH THE 2016 EDITION OF THE LEHI CITY DESIGN STANDARDS AND PUBLIC IMPROVEMENT SPECIFICATIONS.
- PRIOR TO CONSTRUCTION, AN EROSION AND SEDIMENTATION CONTROL PLAN WILL BE SUBMITTED TO THE PUBLIC WORKS DIRECTOR FOR APPROVAL WHICH IS INCLUDED IN SHEETS M6-D1.
- PRIOR TO COMMENCEMENT OF ANY WORK, A PRE-CONSTRUCTION MEETING WILL BE HELD WITH THE PUBLIC WORKS DIRECTOR, CHIEF BUILDING OFFICIAL, CITY INSPECTORS, THE CONTRACTOR AND THE PROPERTY OWNER.
- LEHI POWER WILL NOT SET EQUIPMENT OR PULL CONDUCTOR PRIOR TO CONCRETE FOR CURB AND SIDEWALK BEING PLACED.

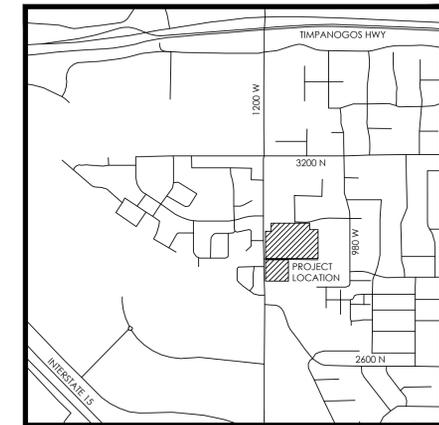


SITE MAP

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047
(801) 352-0075
PROJECT MANAGER: BEN DUZZETT
SURVEY MANAGER: BRETT DUMAS

OWNER/DEVELOPER
SYMPHONY DEVELOPMENT CORPORATION
111 S. FRONTAGE ROAD
CENTERVILLE, UTAH 84014
(801)298-8555
CONTACT: RUSSELL WILSON



VICINITY MAP

NTS

Sheet List Table

Sheet Number	Sheet Title
C1	COVER SHEET
C2	PRELIMINARY PLAN
C3	SITE & UTILITY PLAN
C4	GRADING & DRAINAGE PLAN

FOR
REVIEW
ONLY

LEHI TERRACE
PLANNED UNIT DEVELOPMENT IN LEHI, UT
COVER SHEET

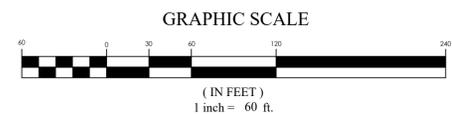
REVISION BLOCK	DATE	DESCRIPTION
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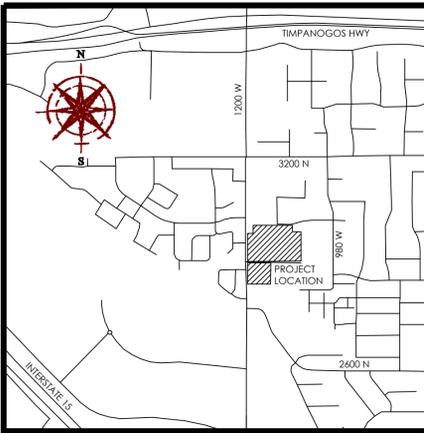
COVER SHEET

Scale: 1"=60'
Date: 01/06/22
Sheet: C1

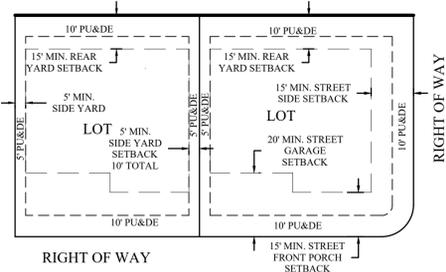
Drawn: RSH
Job #: 20-0257

C1





VICINITY MAP
N.T.S.



TYPICAL BUILDING SETBACKS
N.T.S.

NOTE: WHERE A PUBLIC UTILITY EASEMENT WITHIN THE BUILDABLE AREA OF A LOT EXISTS, THE PUE WILL TAKE PRECEDENCE OVER THE SETBACK

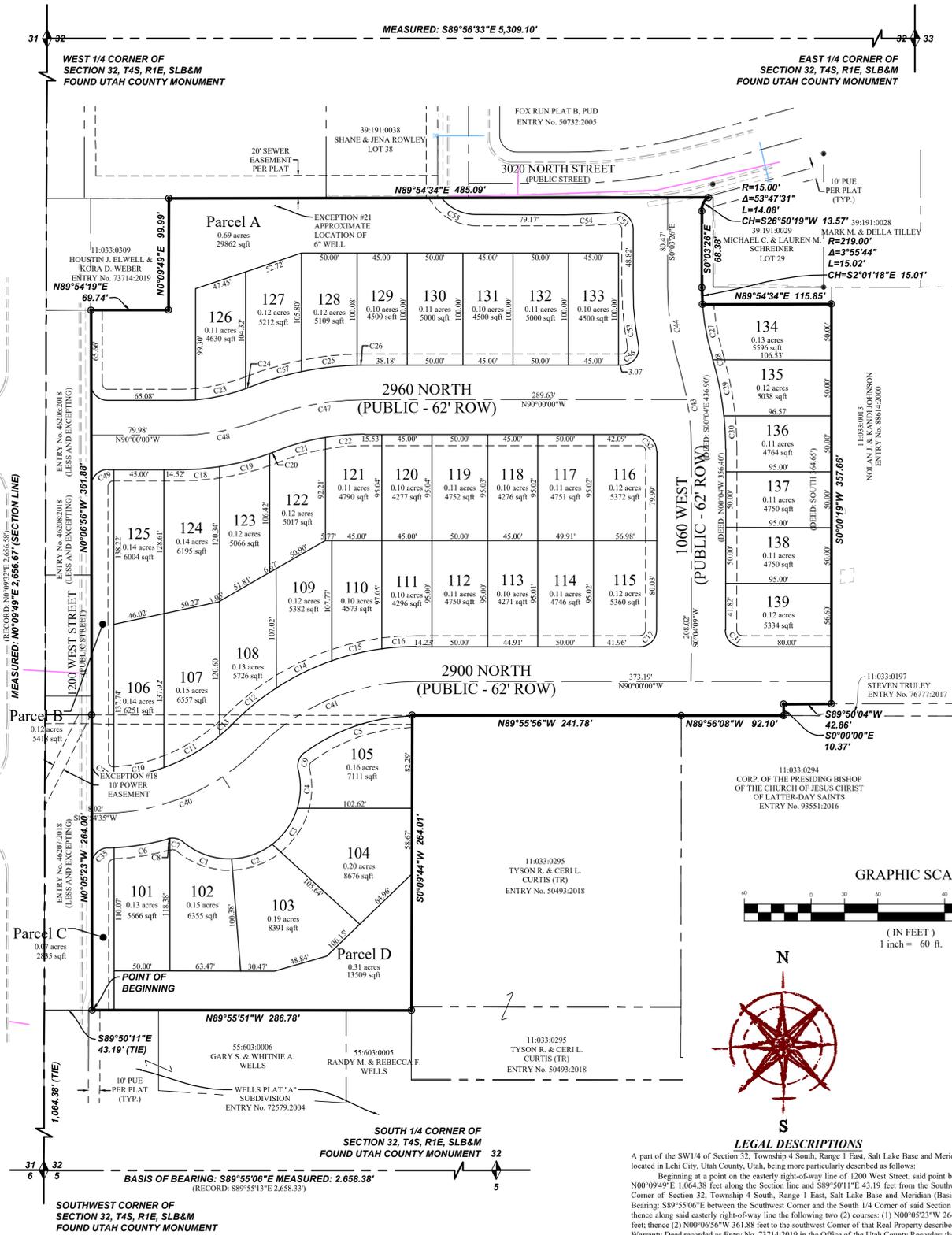
NOTE:

- #5 X 24" REBAR & CAP (FOCUS ENG) TO BE SET AT ALL LOT CORNERS. NAILS OR PLUGS TO BE SET IN TOP BACK OF CURB AT EXTENSION OF SIDE LOT LINES, IN LIEU OF REBAR AND CAPS AT FRONT LOT CORNERS.
- PARCELS A, B, C, D AND ASSOCIATED PARK STRIPS TO BE OWNED AND MAINTAINED BY HOA.
- THIS AREA IS SUBJECT TO NORMAL EVERYDAY SOUNDS, ODORS, SITES, EQUIPMENT, FACILITIES, AND ANY OTHER ASPECTS ASSOCIATED WITH AGRICULTURAL LIFESTYLE. FUTURE RESIDENTS SHOULD ALSO RECOGNIZE THE RISKS INHERENT WITH LIVESTOCK.
- THE FOLLOWING ITEMS WILL BE REVIEWED AT THE TIME OF FINAL PLAT REVIEW:
 - PLAN AND PROFILES/CONSTRUCTION DRAWINGS OF PUBLIC IMPROVEMENTS
 - ALL PIPE TYPES, SPECIFIC LOCATIONS & DETAILS (BENDS, DETECTOR TAPE, ETC.)
 - VALVES
 - BLOWOFFS INCLUDING SIZE TYPE & PROTECTION
 - MANHOLES, BOXES AND RELATED DETAILS
 - FIRE HYDRANTS
 - LOT LINE UTILITY EASEMENTS
 - STREET LIGHTS/STREET SIGNS/TRAFFIC SIGNS
 - POWER LINE EXTENSIONS & DOME/TRANSFORMER LOCATIONS
 - LOT ADDRESSES
 - CBR VALUES AND ROAD SUB-BASE
 - SUBDIVISION MONUMENTATION AND LOT CORNER MARKERS.

LEGEND

	BOUNDARY LINE
	SECTION LINE
	EXIST. EASEMENT LINE
	EXIST. PROPERTY LINE
	EXIST. CONTOUR MAJOR
	EXIST. CONTOUR MINOR
	EXIST. STORM DRAIN
	EXIST. SANITARY SEWER
	EXIST. CULINARY WATER
	EXIST. SECONDARY WATER
	EXIST. IRRIGATION
	EXIST. NATURAL GAS
	EXIST. COMMUNICATIONS
	EXIST. OVERHEAD POWER
	EXIST. UNDERGROUND POWER
	EXIST. FENCE
	SECTION MONUMENT (FOUND)
	SECTION MONUMENT (NOT FOUND)
	BOUNDARY MARKER
	EXIST. SD INLET, MANHOLE & COMBO BOX
	EXIST. SEWER MANHOLE
	EXIST. WATER VALVE & WATER METER
	EXIST. FIRE HYDRANT
	EXIST. IRRIGATION BOX
	EXIST. STREET LIGHT
	EXIST. POWER POLE
	EXIST. ELECTRICAL BOX
	EXIST. COMMUNICATIONS BOX
	EXIST. SPOT ELEVATION
	UTAH COUNTY PARCEL NO.

OWNER/DEVELOPER
SYMPHONY DEVELOPMENT CORPORATION
111 S. FRONTAGE ROAD
CENTERTVILLE, UTAH 84014
(801) 298-8555
CONTACT: RUSSELL WILSON



LEGAL DESCRIPTIONS

A part of the SW1/4 of Section 32, Township 4 South, Range 1 East, Salt Lake Base and Meridian; located in Lehi City, Utah County, Utah, being more particularly described as follows:

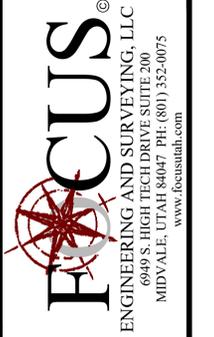
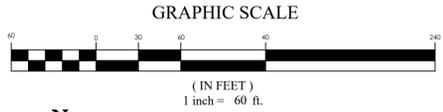
Beginning at a point on the easterly right-of-way line of 1200 West Street, said point being N00°09'49"E 1,064.38 feet along the Section line and S89°50'11"E 43.19 feet from the Southwest Corner of Section 32, Township 4 South, Range 1 East, Salt Lake Base and Meridian (Basis of Bearing: S89°55'06"E between the Southwest Corner and the South 1/4 Corner of said Section 32); thence along said easterly right-of-way line the following two (2) courses: (1) N00°05'23"W 264.00 feet; thence (2) N00°06'56"W 361.88 feet to the southwest Corner of that Real Property described by Warranty Deed recorded as Entry No. 73714-2019 in the Office of the Utah County Recorder; thence along said deed the following two (2) courses: (1) N89°54'34"E 485.09 feet; thence (2) N00°09'49"E 99.99 feet to the southerly line of FOX RUN PLAT B, PUD Subdivision, according to the Official Plat thereof recorded as Entry No. 50732-2005, Map No. 11074 in the Office of the Utah County Recorder; thence along said plat the following three (3) courses: (1) N89°54'34"E 485.09 feet; thence (2) S02°01'18"E 15.01 feet; thence (3) S02°01'18"E 15.01 feet to a point on the westerly line of that Real Property described by Quit Claim Deed recorded as Entry No. 88614-2000; thence along said deed S00°01'19"W 357.66 feet extending to the northerly line of that Real Property described by Tax Deed recorded as Entry No. 76777-2017; thence along said deed the following two (2) courses: (1) S89°50'04"W 42.86 feet; thence (2) S00°09'44"W 264.01 feet to the northerly line of that Real Property described by Warranty Deed recorded as Entry No. 93551-2016 in the Office of the Utah County Recorder; thence along said deed N89°56'08"W 92.10 feet to the northerly line of that Real Property described by Warranty Deed recorded as Entry No. 50493-2018; thence along said deed the following two (2) courses: (1) N89°55'56"W 241.78 feet; thence (2) S00°09'44"W 264.01 feet to the northerly line of WELLS PLAT "A" Subdivision, according to the Official Plat thereof recorded as Entry No. 72579-2004, Map No. 10556 in the Office of the Utah County Recorder; thence along said plat N89°55'11"W 286.78 feet to the point of beginning.

Contains: 8.38 acres +/-

TABULATIONS:

CURRENT ZONE:	R-2
TOTAL AREA:	8.44 ACRES
SINGLE FAMILY LOTS:	39 UNITS
OPEN SPACE:	0.89 ACRES (0.85 ACRES REQUIRED - 10% OF TOTAL)
DENSITY:	4.62 UNITS/ACRE
ROADWAY AREA:	2.45 ACRES
ROADWAY LENGTH:	1670.44 FEET
DEVELOPMENT TYPE:	RESIDENTIAL

Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	64.00	41°53'18"	46.79	N70°38'57"W	45.75
C2	64.00	35°48'36"	40.00	S70°30'06"W	39.35
C3	64.00	35°58'05"	40.18	S34°36'46"W	39.52
C4	64.00	30°41'32"	34.28	S01°16'58"W	33.88
C5	169.00	35°03'36"	103.41	S71°16'43"W	101.81
C6	231.00	12°13'27"	49.28	S80°49'28"W	49.19
C7	15.00	49°57'11"	13.08	N74°40'54"W	12.67
C8	15.00	5°37'47"	1.47	S77°31'37"W	1.47
C9	15.00	67°48'43"	17.75	S19°50'33"W	16.73
C10	169.00	15°38'19"	46.13	N78°09'14"E	45.98
C11	169.00	19°36'31"	57.84	N60°31'25"E	57.56
C12	231.00	12°10'37"	49.09	N50°55'29"E	49.00
C13	169.00	5°52'56"	17.35	N47°46'38"E	17.34
C14	231.00	13°50'20"	55.79	N63°55'57"E	55.66
C15	231.00	11°29'34"	46.34	N76°35'54"E	46.26
C16	231.00	7°39'19"	30.86	N86°10'21"E	30.84
C17	15.00	89°39'15"	23.47	N44°49'55"E	21.15
C18	231.00	8°50'09"	35.62	S85°34'55"W	35.59
C19	231.00	11°33'21"	46.59	S75°23'10"W	46.51
C20	231.00	1°12'43"	4.89	S69°00'09"W	4.89
C21	219.00	12°21'29"	47.24	S74°34'32"W	47.14
C22	219.00	9°14'44"	35.34	S85°22'38"W	35.30
C23	169.00	15°40'42"	46.24	N77°27'20"E	46.10
C24	169.00	1°13'12"	3.60	N69°00'23"E	3.60
C25	281.00	10°16'31"	50.39	N83°28'19"E	50.33
C26	501.80	0°46'43"	6.82	N89°18'17"E	6.82
C27	200.00	14°31'14"	50.69	S10°36'04"E	50.55
C28	83.09	2°17'22"	3.32	S16°08'08"E	3.32
C29	281.39	9°43'18"	47.74	S10°55'47"E	47.69
C30	240.38	7°05'37"	29.76	S03°01'42"E	29.74
C31	15.00	89°37'47"	23.47	S45°11'06"E	21.14
C32	15.00	90°04'09"	23.58	N44°57'56"W	21.23
C35	15.00	88°22'24"	23.14	S44°05'47"W	20.91
C37	15.00	92°35'56"	24.24	S46°22'23"E	21.69
C40	200.00	45°04'24"	157.34	S67°22'23"W	153.31
C41	200.00	45°09'50"	157.65	S67°25'05"W	153.60
C43	250.00	16°48'55"	73.37	S08°24'08"E	73.11
C44	250.00	16°45'10"	73.10	S08°26'01"E	72.84
C47	250.00	21°36'13"	94.26	S79°11'54"W	93.71
C48	200.00	21°36'13"	75.41	S79°11'54"W	74.96
C49	15.00	87°46'31"	22.98	S46°06'44"W	20.80
C51	15.00	94°55'25"	24.85	N47°29'58"W	22.10
C53	281.00	11°13'21"	55.04	N05°01'12"W	54.95
C54	500.00	5°14'57"	45.81	S87°39'49"W	45.79
C55	39.00	51°54'09"	35.33	N63°56'09"W	34.13
C56	15.00	100°37'53"	26.35	N39°41'04"E	23.09
C57	281.00	9°56'16"	48.74	N73°21'55"E	48.68



FOR REVIEW ONLY

LEHI TERRACE
PLANNED UNIT DEVELOPMENT IN LEHI, UT
PRELIMINARY PLAT

REVISION BLOCK	DATE	DESCRIPTION
1	01/07/22	NEW BOUNDARY & DESCRIPTION
2		
3		
4		
5		
6		

Drawn: RSH
Scale: 1"=60'
Date: 10/22/21
Sheet: C2.0

SURVEYOR'S CERTIFICATE

"I, Evan J. Wood, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 183395 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have made a Survey of the lands shown on this Plan and that it correctly represents the existing conditions as shown. This Plan does not represent a certification to the title or ownership of the lands shown herein."

Evan J. Wood
Professional Land Surveyor
License No. 183395

Date

FOR REVIEW ONLY

**LEHI TERRACE
 PLANNED UNIT DEVELOPMENT IN LEHI, UT
 SITE & UTILITY PLAN**

REVISION BLOCK	
NO.	DESCRIPTION
1	
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SITE & UTILITY PLAN

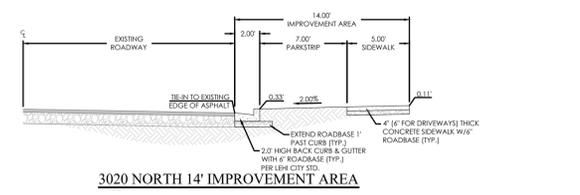
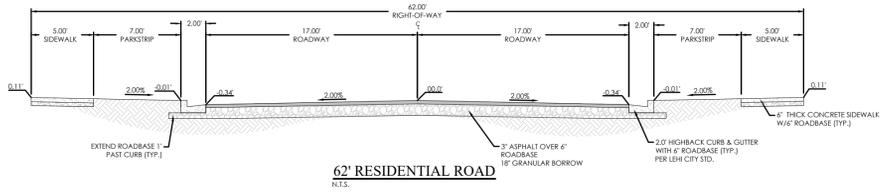
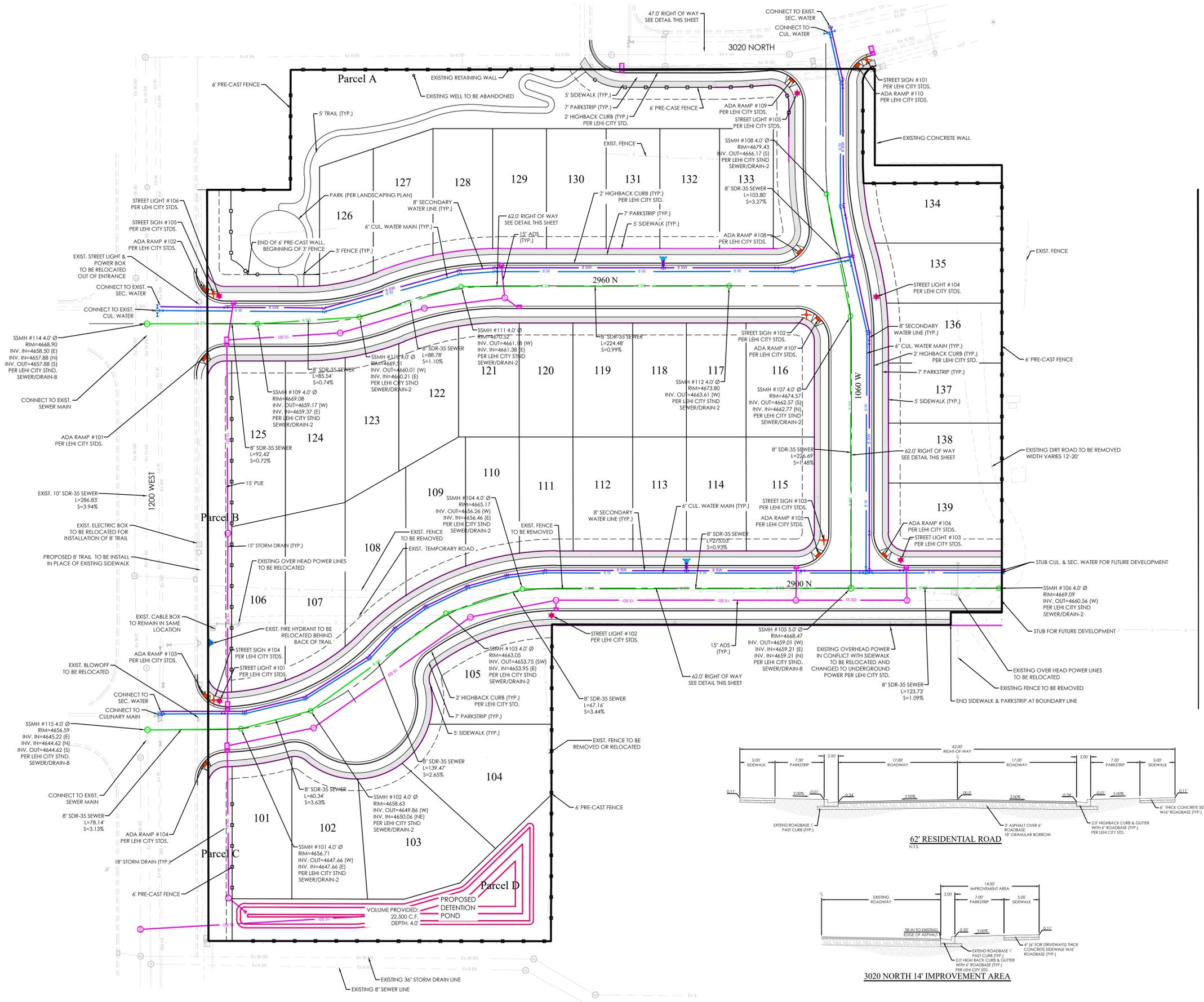
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 Sheet: C3

Drawn: RSH
 Job #: 20-0257

LEGEND

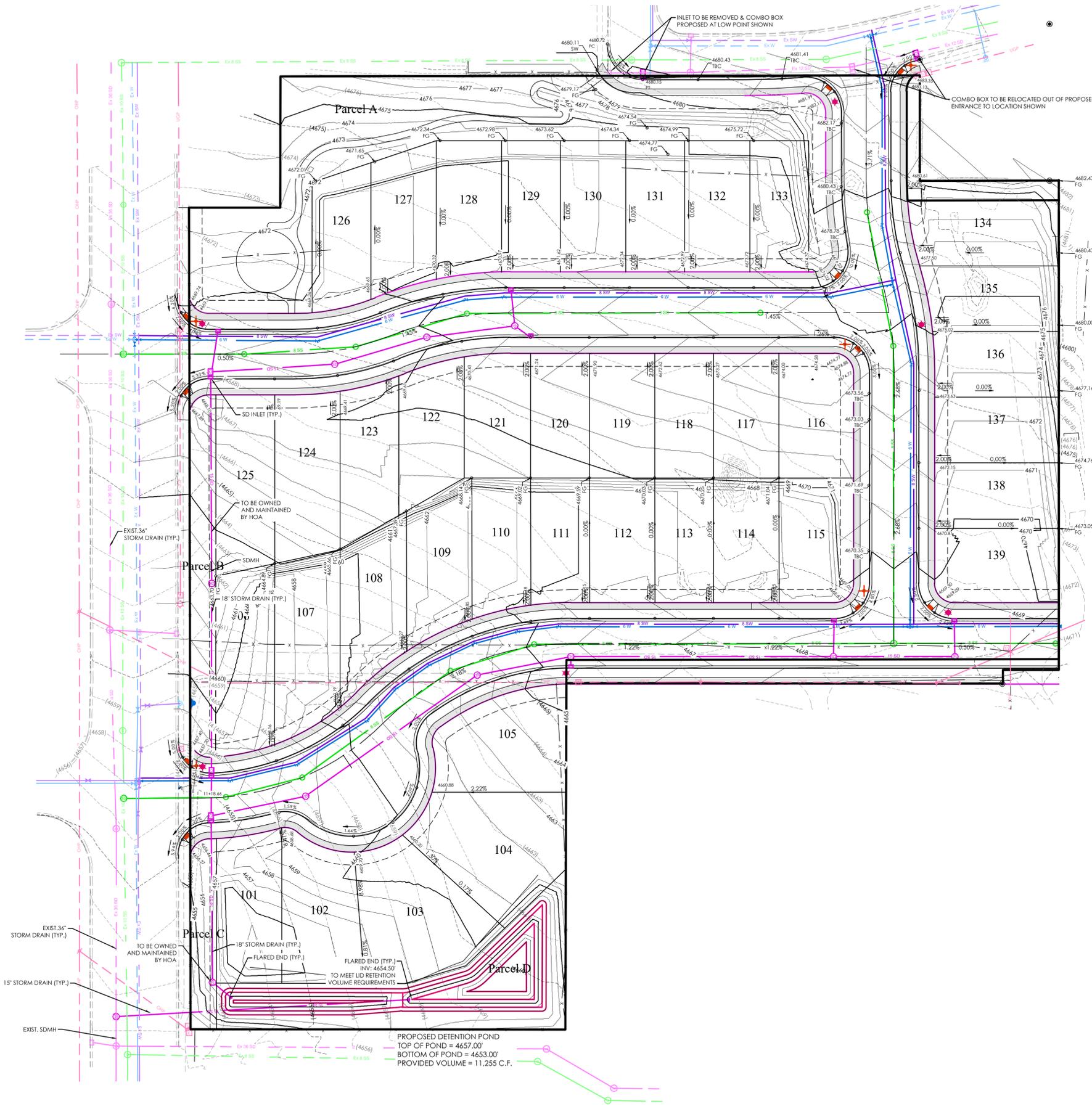
- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
-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

GRAPHIC SCALE
 (IN FEET)
 1 inch = 40 ft.



FOR REVIEW ONLY

LEHI TERRACE
 PLANNED UNIT DEVELOPMENT IN LEHI, UT
GRADING & DRAINAGE PLAN



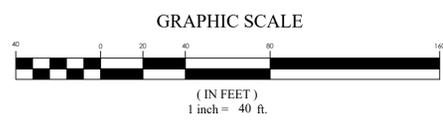
LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" SD
- 8" SS
- 8" SW
- 8" SW
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- o XXXXX

STREET LIGHT
 SD MH, INLET, AND COMBO
 SEWER MANHOLE
 CULINARY VALVE, TEE, & BEND
 SECONDARY VALVE, TEE, & BEND
 WATER BLOW-OFF
 FIRE HYDRANT
 STREET MONUMENT (TO BE SET)
 EXIST. STREET MONUMENT
 EXIST. SD INLET & MH
 EXIST. SEWER MH
 EXIST. VALVE, TEE, & BEND
 EXIST. FIRE HYDRANT
 SPOT ELEVATION

NOTES:

- SD OUTSIDE OF ROW TO BE OWNED & MAINTAINED BY HOA



PROPOSED DETENTION POND
 TOP OF POND = 4657.00'
 BOTTOM OF POND = 4653.00'
 PROVIDED VOLUME = 11,255 C.F.

REVISION BLOCK	DATE	DESCRIPTION
1		
2		
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6		

GRADING & DRAINAGE PLAN

Scale: 1"=40' Drawn: RSH
 Date: 01/06/22 Job #: 20-0257
 Sheet: C4

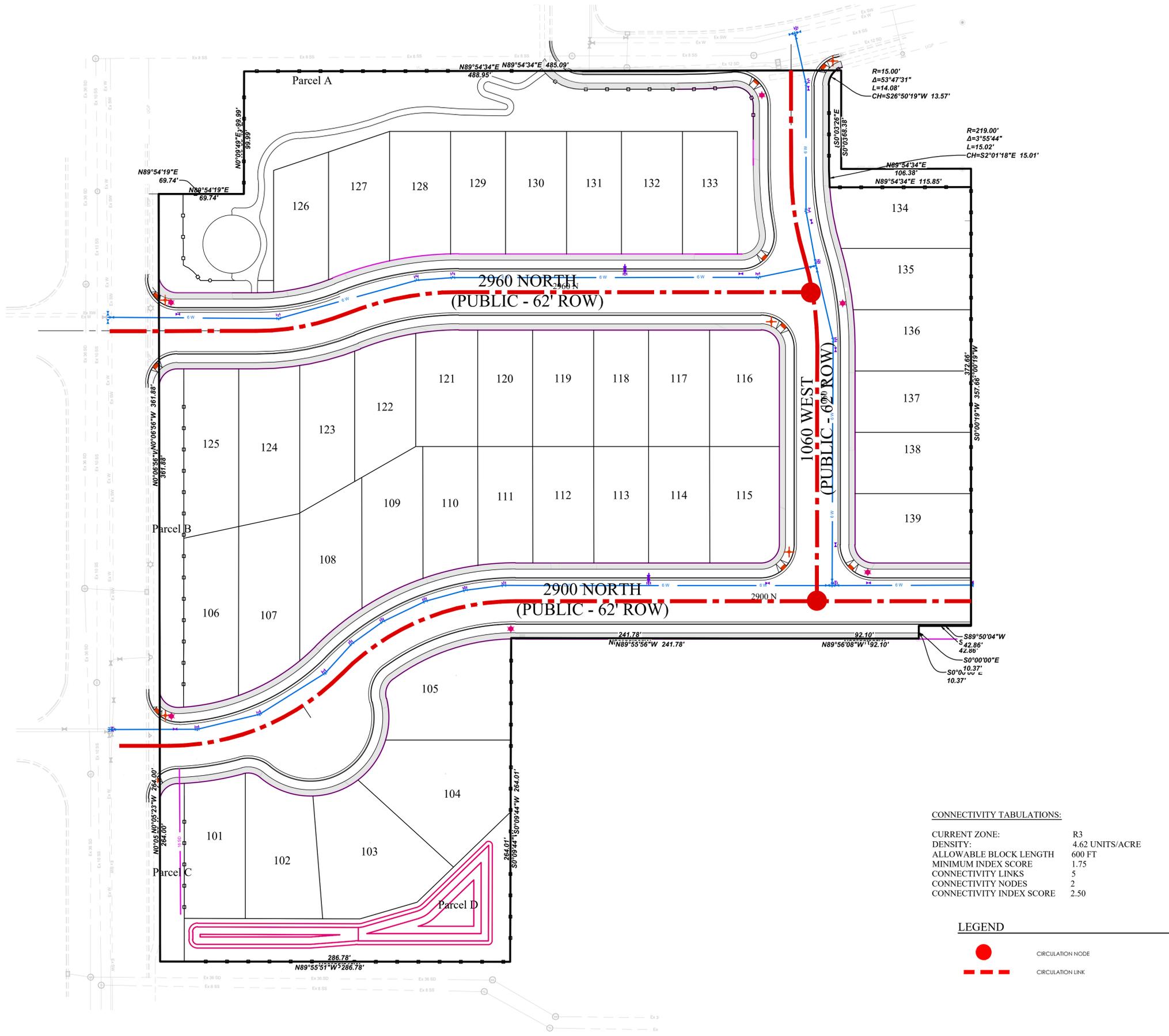


FOR REVIEW ONLY

**LEHI TERRACE
 PLANNED UNIT DEVELOPMENT IN LEHI, UT
 CIRCULATION PLAN**

REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

CIRCULATION PLAN	
Scale: 1"=40'	Drawn: RSH
Date: 10/19/21	Job #: 20-0257
Sheet: C5	



LEGEND

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

GRAPHIC SCALE

(IN FEET)
 1 inch = 40 ft.

CONNECTIVITY TABULATIONS:

CURRENT ZONE:	R3
DENSITY:	4.62 UNITS/ACRE
ALLOWABLE BLOCK LENGTH	600 FT
MINIMUM INDEX SCORE	1.75
CONNECTIVITY LINKS	5
CONNECTIVITY NODES	2
CONNECTIVITY INDEX SCORE	2.50

LEGEND

- CIRCULATION NODE
- CIRCULATION LINK



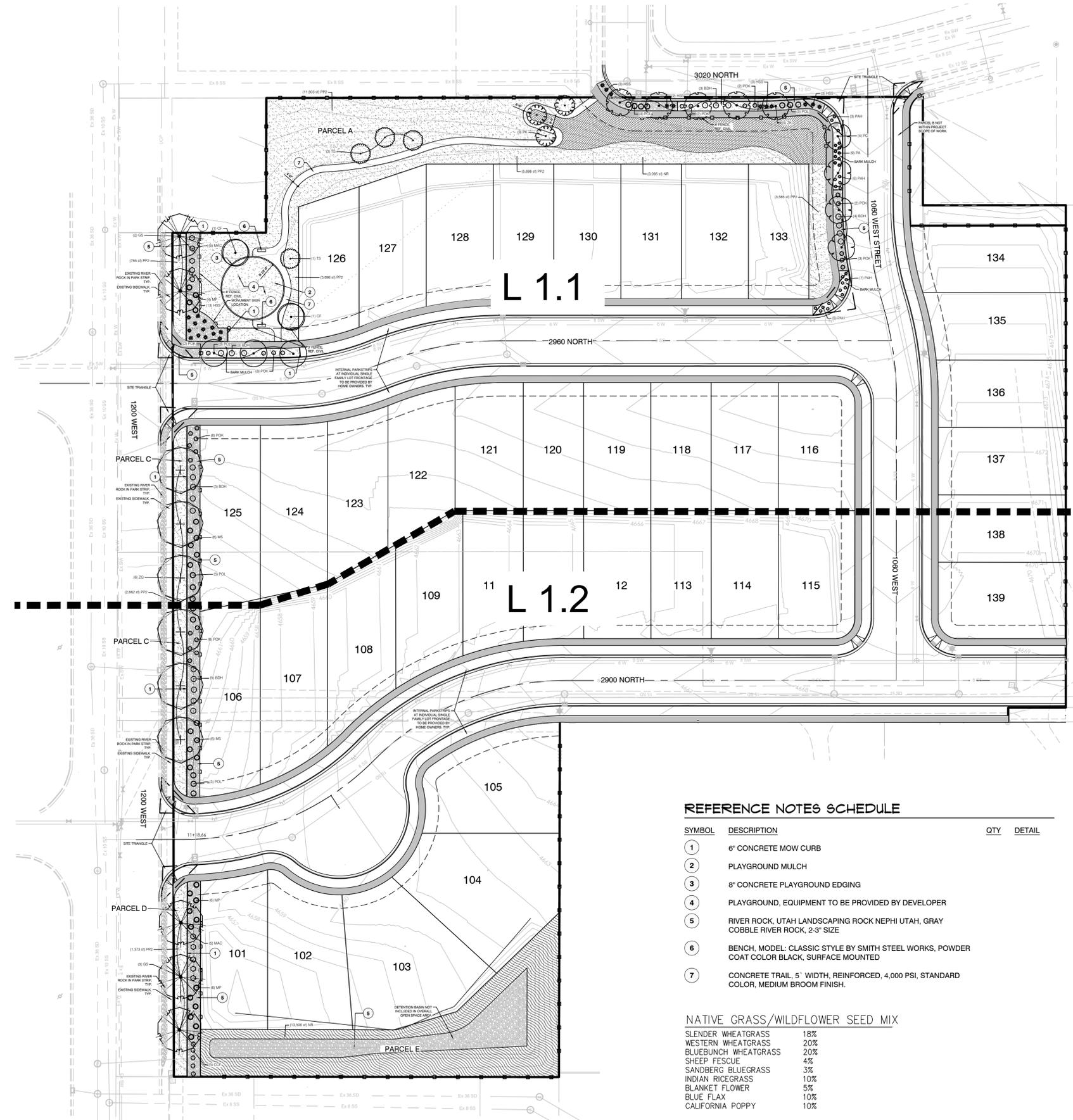
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LEHI TERRACE
LEHI CITY, UTAH
OVERALL LANDSCAPE PLAN

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OVERALL LANDSCAPE PLAN

Scale: 1"=40' Drawn: MI
Date: 1/11/2022 Job #: 20-0257
Sheet: **L1.0**



PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	SIZE	QTY
CF	Cercis canadensis 'Forest Pansy'	Eastern Redbud	2" Cal.	2
GS	Gleditsia triacanthos inermis 'Shademaster'	Shademaster Honey Locust	2" Cal.	5
PK	Prunus serrulata 'Kwanzan'	Kwanzan Japanese Flowering Cherry	2" Cal.	3
PC	Prunus virginiana 'Canada Red'	Canada Red Chokecherry	2" Cal.	4
PC2	Pyrus calleryana 'Chanticleer'	Chanticleer Flowering Pear	2" Cal.	3
TS	Tilia cordata 'Summer Sprite'	Littleleaf Linden	2" Cal.	4
ZG	Zelkova serrata 'Green Vase'	Green Vase Sawleaf Zelkova	2" Cal.	6
ZK	Zelkova serrata 'Kiwi Sunset'	Kiwi Sunset Zelkova	2" Cal.	5

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	QTY
BDH	Buddleja davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush	5 gal.	20
CCF	Caryopteris x clandonensis 'First Choice'	First Choice Bluebeard	5 gal.	5
MAC	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 gal.	10
PA	Perovskia atriplicifolia 'Little Spire'	Russian Sage	5 gal.	9
POL	Physocarpus opulifolius 'Donna May' TM	Little Devil Ninebark	5 gal.	15

ORNAMENTAL GRASSES	BOTANICAL NAME	COMMON NAME	SIZE	QTY
HSS	Helictotrichon sempervirens 'Sapphire'	Sapphire Blue Oat Grass	1 gal.	24
MS	Miscanthus sacchariflorus	Silver Banner Grass	1 gal.	12
MP	Miscanthus sinensis 'Purpureus'	Purple Eulalia Grass	1 gal.	16
PAH	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 gal.	20
POK	Pennisetum alopecuroides 'Karley Rose'	Karley Rose Fountain Grass	1 gal.	26

GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	QTY
NR	NATIVE GRASS SEED MIX	Kentucky Bluegrass	seed	14,546 sf
PP2	Poa pratensis	Kentucky Bluegrass	sod	23,415 sf

LANDSCAPE NOTES

- LAWN AREAS WILL BE SODDED WITH KENTUCKY BLUEGRASS BLEND OVER 4 INCHES GOOD GRADE TOPSOIL.
- TOP DRESS SHRUB BED AREAS LABELED RIVER ROCK AS SPECIFIED IN THE SCHEDULE AT A 4" DEPTH OF 2-3" GRAY COBBLE RIVER ROCK OVER DEWITT PRO-5 WEED BARRIER FABRIC. FABRIC SHALL BE INSTALLED AFTER PRE-EMERGENT HAS BEEN APPLIED.
- TOP DRESS SHRUB BED AREAS LABELED BARK MULCH WITH 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.
- INSTALL 6" CONCRETE EDGING FOR MOW STRIPS BETWEEN LAWN AREAS AND PLANTING BEDS.

OPEN SPACE- LANDSCAPE TABLE

ITEM	AMOUNT	%
TOTAL LANDSCAPE AREA (NON-DETENTION)	36,585 SQ.FT.	100
LAWN (TURF GRASS)	23,415 SQ.FT.	64
NATIVE GRASS W/WILDFLOWER	5,177 SQ.FT.	14
ROCK MULCH W/ PLANTING	6,421 SQ.FT.	17
BARK MULCH W/ PLANTING	1,572 SQ.FT.	4

(NON-OPEN SPACE)- DETENTION AREA

ROCK MULCH	4,137 SQ.FT.
NATIVE GRASS W/WILDFLOWER	9,369 SQ.FT.

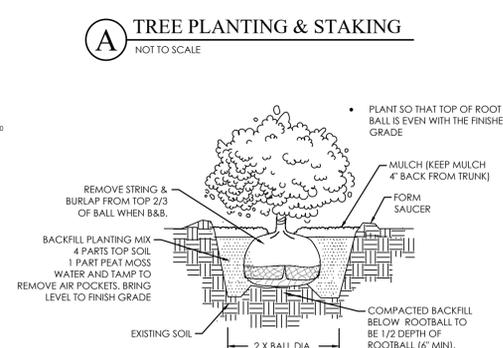
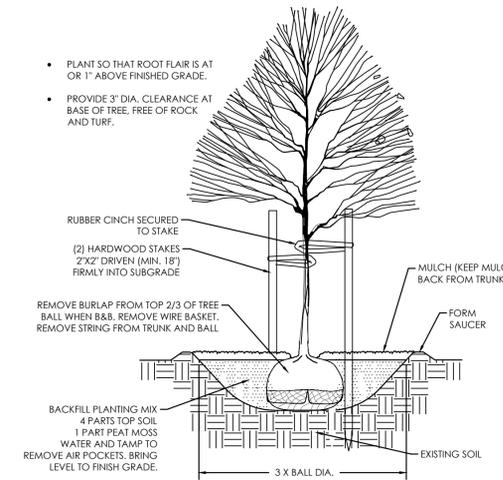
REFERENCE NOTES SCHEDULE

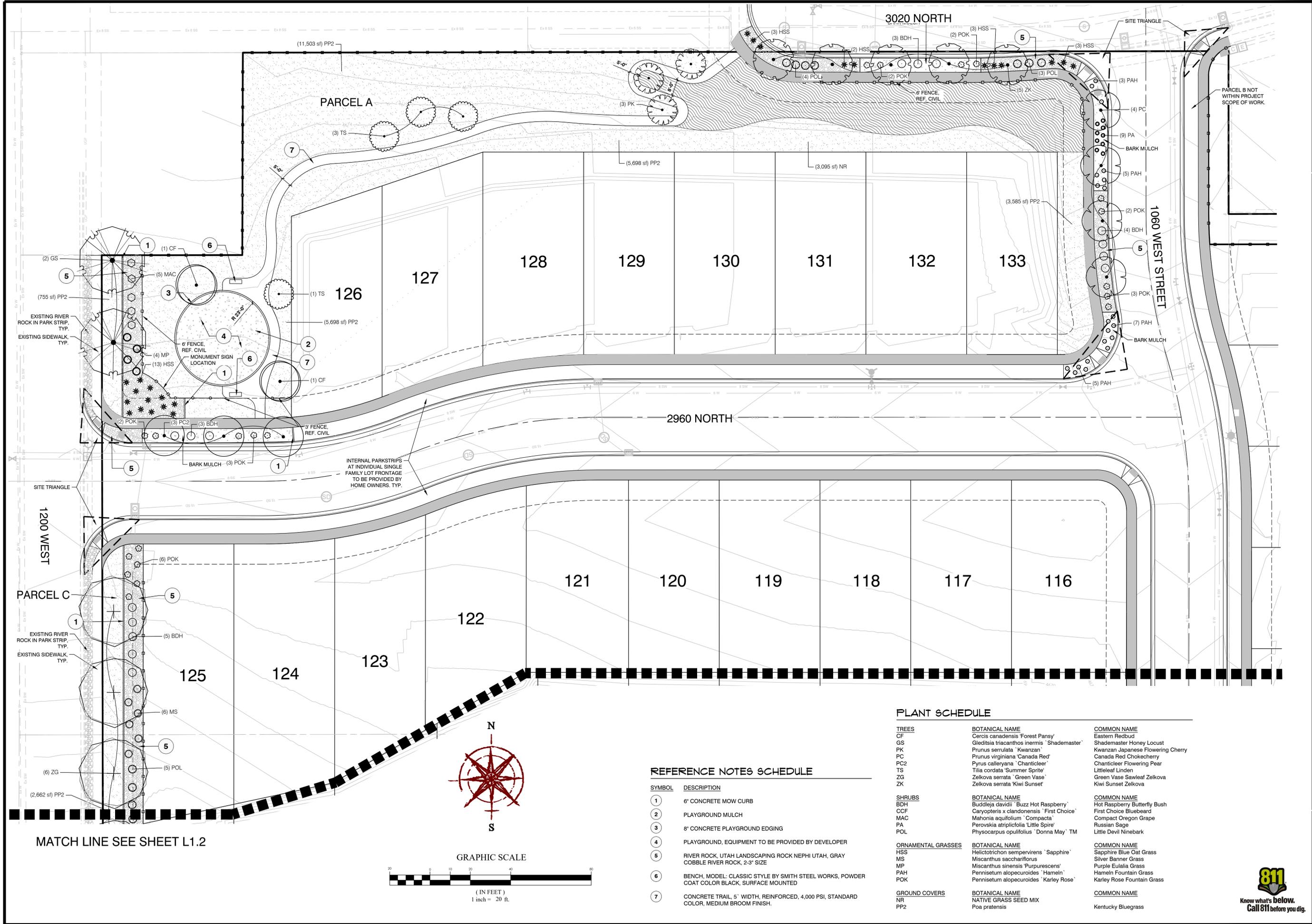
SYMBOL	DESCRIPTION	QTY	DETAIL
1	6" CONCRETE MOW CURB		
2	PLAYGROUND MULCH		
3	8" CONCRETE PLAYGROUND EDGING		
4	PLAYGROUND, EQUIPMENT TO BE PROVIDED BY DEVELOPER		
5	RIVER ROCK, UTAH LANDSCAPING ROCK NEPHI UTAH, GRAY COBBLE RIVER ROCK, 2-3" SIZE		
6	BENCH, MODEL: CLASSIC STYLE BY SMITH STEEL WORKS, POWDER COAT COLOR BLACK, SURFACE MOUNTED		
7	CONCRETE TRAIL, 5' WIDTH, REINFORCED, 4,000 PSI, STANDARD COLOR, MEDIUM BROOM FINISH.		

NATIVE GRASS/WILDFLOWER SEED MIX

SLENDER WHEATGRASS	18%
WESTERN WHEATGRASS	20%
BLUEBUNCH WHEATGRASS	20%
SHEEP FESCUE	4%
SANDBERG BLUEGRASS	3%
INDIAN RICEGRASS	10%
BLANKET FLOWER	5%
BLUE FLAX	10%
CALIFORNIA POPPY	10%

APPLY 4 INCHES OF NATIVE TOP SOIL FROM THE LOCAL AREA. NO SUBSURFACE SOIL SHALL BE USED. IT IS IMPORTANT TO USE SOIL THAT HAS MINIMAL AMOUNT OF WEED SEED. APPLY SEED MIX AT A RATE OF TWENTY POUNDS PER ACRE (20 LBS./AC.). APPLY SEED MIX BY DRILLING. (SEED MIX PROVIDED BY GRANITE SEED, LEHI, UTAH)





FOR REVIEW ONLY

LEHI TERRACE
 LEHI, UTAH
 LANDSCAPE PLAN

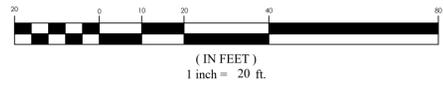
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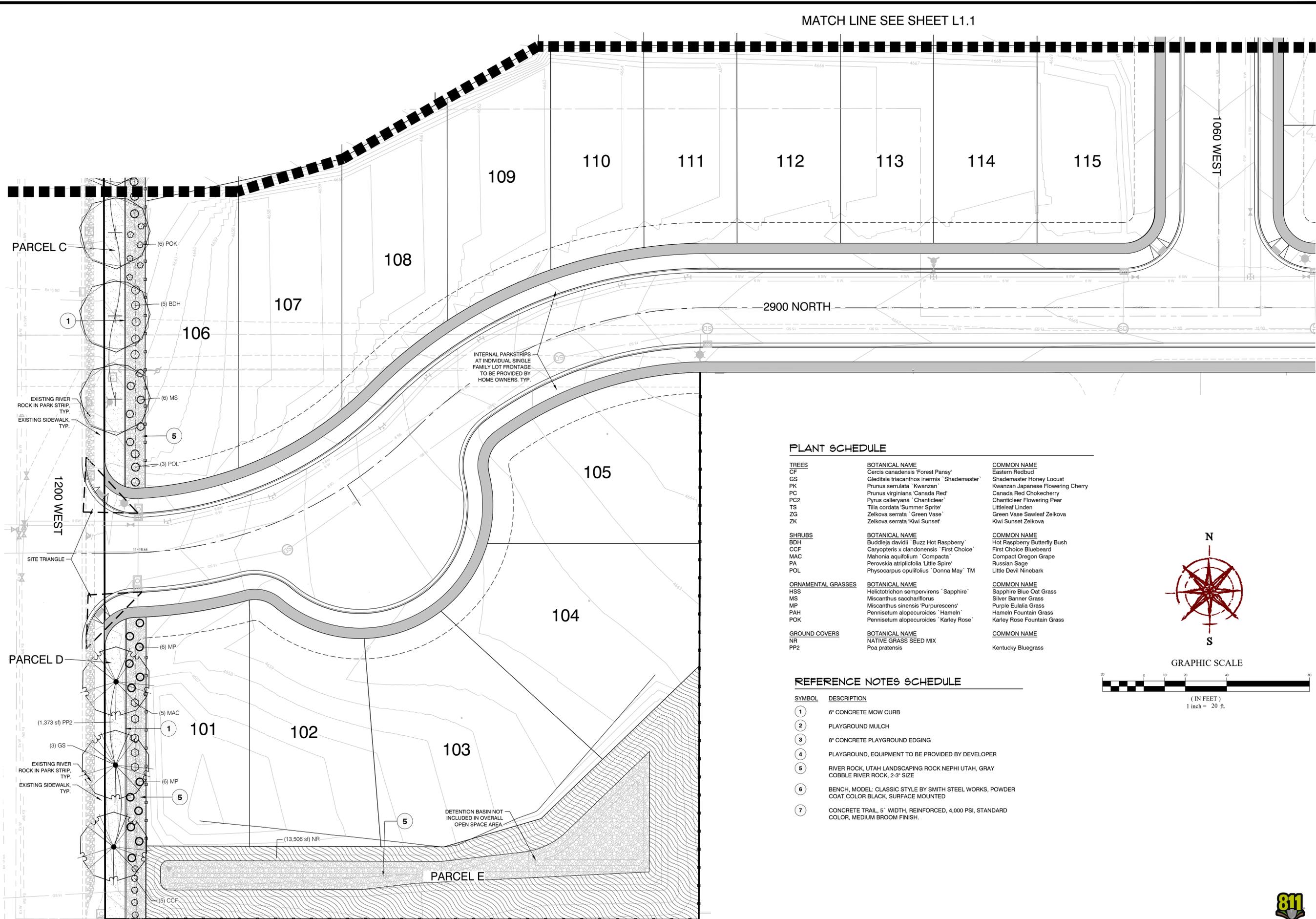
PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME
CF	<i>Cercis canadensis</i> 'Forest Pansy'	Eastern Redbud
GS	<i>Gleditsia triacanthos</i> inermis 'Shademaster'	Shademaster Honey Locust
PK	<i>Prunus serrulata</i> 'Kwanzan'	Kwanzan Japanese Flowering Cherry
PC	<i>Prunus virginiana</i> 'Canada Red'	Canada Red Chokecherry
PC2	<i>Pyrus calleryana</i> 'Chanticleer'	Chanticleer Flowering Pear
TS	<i>Tilia cordata</i> 'Summer Sprite'	Littleleaf Linden
ZG	<i>Zelkova serrata</i> 'Green Vase'	Green Vase Sawleaf Zelkova
ZK	<i>Zelkova serrata</i> 'Kiwi Sunset'	Kiwi Sunset Zelkova
SHRUBS	BOTANICAL NAME	COMMON NAME
BDH	<i>Buddleja davidii</i> 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush
CCF	<i>Caryopteris x clandonensis</i> 'First Choice'	First Choice Bluebeard
MAC	<i>Mahonia aquifolium</i> 'Compacta'	Compact Oregon Grape
PA	<i>Perovskia atriplicifolia</i> 'Little Spire'	Russian Sage
POL	<i>Physocarpus opulifolius</i> 'Donna May' TM	Little Devil Ninebark
ORNAMENTAL GRASSES	BOTANICAL NAME	COMMON NAME
HSS	<i>Helictotrichon sempervirens</i> 'Sapphire'	Sapphire Blue Oat Grass
MS	<i>Miscanthus sacchariflorus</i>	Silver Banner Grass
MP	<i>Miscanthus sinensis</i> 'Purpureascens'	Purple Eulalia Grass
PAH	<i>Pennisetum alopecuroides</i> 'Hameln'	Hameln Fountain Grass
POK	<i>Pennisetum alopecuroides</i> 'Karley Rose'	Karley Rose Fountain Grass
GROUND COVERS	BOTANICAL NAME	COMMON NAME
NR	NATIVE GRASS SEED MIX	
PP2	<i>Poa pratensis</i>	Kentucky Bluegrass

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	6" CONCRETE MOW CURB
2	PLAYGROUND MULCH
3	8" CONCRETE PLAYGROUND EDGING
4	PLAYGROUND, EQUIPMENT TO BE PROVIDED BY DEVELOPER
5	RIVER ROCK, UTAH LANDSCAPING ROCK NEPHI UTAH, GRAY COBBLE RIVER ROCK, 2-3" SIZE
6	BENCH, MODEL: CLASSIC STYLE BY SMITH STEEL WORKS, POWDER COAT COLOR BLACK, SURFACE MOUNTED
7	CONCRETE TRAIL, 5' WIDTH, REINFORCED, 4,000 PSI, STANDARD COLOR, MEDIUM BROOM FINISH.





PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME
OF	<i>Cercis canadensis</i> 'Forest Pansy'	Eastern Redbud
GS	<i>Gleditsia triacanthos</i> 'inermis' 'Shademaster'	Shademaster Honey Locust
PK	<i>Prunus serrulata</i> 'Kwanzan'	Kwanzan Japanese Flowering Cherry
PC	<i>Prunus virginiana</i> 'Canada Red'	Canada Red Chokecherry
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MP	<i>Miscanthus sinensis</i> 'Purpurescens'	Purple Eulalia Grass
PAH	<i>Pennisetum alopecuroides</i> 'Hamein'	Hamein Fountain Grass
POK	<i>Pennisetum alopecuroides</i> 'Karley Rose'	Karley Rose Fountain Grass
GROUND COVERS	BOTANICAL NAME	COMMON NAME
NR	NATIVE GRASS SEED MIX	
PP2	<i>Poa pratensis</i>	Kentucky Bluegrass

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
①	6" CONCRETE MOW CURB
②	PLAYGROUND MULCH
③	8" CONCRETE PLAYGROUND EDGING
④	PLAYGROUND, EQUIPMENT TO BE PROVIDED BY DEVELOPER
⑤	RIVER ROCK, UTAH LANDSCAPING ROCK NEPHI UTAH, GRAY COBBLE RIVER ROCK, 2-3" SIZE
⑥	BENCH, MODEL: CLASSIC STYLE BY SMITH STEEL WORKS, POWDER COAT COLOR BLACK, SURFACE MOUNTED
⑦	CONCRETE TRAIL, 5' WIDTH, REINFORCED, 4,000 PSI, STANDARD COLOR, MEDIUM BROOM FINISH.



FOR REVIEW ONLY

LEHI TERRACE
LEHI, UTAH
LANDSCAPE PLAN

REVISION BLOCK	DATE	DESCRIPTION
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**SUMMARY REPORT OF KEY METRICS AND COMMUNITY AMENITIES FOR
LEHI TERRACE**

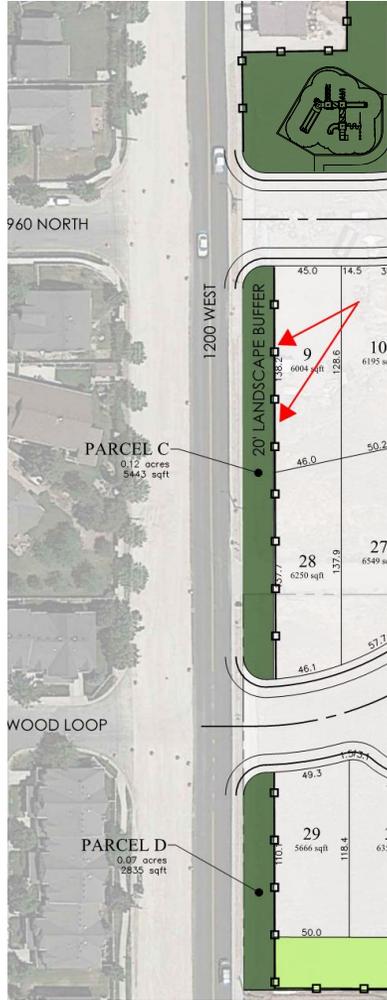
Zone:	R-2
Single Family Lots:	39 Units
Density:	4.62 Units/Acre (maximum of 6 Units/Acre)
Housing Area:	5.10 Acres
Roadway Area:	2.45 Acres
<u>Open Space Area:</u>	<u>0.89 Acres (0.85 Acres Required)</u>
Total Area:	8.44 Acres

*All necessary utility services will be provided by Lehi City, Dominion Energy, Comcast, and USPS. All open space and storm water detention areas will be owned and maintained by Lehi Terrace Homeowners Association.

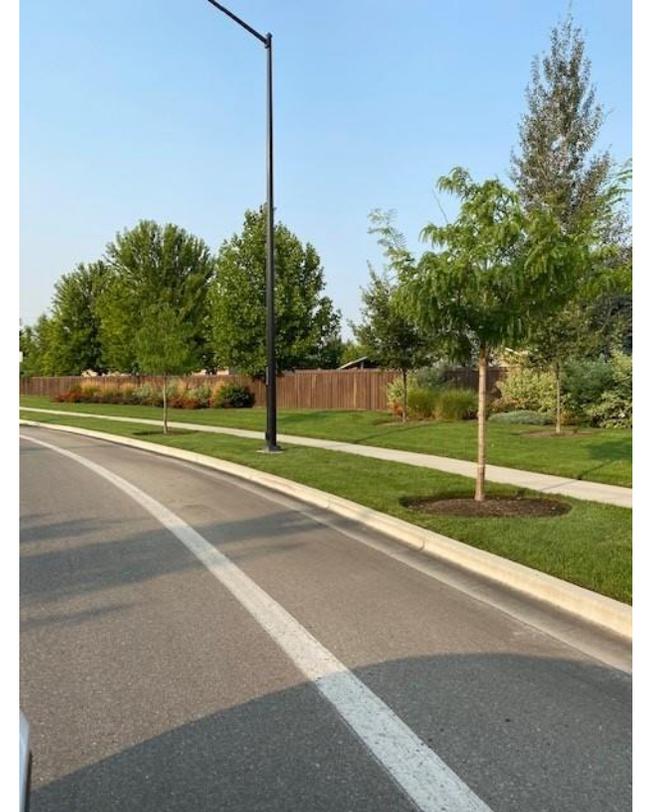
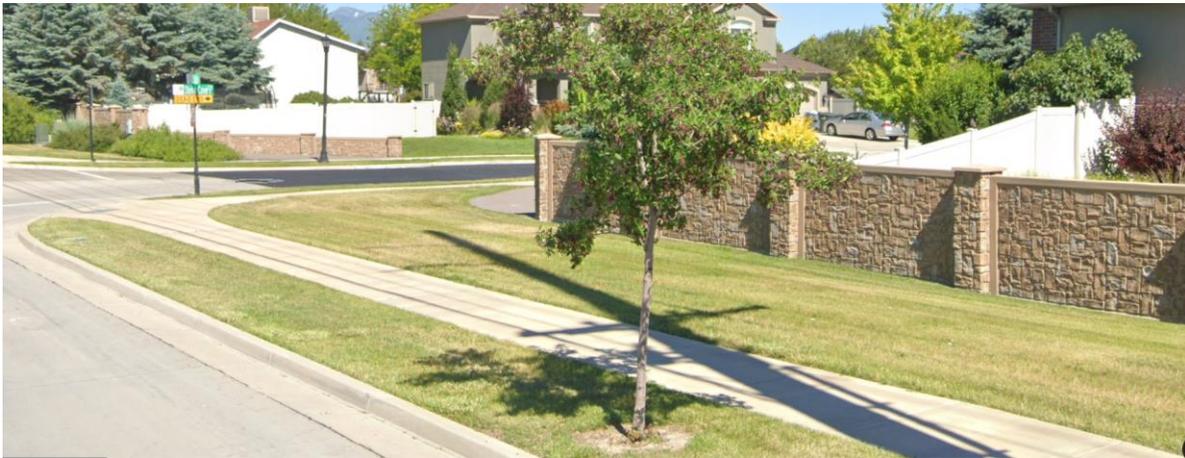
Community Amenities

- 20' landscape buffer adjacent to 1200 West. Landscaping as per Lehi City open space requirements
- 6' Precast Concrete fence (Olympus Precast "Durango" style) along subdivision perimeter as described in the Development Agreement
- Meandering sidewalk connecting east and west side of Parcel "A"
- Playground/tot lot to be located within Parcel "A"

Proposed Enlarged Parkway on 1200 West



Proposed Enlarged Parkway on 1200 West



Perimeter Fencing





Meandering Sidewalk To Connect East/West Through Parcel "A"

Sample Home Elevations



Lehi Terrace Traffic Impact Study



Prepared by: WCG

Date: August 5, 2021

Executive Summary

This study addresses the traffic impacts associated with the proposed residential Lehi Terrace development (Project) located in Lehi, Utah. The Project is located at approximately 2960 North on the east side of 1200 West in Lehi.

The Project consists of 39 new residential single-family lots. The Project proposes two public street accesses to 1200 West. The northern street is planned to align directly with 2960 North and the southern street is planned to align directly with Bridalwood Loop. The project also includes a connection to 3020 North and a stub road to the west.

The level of service (LOS) for the evening peak hours were determined for each study intersection under every scenario. A summary of the analysis results is shown in **Table ES-1** and as shown below all intersections are expected to operate with acceptable LOS during the PM peak hours of traffic. This project is not expected to significantly affect the nearby intersection/roadways.

Table ES-1: Level of Service Summary		
Intersection	Level of Service (sec/vehicle) ¹	
	Opening Day (2021) Background	Opening Day (2021) Plus Project
PM Peak Hour		
2960 North / 1200 West	A (4.6) / EB LT	B (14.0) / WB LT
Bridalwood Loop / 1200 West	B (11.3) / EB LT	B (13.1) / WB LT
¹ Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized intersections and the worst movement for unsignalized intersections.		

Key Findings & Recommendations

- All study intersections are currently operating at acceptable levels of service.
 - Therefore, no mitigation measures are recommended.
- The Lehi Terrace development consists of 39 new residential single-family lots.
 - The Project proposes two public street accesses to 1200 West. The northern street is planned to align directly with 2960 North and the southern street is planned to align directly with Bridalwood Loop.
- The Project is anticipated to generate approximately 368 daily trips, 29 trips during the AM peak hour, and 39 trips during the PM peak hour.
 - Trip generation for the project was compared to a neighborhood commercial development on the same site. The expected number of trips generated by a neighborhood commercial site is far greater than that of the proposed residential project. The total daily trips and the PM peak hour trips are approximately 10 times higher with a commercial site than what

is expected from the residential development.

- The traffic generated by the Project traffic does not meet any of the thresholds for auxiliary lanes at the proposed project access. **Therefore, no auxiliary lanes are recommended.**
 - There is an existing two-way left-turn lane that can be used as a left-turn deceleration lane for the proposed access.
- The proposed project includes a connection to 3020 North. This will likely induce some cut through traffic from the existing neighborhood to the northeast by creating a shorter route to 1200 West. Currently, this neighborhood has to travel to 980 West, then to 3200 North to access 1200 West. It is unlikely that the existing neighborhood will experience much cut-through traffic from the Project because the new homes will have a direct access to 1200 West which is a more direct route to most destinations.
 - An additional 16 trips were added to the plus project analysis to represent the cut-through traffic from the existing neighborhood.
- The plus project analysis showed that all study intersections will continue operating at acceptable levels of service.
 - Therefore, no mitigation measures are recommended due to project related traffic.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed residential Lehi Terrace development (Project) located in Lehi, Utah. The Project is located at approximately 2960 North on the east side of 1200 West in Lehi. **Figure 1** depicts the location of the project and the study intersections. A concept land use plan is also included in **Appendix A**.

Included within the analyses for this study are the traffic operations for opening day (2021) conditions with and without the project at study intersections and roadways near adjacent to the project.

B. Scope

Based on discussions with Lehi City Staff and the proximity to the proposed project site the following intersections were analyzed to evaluate the traffic operational impacts:

- 2960 North / 1200 West
- North Bridalwood Loop

Based on discussions with Lehi City Staff, it was determined that an evaluation of the PM peak hour (between 4:00 – 6:00 PM) would be sufficient for a development of this size. Therefore, the AM peak hour was not included in the analysis.

C. Analysis Methodology

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

The Highway Capacity Manual (HCM) 6th Edition, 2016 methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the overall intersection LOS is reported. For other unsignalized intersections, the worst approach or movement LOS is reported. LOS is measured in seconds of delay per vehicle.

Table 1: Level of Service Definition for Intersections			
LOS	Signalized Delay (sec/vehicle)	Unsignalized Delay (sec/vehicle)	Description
A	≤10	≤10	Favorable progression
B	>10 and ≤20	>10 and ≤15	Good progression
C	>20 and ≤35	>15 and ≤25	Fair progression
D	>35 and ≤55	>25 and ≤35	Noticeable congestion
E	>55 and ≤80	>35 and ≤50	Limit of acceptable delay
F	>80	>50	Unacceptable delay

Source: *Highway Capacity Manual*, Transportation Research Board, 2016

Using Synchro/SimTraffic software, which incorporates the HCM methodology, WCG computed the peak hour LOS for each study intersection. Multiple runs (10) of SimTraffic were used to provide a statistical evaluation of traffic operations along the study corridor and at each study intersection. Detailed LOS and queueing reports are included in **Appendix C**.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. LOS D is generally considered acceptable for urbanized areas. If LOS E or F conditions exist, an explanation and/or mitigation measures are presented.



←—————→
 Vicinity Map
 Lehi Terrace TIS



DATE:	08/06/2021
PROJECT:	21-169
Figure #1	

II. BACKGROUND EXISTING CONDITIONS

A. Purpose

The purpose of the existing conditions section is to gather existing information on roadway geometry, lane configurations and traffic volumes for the surrounding area. This information will be used to help identify and quantify impacts that the project will have on the surrounding roadway network. The opening day (2021) background analysis evaluates the study intersections and roadways without any project traffic. This establishes existing traffic and geometric conditions.

B. Roadway System

The intersections are described below and shown in **Figure 3**, along with existing intersection lane configurations.

2960 North / 1200 West – This is an existing three leg intersection with a stop control in the eastbound direction. 1200 West is classified by the Lehi City Transportation Master Plan as a Major Arterial. 1200 West was recently reconstructed as a five-lane road, with two travel lanes in each direction and a center two-way left-turn lane. 2960 North is a local road with a single lane in each direction. The speed limit on 2960 North is 25 mph and the speed limit on 1200 West is 40 mph.

North Bridalwood Loop / 1200 West – This is an existing three leg intersection with a stop control in the eastbound direction. 1200 West is classified by the Lehi City Transportation Master Plan as a Major Arterial. 1200 West was recently reconstructed as a five-lane road, with two travel lanes in each direction and a center two-way left-turn lane. North Bridalwood Loop is a local road with a single lane in each direction. The speed limit on Bridalwood Loop is 10 mph and the speed limit on 1200 West is 40 mph.

Future roadway network – The Mountainland Association of Governments (MAG) long range plan identifies the reconstruction of 1200 West as a five-lane road which has already been completed. The plan does not show any future projects in or near the study area. Therefore, no significant changes to the study area are assumed.

C. Traffic Volumes

WCG collected weekday evening (4:00 PM to 6:00 PM) peak period traffic counts at the following existing intersections:

- 2960 North / 1200 West
- North Bridalwood Loop

Based on discussions with Lehi City Staff, it was determined that an evaluation of the PM peak hour (between 4:00 – 6:00 PM) would be sufficient for a development of this size. Therefore, the AM peak hour was not included in the analysis.

The intersection turning movement counts were completed on Thursday August 5, 2021. The evening peak hour was determined to occur between 5:00 PM and 6:00 PM. These

counts were collected in August 2021, which is toward the end of the COVID-19 pandemic. No restrictions were in place when the counts were completed. According to UDOT’s COVID-19 Traffic Dashboard, traffic volumes in Utah County are approximately 103 percent compared to traffic volumes in 2019 before the pandemic. Therefore, no adjustments were made to the volumes to account for fluctuations due to the pandemic. **Figure 2** depicts the existing (2021) PM peak hour traffic volumes. Traffic count data is included in **Appendix B**.

D. Level of Service Analysis

WCG determined that all study intersections are currently operating at acceptable levels of service during the PM peak hour, as shown in **Table 2**. Detailed LOS reports are included in **Appendix C**.

E. Queuing Analysis

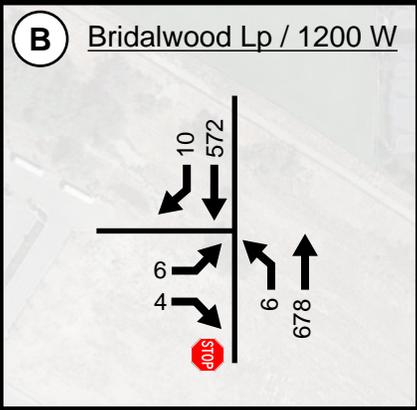
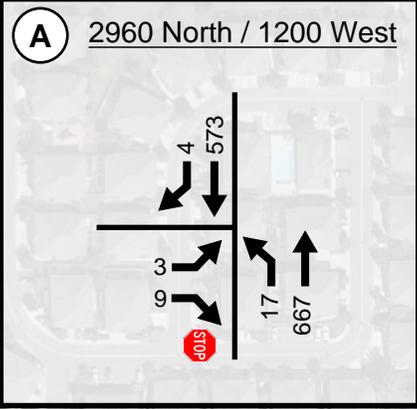
The 95th percentile queue lengths were evaluated for each study intersection. No significant queuing was observed during the AM and PM peak hours. The full queuing analysis is included in **Appendix C**.

Table 2: Opening Day (2021) Background Peak Hour Level of Service						
Intersection		Worst Movement ¹			Overall Intersection ²	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
PM Peak Hour						
2960 North / 1200 West	EB Stop	EB LT	4.6	A	-	-
Bridalwood Loop / 1200 West	EB Stop	EB LT	11.3	B	-	-

¹ This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
² This represents the overall intersection LOS and delay (seconds / vehicle).

F. Mitigation Measures

All study intersections are currently operating at acceptable levels of service and with minimal queues. Therefore, no mitigation measures are recommended.



Key
xx - PM Peak Hour Turning Movements



Existing Conditions
Lehi Terrace TIS



DATE:	08/05/2021
PROJECT:	21-169
Figure #2	

III. PROJECT CONDITIONS

A. Purpose

This section describes the type and intensity of land uses planned as a part of the project and serves as the basis for trip generation, distribution, and assignment of project trips to the study area roadways and intersections.

B. Project Description

The Project consists of 39 new residential single-family lots. The Project proposes two public street accesses to 1200 West. The northern street is planned to align directly with 2960 North and the southern street is planned to align directly with Bridalwood Loop. The project also includes a connection to 3020 North and a stub road to the west.

Sight distance was verified at the proposed access locations and both the northbound and southbound views are unobstructed. A conceptual land use plan for the project is included in **Appendix A**.

C. Overall Trip Generation, Distribution and Assignment

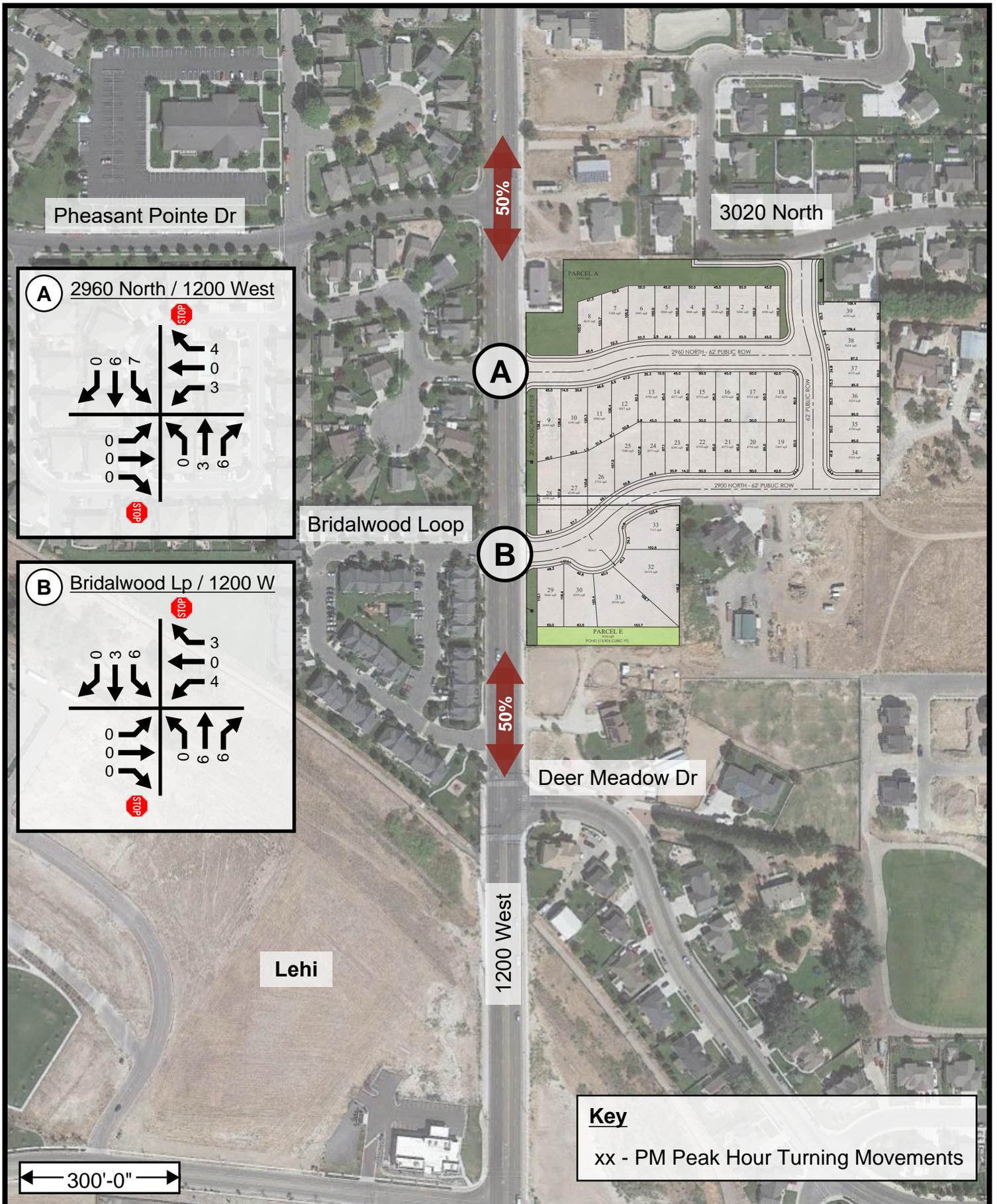
Project trip generation estimates were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*. The ITE land use #210: Single-Family Detached Housing was used to calculate the trip generation of the proposed project.

The number of trips generated by the overall project is shown in **Table 3**.

Land Use	Units	Daily	AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total
Single Family Housing	39	368	7	22	29	25	14	39

Project traffic from **Table 3** was assigned to the roadway network based on the type of trip and the proximity of project access points to regional roadways and major population/employment centers. Existing travel patterns observed during data collection provided primary guidance to establish distribution percentages, especially near the Project.

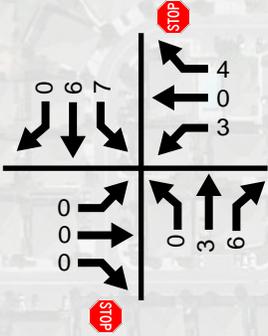
It was assumed that 50 percent of the traffic entering / exiting the site would come from the north toward SR-92 and 50 percent would travel south towards I-15. The overall distribution and assignment of project traffic is shown in **Figure 3**.



Pheasant Pointe Dr

3020 North

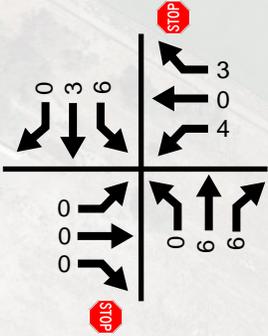
A 2960 North / 1200 West



A

Bridalwood Loop

B Bridalwood Lp / 1200 W



B

Deer Meadow Dr

Lehi

1200 West

300'-0"

Key

xx - PM Peak Hour Turning Movements



Project Traffic Trip Assignment
Lehi Terrace TIS



DATE: 08/05/2021

PROJECT: 21-169

Figure #3

D. Neighborhood Commercial Trip Generation Comparison

The proposed project will change the General Plan zoning for this parcel from a Neighborhood Commercial zone to a Medium Density Residential zone. Therefore, a trip generation comparison was completed to illustrate the expected number of trips from each zone assuming the parcel was developed accordingly. Since there is not a specific neighborhood commercial project proposed, a floor to area ratio (FAR) was used to calculate the expected square footage from a potential neighborhood commercial development on this site. The project site is a total of 8.18 acres. A portion of the site has been set aside as a detention basin (0.24 acres), therefore the FAR ratio was calculated using a total 7.94 available acres (345,866 sq. ft.). Using a FAR of 0.3, the potential buildable square footage for the site is 103,760 square feet. This was rounded down to 100,000 square feet for the trip generation comparison.

Trip generation estimates were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*. The ITE land use #820: Shopping Center was used as a generic commercial land use to calculate the trip generation for the site assuming it was developed as a neighborhood commercial project. The trip generation comparison is shown in **Table 4**.

Land Use	Units	Daily	AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total
Single Family Housing	39 dwelling units	368	7	22	29	25	14	39
Neighborhood Commercial	100 (1,000 sq. ft.)	3,775	58	36	94	183	198	381

As shown in **Table 4**, the expected number of trips generated by a neighborhood commercial site is far greater than that of the proposed residential project. The total daily trips and the PM peak hour trips are approximately 10 times higher with a commercial site than what is expected from the residential development.

E. Cut-Through Traffic

The proposed project includes a connection to 3020 North. This will likely induce some cut through traffic from the existing neighborhood to the northeast by creating a shorter route to 1200 West. Currently, this neighborhood has to travel to 980 West, then to 3200 North to access 1200 West. It is unlikely that the existing neighborhood will experience much cut-through traffic because the new homes will have a direct access to 1200 West which is a more direct route to most destinations. To be conservative in the intersection analysis, it was assumed that all traffic from the proposed development would use one of the two accesses to 1200 West instead of take the longer route through the neighborhood on 3020 North. There are 24 homes in the small neighborhood to the northeast of the project that may use the new project streets as a cut-through route. It was assumed that approximately 2/3 (16 homes) would cut-through the new project.

Therefore, an additional 16 trips were added to the plus project analysis to represent the cut-through traffic.

F. Access Spacing & Auxiliary Lanes

The proposed public street accesses are directly aligned with existing streets on the opposite side of 1200 West. This is a good access management practice. In addition, none of the single family lots have frontage or driveway access to 1200 West, which is a Major Arterial. The proposed streets are spaced approximately 300 feet apart.

There is an existing two-way left-turn lane that can be used as a left-turn deceleration lane to the project. As shown in **Figure 3**, the projected number of right-turn vehicles into these streets is minimal, therefore a right-turn deceleration lane is not recommended.

IV. OPENING DAY (2021) PLUS PROJECT CONDITIONS

A. Purpose

The opening day (2021) project traffic was combined with opening day (2021) background traffic volumes to evaluate the study intersections and determine any potential impacts that are specifically attributed to project traffic.

B. Project Description

As mentioned in Chapter III Project Conditions, the Project will include 39 single family homes with an anticipated addition of 39 project trips in the PM peak hour of traffic. The Project will add two new street accesses to 1200 West. **Figure 3** depicts the project traffic distribution and assignment to the roadway network.

C. Traffic Volumes

The opening day (2021) project traffic (**Figure 3**) was combined with opening day (2021) background traffic volumes (**Figure 2**) to reflect the opening day (2021) plus project traffic volumes shown in **Figure 4**. The additional 16 trips from the cut-through analysis were also added to the volumes in **Figure 4** to represent the plus project conditions.

D. Level of Service Analysis

No changes to the roadway network were assumed in the LOS analysis other than the two proposed street accesses. WCG determined that all study intersections are anticipated to continue to operate at acceptable levels of service during the PM peak hours, as shown in **Table 5**. Detailed LOS reports are included in **Appendix C**.

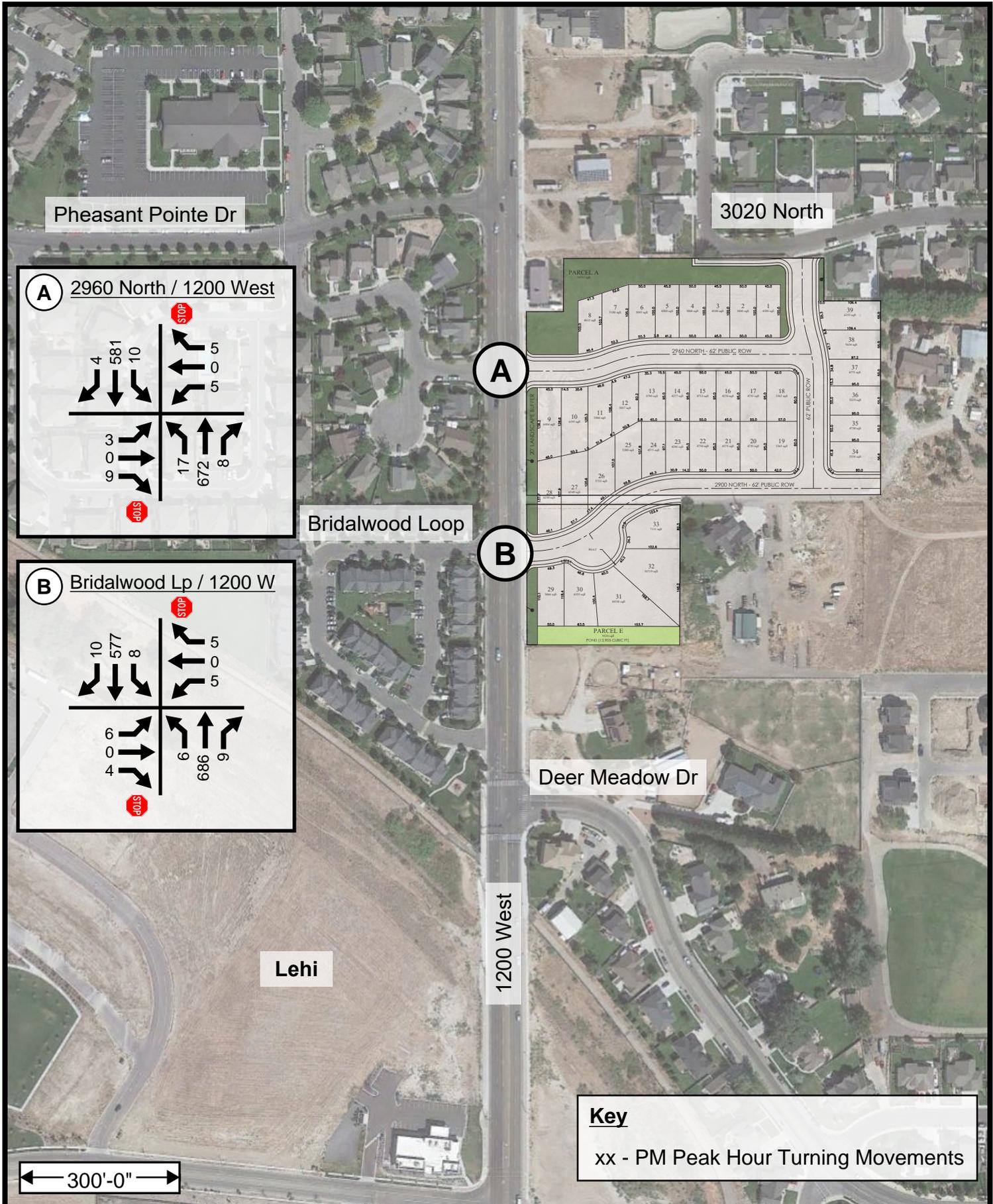
E. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. No significant queuing is anticipated during the PM peak hours. The full queuing analysis is included in **Appendix C**.

F. Mitigation Measures

All study intersections are currently operating at acceptable levels of service and with minimal queues. Therefore, no mitigation measures are recommended.

Table 5: Opening Day (2021) Plus Project Peak Hour Level of Service						
Intersection		Worst Movement ¹			Overall Intersection ²	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
PM Peak Hour						
2960 North / 1200 West	EB & WB Stop	WB LT	14.0	B	-	-
Bridalwood Loop / 1200 West	EB & WB Stop	WB LT	13.1	B	-	-
¹ This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections. ² This represents the overall intersection LOS and delay (seconds / vehicle).						



Key
 xx - PM Peak Hour Turning Movements



Existing 2021 Plus Project Conditions
 Lehi Terrace TIS



DATE: 08/05/2021
 PROJECT: 21-169
 Figure #4

V. APPENDICES

APPENDIX A: CONCEPTUAL LAND USE PLAN



GRAPHIC SCALE



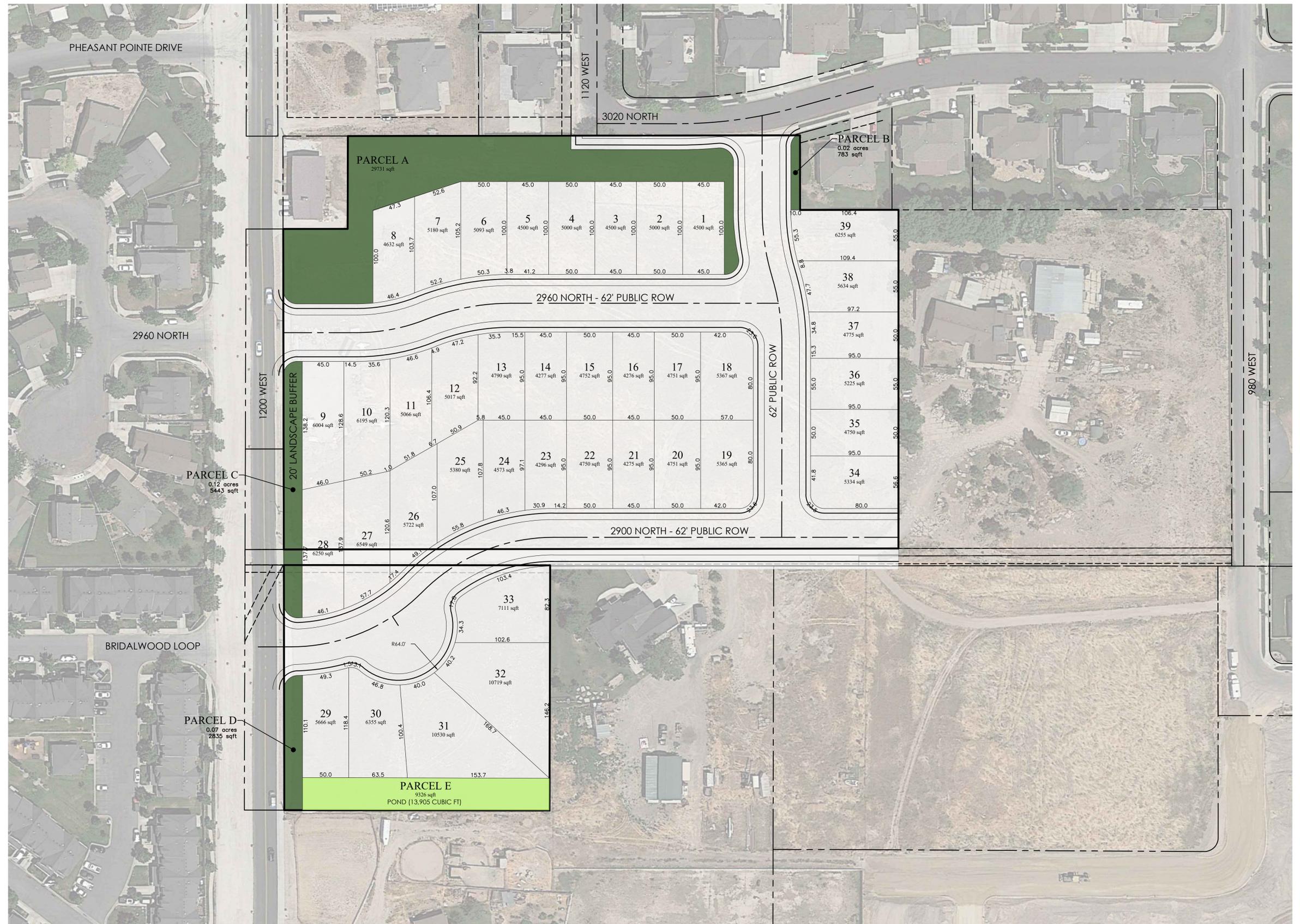
(IN FEET)
1 inch = 50 ft.

CONCEPT TABULATIONS

TOTAL ACREAGE	±8.18 ACRES
SINGLE FAMILY LOTS	39
TOTAL DENSITY	4.76 UNITS/ACRE
OPEN SPACE (PARCELS A-D)	0.89 ACRES (0.82 REQD.)
POND AREA (PARCEL E)	0.24 ACRES (13,905 CUBIC FEET)
RIGHT OF WAY WIDTH	62'
CUL-DE-SAC RADIUS	64'

SETBACK REQUIREMENTS

FRONT YARD (PORCH)	15'
FRONT YARD (GARAGE)	20'
SIDE YARD	5'; 10' TOTAL
CORNER SIDE YARD	15'
REAR YARD	15'



LEHI TERRACE concept plan J

LEHI CITY, UTAH COUNTY
6/28/2021
20-0257

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.



APPENDIX B: TRAFFIC COUNTS

2960 North / 1200 West

Morning Peak Hour: 7 - 9:00 am Thursday, August 5, 2021

	Northbound				Southbound				Eastbound				Westbound				Totals
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
7:00 - 7:15																	0
7:15 - 7:30																	0
7:30 - 7:45																	0
7:45 - 8:00																	0
8:00 - 8:15																	0
8:15 - 8:30																	0
8:30 - 8:45																	0
8:45 - 9:00																	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHF: #DIV/0!

2960 North / 1200 West

Evening Peak Hour: 4 - 6:00 pm Thursday, August 5, 2021

	Northbound				Southbound				Eastbound				Westbound				Totals
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:00 - 16:15	4	143	0	0	0	120	2	0	1	0	2	0	0	0	0	0	272
16:15 - 16:30	0	129	0	0	0	137	1	0	0	0	2	1	0	0	0	1	269
16:30 - 16:45	4	164	0	1	0	130	1	3	1	0	1	0	0	0	0	1	301
16:45 - 17:00	5	171	0	0	0	111	3	2	1	0	2	0	0	0	0	0	293
17:00 - 17:15	6	157	0	0	0	172	1	0	0	0	3	0	0	0	0	0	339
17:15 - 17:30	3	164	0	0	0	158	2	0	1	0	1	0	0	0	0	0	329
17:30 - 17:45	7	175	0	0	0	113	0	0	2	0	2	0	0	0	0	0	299
17:45 - 18:00	1	171	0	0	0	130	1	0	0	0	3	0	0	0	0	1	306
16:00 - 17:00	13	607	0	1	0	498	7	5	3	0	7	1	0	0	0	2	1135
16:15 - 17:15	15	621	0	1	0	550	6	5	2	0	8	1	0	0	0	2	1202
16:30 - 17:30	18	656	0	1	0	571	7	5	3	0	7	0	0	0	0	1	1262
16:45 - 17:45	21	667	0	0	0	554	6	2	4	0	8	0	0	0	0	0	1260
17:00 - 18:00	17	667	0	0	0	573	4	0	3	0	9	0	0	0	0	1	1273

PHF: 0.94

Bridalwood Loop / 1200 West

Morning Peak Hour: 7 - 9:00 am Thursday, August 5, 2021

	Northbound				Southbound				Eastbound				Westbound				Totals
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
7:00 - 7:15																	0
7:15 - 7:30																	0
7:30 - 7:45																	0
7:45 - 8:00																	0
8:00 - 8:15																	0
8:15 - 8:30																	0
8:30 - 8:45																	0
8:45 - 9:00																	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHF: #DIV/0!

Bridalwood Loop / 1200 West

Evening Peak Hour: 4 - 6:00 pm Thursday, August 5, 2021

	Northbound				Southbound				Eastbound				Westbound				Totals
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:00 - 16:15	2	146	0	0	0	127	2	0	1	0	1	0					279
16:15 - 16:30	3	124	0	0	0	134	3	0	2	0	1	0					267
16:30 - 16:45	0	167	0	0	0	131	0	0	1	0	1	0					300
16:45 - 17:00	4	171	0	0	0	113	2	0	0	0	3	0					293
17:00 - 17:15	1	161	0	0	0	166	4	0	4	0	0	0					336
17:15 - 17:30	0	165	0	0	0	154	4	0	1	0	2	0					326
17:30 - 17:45	2	184	0	0	0	120	2	0	0	0	2	0					310
17:45 - 18:00	3	165	0	0	0	124	0	0	1	0	0	0					293
16:00 - 17:00	9	608	0	0	0	505	7	0	4	0	6	0	0	0	0	0	1139
16:15 - 17:15	8	623	0	0	0	544	9	0	7	0	5	0	0	0	0	0	1196
16:30 - 17:30	5	664	0	0	0	564	10	0	6	0	6	0	0	0	0	0	1255
16:45 - 17:45	7	681	0	0	0	553	12	0	5	0	7	0	0	0	0	0	1265
17:00 - 18:00	6	675	0	0	0	564	10	0	6	0	4	0	0	0	0	0	1265

PHF: 0.94

APPENDIX C: SIMTRAFFIC LOS AND QUEUEING REPORTS

1: 1200 West & 2960 North Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.2	0.1
Total Del/Veh (s)	4.6	3.1	2.7	0.2	0.3	0.1	0.3

2: 1200 West & Bridalwood Loop Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.3	0.1	0.0	0.0	0.1
Total Del/Veh (s)	11.3	2.6	2.6	0.5	0.2	0.1	0.4

Total Network Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.2

Intersection: 1: 1200 West & 2960 North

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	33	35
Average Queue (ft)	11	6
95th Queue (ft)	34	25
Link Distance (ft)	138	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & Bridalwood Loop

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	36	26
Average Queue (ft)	10	2
95th Queue (ft)	33	15
Link Distance (ft)	283	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

1: 1200 West & 2960 North Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	3.2	0.1	0.1	0.1
Total Del/Veh (s)	9.3	2.9	14.0	3.5	2.8	0.2	0.1	3.0	0.3	0.0	0.4

2: 1200 West & Bridalwood Loop/2900 North Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	2.8	0.1	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.0	2.2	13.1	4.2	2.9	0.5	0.3	3.6	0.2	0.0	0.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.4

Intersection: 1: 1200 West & 2960 North

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	45	35	36	45
Average Queue (ft)	10	9	6	5
95th Queue (ft)	35	32	26	26
Link Distance (ft)	139	448		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1200 West & Bridalwood Loop/2900 North

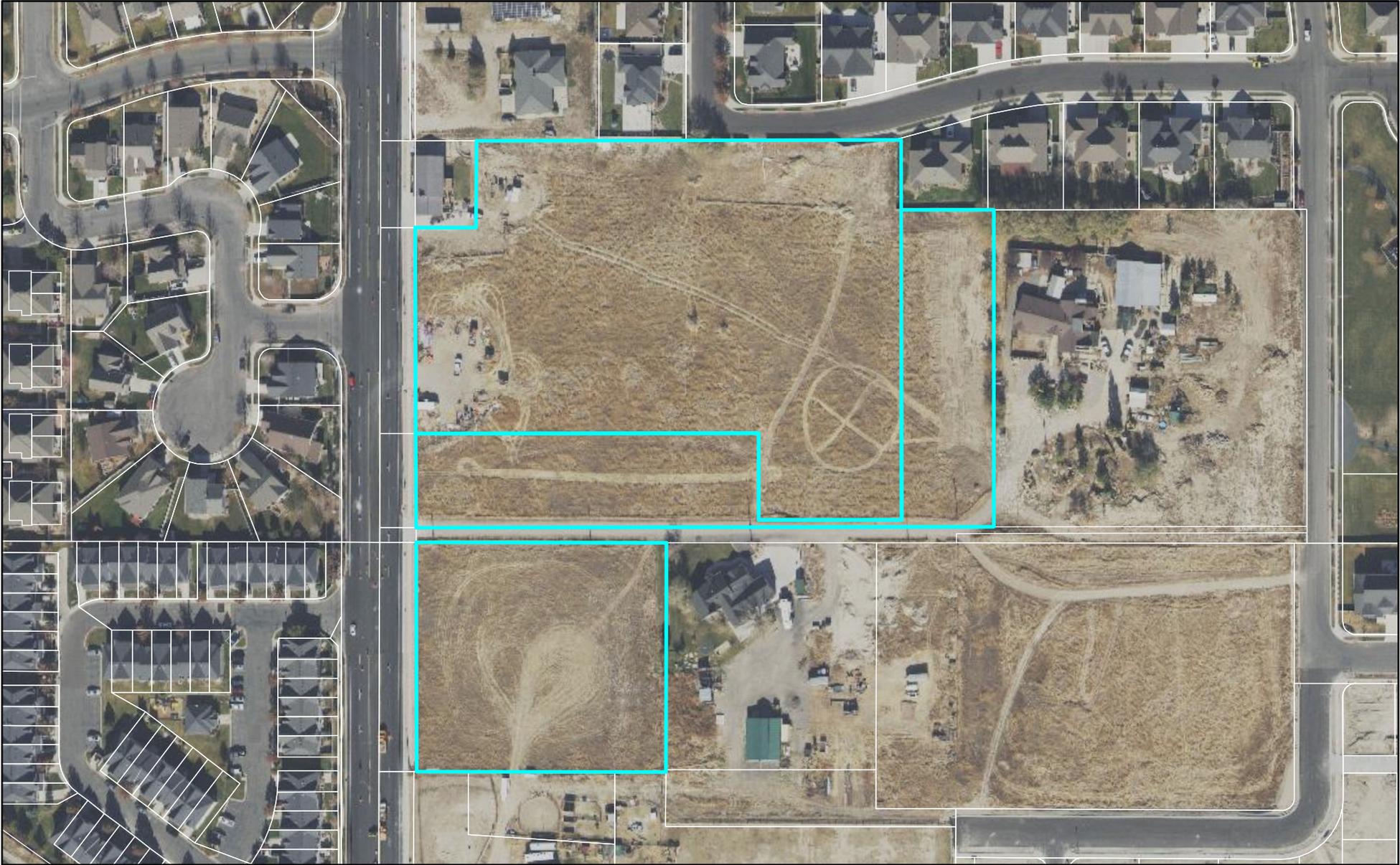
Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	38	38	25	31
Average Queue (ft)	10	10	2	3
95th Queue (ft)	34	35	13	17
Link Distance (ft)	283	662		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Lehi Terrace

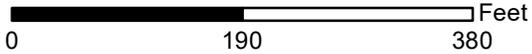
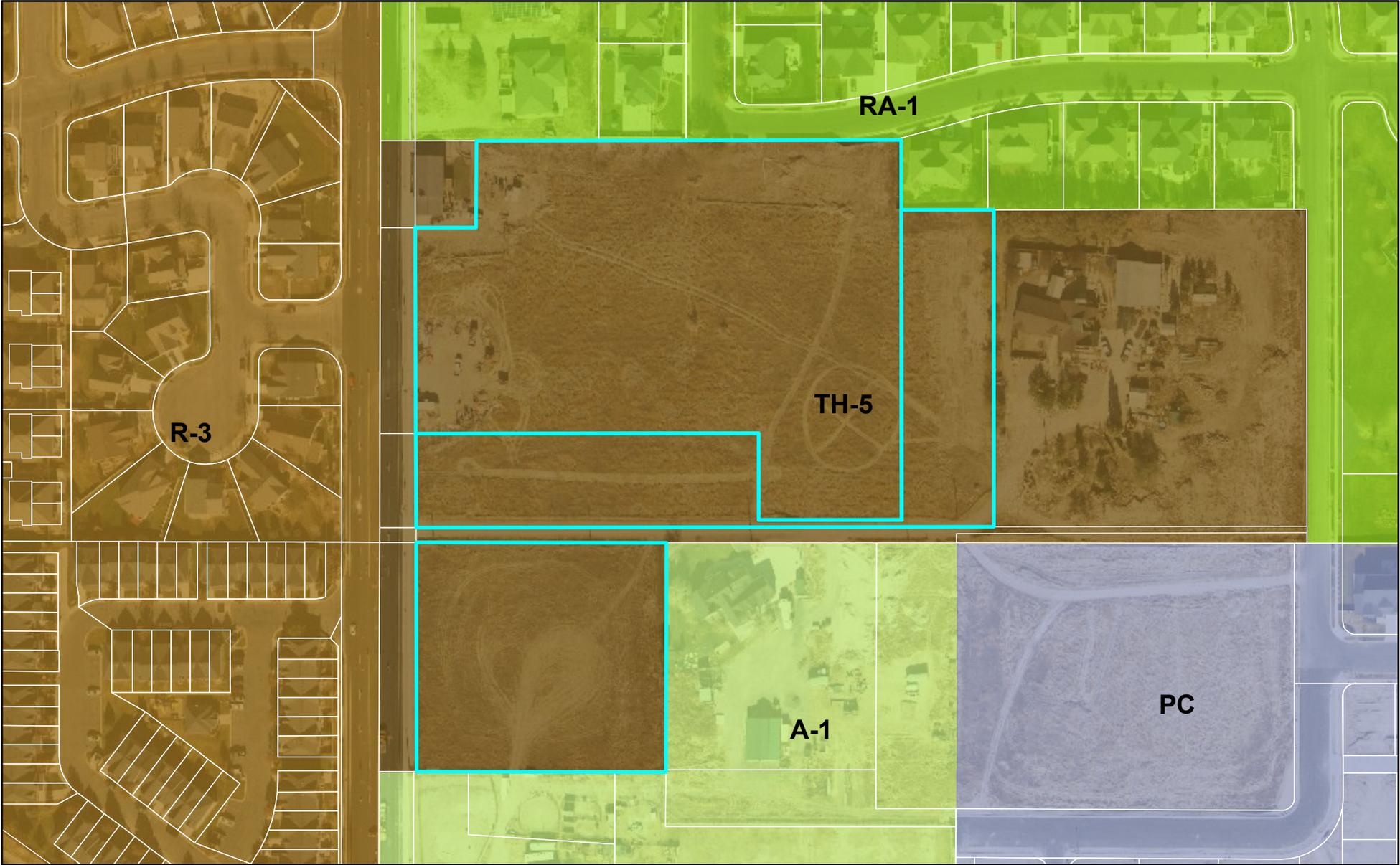
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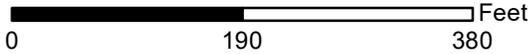
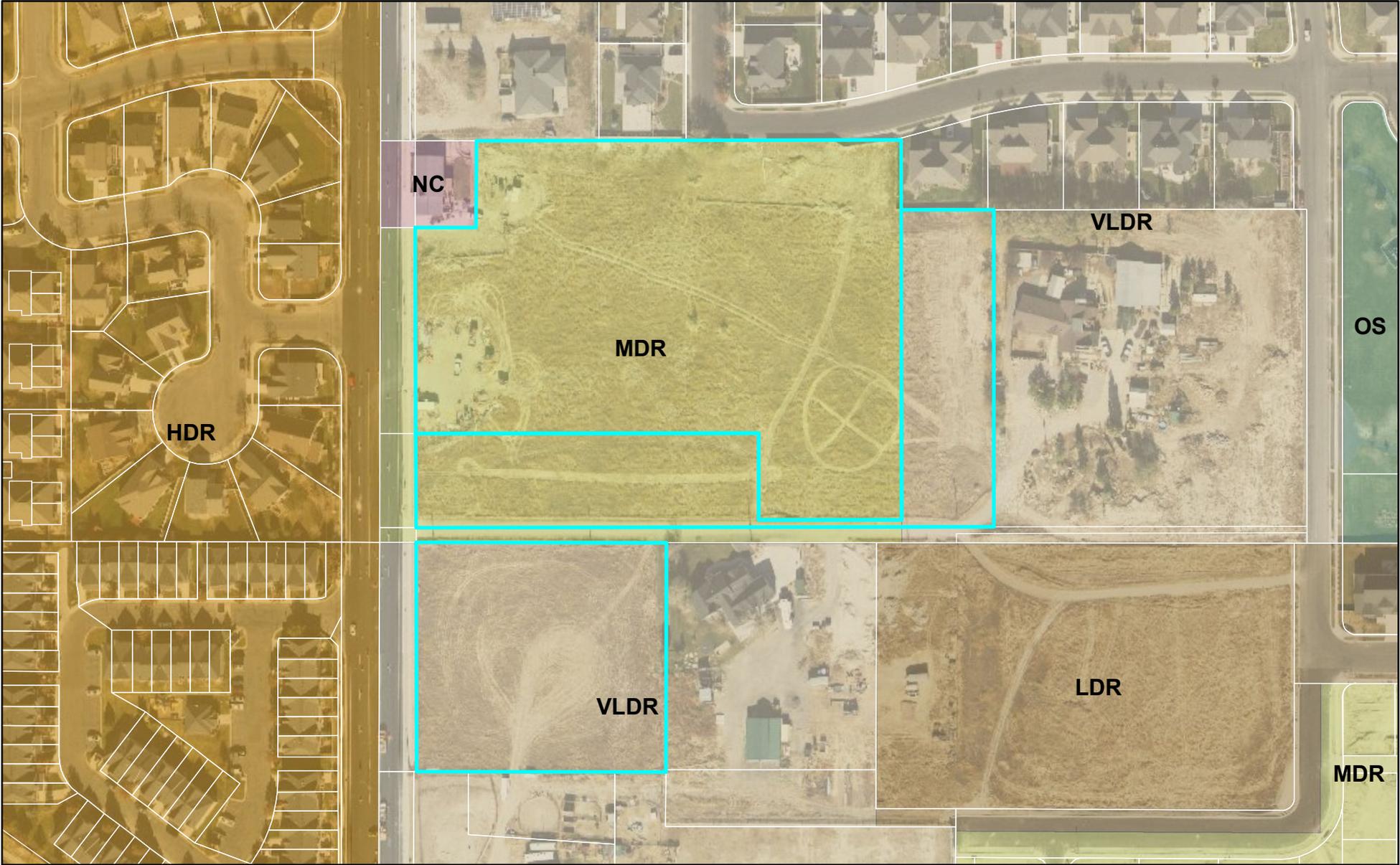
0 190 380 Feet

Lehi Terrace

Zoning



Lehi Terrace General Plan



City Council Agenda Item Report

Meeting Date: March 1, 2022

Submitted By: Brittney Harris

Submitting Department: Planning Division

Item Type: Ordinance

Agenda Section: Regular Agenda

Subject:

Consideration of Ordinance #17-2022 a General Plan Amendment from Commercial to Mixed-Use on 0.51 acres located at approximately 2600 North 1200 West.

Suggested Action:

Attachments:

[CC Staff Report Park Place Suites General Plan Amendment 03.01.22.docx](#)

[Park Place Suites General Plan Amendment DRC 1.19.22.docx](#)

[Ordinance -Park Place Suites General Plan Amendment 03.01.22.docx](#)

[Park Place Suites General Plan Amendment Narrative, Maps and Goals.pdf](#)

[Park Place Suites Concept plan.pdf](#)

[Aerial Map.pdf](#)

[General Plan Map.pdf](#)

[Zoning Map.pdf](#)

PARK PLACE SUITES GENERAL PLAN AMENDMENT

CITY COUNCIL REPORT

Applicant	Park Place Suites LLC		
Meeting Date	March 1, 2022		
Requested Action/Purpose	Approval of a proposed amendment to the General Plan		
Decision Type	Legislative		
Location	2600 North 1200 West		
Acreage	0.51 acres		
Existing Zoning	Commercial		
Existing General Plan Land Use Designation	Commercial		
Proposed Land Use Designation	Mixed Use		
Existing Land Use	Undeveloped		
Adjacent Zoning and Land Use	<i>North</i>	RA-1	Deer Meadow Estates Subdivision
	<i>South</i>	C & PF	Power Substation
	<i>East</i>	RA-1	Deer Meadow Estates Subdivision
	<i>West</i>	C	Lehi Botanical
Date of DRC Review	January 19, 2022		
Date of Planning Commission Review	February 10, 2022		
Assigned Planner	Brittany Harris		
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

Commercial (C)

The Commercial (C) land use classification is to provide controlled and compatible locations for retail, office, business, and other commercial activities. The classification is intended to enhance employment opportunities, encourage the efficient use of land, enhance property values and the City tax base, and ensure high quality design and function of commercial areas. The Commercial classification may typically include retail sales and services, offices and institutional uses.



Mixed Use (MU)

The Mixed Use (MU) classification combines a number of land uses within a specific geographic area. These may include higher density zones and may also serve as destinations or corridors of activity. They may build on the existing fabric, such as along State Street or Main Street, or may occur as new nodes of activity.

This classification may contain a mix of uses including office, higher education, high-density housing, specialty retail, restaurants, public facilities, sporting venues, and cultural spaces. Maintaining a substantial residential population within these areas is critical to their long-term success. Ensuring that the area is populated in the evenings and on weekends will support a lively, active, and vibrant center.



PROPERTY HISTORY

August 20, 2003 This property was annexed into the City as part of the Deer Meadow Annexation.

March 14, 2019 The Planning Commission approve the Park Place Suites Office Building

REPORT ANALYSIS

The applicant requests approval of the Park Place Suite's General Plan Amendment from Commercial to Mixed Use on 0.51-acres located at 2600 North 1200 West.

The applicant requests the amendment to Mixed-Use with the intent of providing both commercial and residential uses which the current Commercial land use designation does not allow. The recently adopted General Plan Land Use Element includes residential density in the Mixed-Use designation. However, the Development Code still does not allow for any new residential units in Mixed-Use Areas. Planning Staff will in the future recommend amendments to the Development Code allowing a mixture of residential and commercial uses. The City Council may want to consider the merits of this site location for the Mixed-Use Zone, and also the ambiguity of approving it without the updated Development Code.

The applicant provided a narrative describing the attributes of this site that make it a good location for a mixed-use development. The applicant also provided a concept plan showing their intended layout. The applicant has stated their intent to include six residential units above an office building. The applicant submitted a concept plan for review

the same time as this General Plan Amendment. The concept was tabled at the Planning Commission meeting. It was included in the City Council packet for reference and context to the applicant's request.

The City Council should consider if they would want to take the six units from other areas already designated at TOD or Mixed-Use or increase the overall units in the City.

The DRC had two comments on the proposed General Plan amendment.

1. Residential use could make access to the substation and getaways problematic.
2. The City Council has given direction that any additional density should be within TODs and a few select areas in Lehi. This property falls outside of that area and no additional residential density should be added in this location. The location of this site is between the noisy planned BRT route and next to a busy road (1200 West).

POSSIBLE MOTIONS AND FINDINGS

The City Council may 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 10, 2022. The minutes and motion from that meeting follow:

3.2) Public hearing and recommendation of Park Place Suites request for review of a General Plan Amendment from Commercial to Mixed Use on 0.51 acres located at approximately 2600 North 1200 West.

3.2 and 3.3 were heard simultaneously

Sierra Pierson presented information on the agenda item.

Ross Dinsdale stated Glade Kirkham's main concern with his DRC comment is the main access to the power substation is through this property and if they need to get equipment through there it could be an issue. Ross stated his DRC comment is directed to TOD areas for any new density. This is a mid-point for future TOD's but is not TOD on the General Plan. Any property along this area along 2100 North can make the same argument and he is concerned about setting a precedent if this is amended to mixed-use. The property owner was concerned about traffic and on street parking. Kim Struthers also added that they are in the middle of defining mixed use and there could be different ways to approach that and how the new ordinance is written. Ryan Hales stated the road and parking aisle would be able to accommodate a WB-62 truck and the power company would be able to access the power substation. There would be 90-degree parking on the street.

The applicant, Ryan Hales, was present. He stated they had purchased the property and had plans for development but stopped progress due to COVID. Ryan showed a brief presentation of the development and the surrounding area. He stated HDR, SFR, and Commercial surrounded the property. There is a future TOD, UTA/BRT route, a Historic South

Rail Trail, the 1200 West major arterial and I-15 frontage road system as appealing features. He clarified this was a vertical mixed-use project and would house Hales Engineering Offices, have underground parking, residential units, and have lock/walk-in units. There will be rooftop access that will have residential units and accessible by an elevator. Ryan stated there will be parking stalls in the parking garage, as well as bike parking and storage. There would not be access provided to the rail trail through the property, as it is not allowed, but would be accessible through a wider walk at 1200 West.

Commissioner Nielsen opened the public hearing for 3.2

Commissioner Nielsen closed the public hearing for 3.2

Sierra presented information for agenda item 3.3

Commissioner Nielsen opened the public hearing for 3.3

Commissioner Nielsen closed the public hearing for 3.3

Commissioner Everett had some concerns for opening an exception, although he does like the request. Commissioner Jackson really loved the idea and appreciated the applicant paying attention to the DRC comments. Commissioner Bunker agreed with Commissioner Jackson and is a proponent of mixed use. Commissioner Nielsen stated the mixed-use definition needed to be clarified, but he liked the request. Commissioner Ellis liked it also and was fine with City Council making the call for density.

Motion for 3.2 : Commissioner Jackson moved to send a positive recommendation of **Park Place Suites request for review of a General Plan Amendment from Commercial to Mixed Use on 0.51 acres located at approximately 2600 North 1200 West;** with the findings that this amendment is in conformance with the purposes, intents, and provision of the General Plan and its various elements and that it is not injurious, may not have a substantial effect on surrounding property and that the size of the property is suitable for what is being purposed; including DRC comments. Commissioner Bunker seconded.

Vote: Commissioner Nielsen, yes; Commissioner Jackson, yes; Commissioner Ellis, yes; Commissioner Bunker, yes; Commissioner Everett, yes; Commissioner Eyre, yes; Commissioner Newall, yes. The vote passed unanimously.

**Park Place Suites General Plan Amendment
DRC Redline Comments**

Park Place Suites LLC- requests review of the Park Place Suites General Plan Amendment from Commercial to Mixed-Use on 0.51 acres located at approximately 2600 North 1200 West.

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: Ryan Hales
Date of Plans Reviewed: 1/11/22
Time Start: 3:18pm
Time End: 3:35pm

DRC REDLINE COMMENTS:

Glade – Power:

- 1. Residential use could make access to the substation and getaways problematic.

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:

- 2. The city council has given direction that any additional density should be within TODs and a few select areas in Lehi. This property falls outside of that area and no additional residential density should be added in this location. The location of this site is between the noisy planned BRT route and next to a busy road (1200 West).

Luke- Traffic: No comments

Kim – Planning: No comments

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON FEBRUARY 10th 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.



ORDINANCE NO: 2022-

**ORDINANCE AMENDING THE LAND USE ELEMENT OF THE LEHI CITY
GENERAL PLAN AND THE GENERAL PLAN LAND USE MAP FOR
PARK PLACE SUITES**

WHEREAS, on March 1, 2022, 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 10, 2022, to review and make a recommendation on the General Plan Amendment located at 2600 North 1200 West changing the land use designation from Commercial to Mixed-Use, as shown on Exhibit “A” and forwarded their recommendation to the City Council; and

WHEREAS, the City Council held a public meeting on March 1, 2022, 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 and Very Low Density Residential to Medium Density Residential.

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 properties from Commercial to Mixed-Use. The total amendment will include approximately 0.51-acres of property located at 2600 North 1200 West, more specifically shown on Exhibit “A” attached hereto.

PART II:

If a provision of this Ordinance -2021 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 1st day of March 2022.

ATTEST

Mark Johnson, Mayor

Teisha Wilson, City Recorder

Exhibit A

COM N 0 DEG 10' 1" E 41.97 FT & E 44.55 FT FR SW COR. SEC. 32, T4S, R1E, SLB&M.; N
0 DEG 0' 20" E 164.95 FT; E 58.19 FT; ALONG A CURVE TO R (CHORD BEARS: S 34
DEG 11' 33" E 223.19 FT, RADIUS = 2732.78 FT); S 89 DEG 44' 0" W 162.48 FT; N 20.42 FT;
W 21.15 FT TO BEG. AREA 0.512 AC.

January 11, 2022

Lehi City Planning & Zoning
c/o Ms. Brittney Harris
153 North 100 East
Lehi, Utah 84043

Subject: Application for General Plan Amendment for 0.51 acres at 2600 North 1200 West

Dear Ms. Harris:

Park Place Suites, LLC (PPS) is proposing a General Plan Amendment for approximately 0.51 acres located at 2600 North 1200 West in Lehi, Utah. Please find attached a copy of the Application for General Plan Amendment to amend the General Plan Future Land Use from C – Commercial (2022) to MU – Mixed Use designation.

Reasons and justification for the proposed amendment

There are several reasons and justifications as to why PPS is proposing this general plan amendment for the land located at this address. The property is currently designated as Commercial (2022), see Figure 1, Lehi City General Plan Map (2022). The existing railroad tracks provide the dividing line between the commercial property to the south, which includes both the Sanctuary TOD Site (1,900 feet to the northwest) and the 2100 North TOD Site (1,900 feet to the southeast), along with the mixed-use Boyer / Wasatch project which is adjacent to 1200 West and near I-15. This property if amended will provide a nice buffer between the single- and multi-family residential land uses to the north, and the commercial properties to the south by providing a mix of both residential and commercial (office) land uses.

In addition, this property is located within walking / biking distance of both future BRT stops and having both residential and commercial uses will be a benefit for transit accessibility. Typical walking distance to BRT stops is ¼ mile; however, the catchment area extends up to ½ mile for walking and is easily bikeable utilizing the convenient / adjacent rail trail for both residential and commercial (office) land uses. This property is also, better suited for mixed-use as it is located along the future Utah Transit Authority (UTA) future bus rapid transit (BRT) route identified in the Point of the Mountain Transit Study, see Figure 2, Preferred Alternative, and the Central Corridor Transit Study, see Figure 3, Preferred Alternative. It is also along the existing Historic South Utah Rail Trail (shared use path that parallels the future BRT route), see Figure 4, Lehi City Recommended Bikeways, and Figure 5, Utah County Trails & Bikeways.

The mixed-use nature of this site will make both the commercial / office (future home to Hales Engineering), and the residential (future Hales flat) plus several others (6 total flats) a viable mixed-use project adjacent to the 5-lane, 80-foot, major arterial 1200 West corridor, see Figure 6, Lehi City Transportation Master Plan, which has more than ample capacity to handle the

additional traffic from this project and the others that have been master planned in this area of Lehi.

The planned market rate stacked flats will provide housing near this growing employment hub of opportunity and will also have the capability of providing housing opportunities to other areas of Lehi and beyond connected by the combination of BRT adjacent to the site, and it will be linked to Commuter Rail and traditional bus service. The same opportunities that apply to housing will apply to the commercial / office portion of the property.

This property is well situated for a General Plan Amendment as the proximity to BRT, the rail trail, and the adjacent TOD sites / stations is within suitable walking / biking distance. The site is also buffered from the single- and multi-family residential to the north by the UTA 200-foot-wide BRT / rail trail corridor.

Consistency of the proposed amendment with the goals and policies of the General Plan

One goal within Lehi City's General Plan is to, *"Create walkable and vibrant districts with a complimentary mix of land uses and densities in the historic downtown, urban center, transit-oriented development areas, and other areas of concentrated density,"* see Figure 7, Lehi City General Plan Land Use Goals. The location of this project between two transit-oriented developments (TOD's) will help create a walkable vibrant area of Lehi utilizing the rail trail by providing points of interest along the trail. With activity nodes at each of the TOD's, this project would provide an interest node between the two areas and would alert trail / BRT users that the corridor is active at all hours of the day / night. Although the stacked flats sought for this mixed-use site are not a substantial number of units, it will provide eyes on the street / trail, and add a complimentary land use to the commercial (office) component of the project.

Another goal is to, *"Promote the health and safety of residents through land use and streetscapes that encourage physical activity, natural surveillance, and traffic calming."* With the proposed amendment, this project will provide a healthy alternative to the residents and employees who live and work in the surrounding area with access to the rail trail, connected sidewalks, bike lanes for outdoor recreation. In addition, the proposed mixed-use project will provide eyes on the street / trail at all times of the day and night accomplishing the desired natural surveillance, and with the building being located near the 1200 West roadway will create side friction which is a natural form of traffic calming, see *Traffic Calming State of the Practice*, Reid Ewing, 1999, Institute of Transportation Engineers (ITE).

This project will also promote a residential development goal, *"Accommodate a range of housing and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options."* It is anticipated that the project as conceptualized will provide a mix of flat sizes within the project.

The proposed amendment supports these identified goals, and many others within the General Plan.

Compatibility of the proposed land use with the existing land uses of nearby and adjoining properties.

This proposed mixed-use project is compatible with the adjacent land uses south of the railroad tracks, and east and west of 1200 West, see Figure 1. It is also transitionally compatible with the nearby residential land uses and separated by a 200-foot BRT / rail trail corridor. This mixed-use project will provide a better buffer between the current General Planned Commercial land uses and the existing single- and multi-family land uses to the north.

The effect of the proposed amendment on the character of the surrounding area

This proposed mixed-use project is consistent and compatible with the General Planned Commercial land uses adjacent to the site, see Figure 1. As commercial (office) land uses will be on the ground floor of the mixed-use building, it will be a seamless transition to the properties located south, east and west of the project and practicably unnoticeable. The upper floors of residential, stacked flats, designed to be compatible with the commercial lower level of the project. With the 200-foot buffer strip between the single- and multi-family residential units to the north, this project will blend the commercial into the residential units without the stark contrasts typically provided between commercial and adjacent residential units.

With the proposed mixed-use design, architecture, and quality of construction, this project will be a benefit to the character of the surrounding area and provide a great transitional land use between the commercial and residential land uses in this part of Lehi.

The gain to the public health, safety and welfare and overall community benefit

This proposed amendment to the General Plan will provide a highly desirable mixed-use project that will contain both a commercial component, compatible with the General Planned land use designation, but will go beyond by adding a residential component which is compatible with the land uses to the north, on the north side of the 200-foot buffer (BRT and rail trail) corridor. This mixed-use project will provide natural access control, natural surveillance, territorial reinforcement, maintenance, and activity support which are the five main principles of Crime Prevention Through Environmental Design (CPTED).

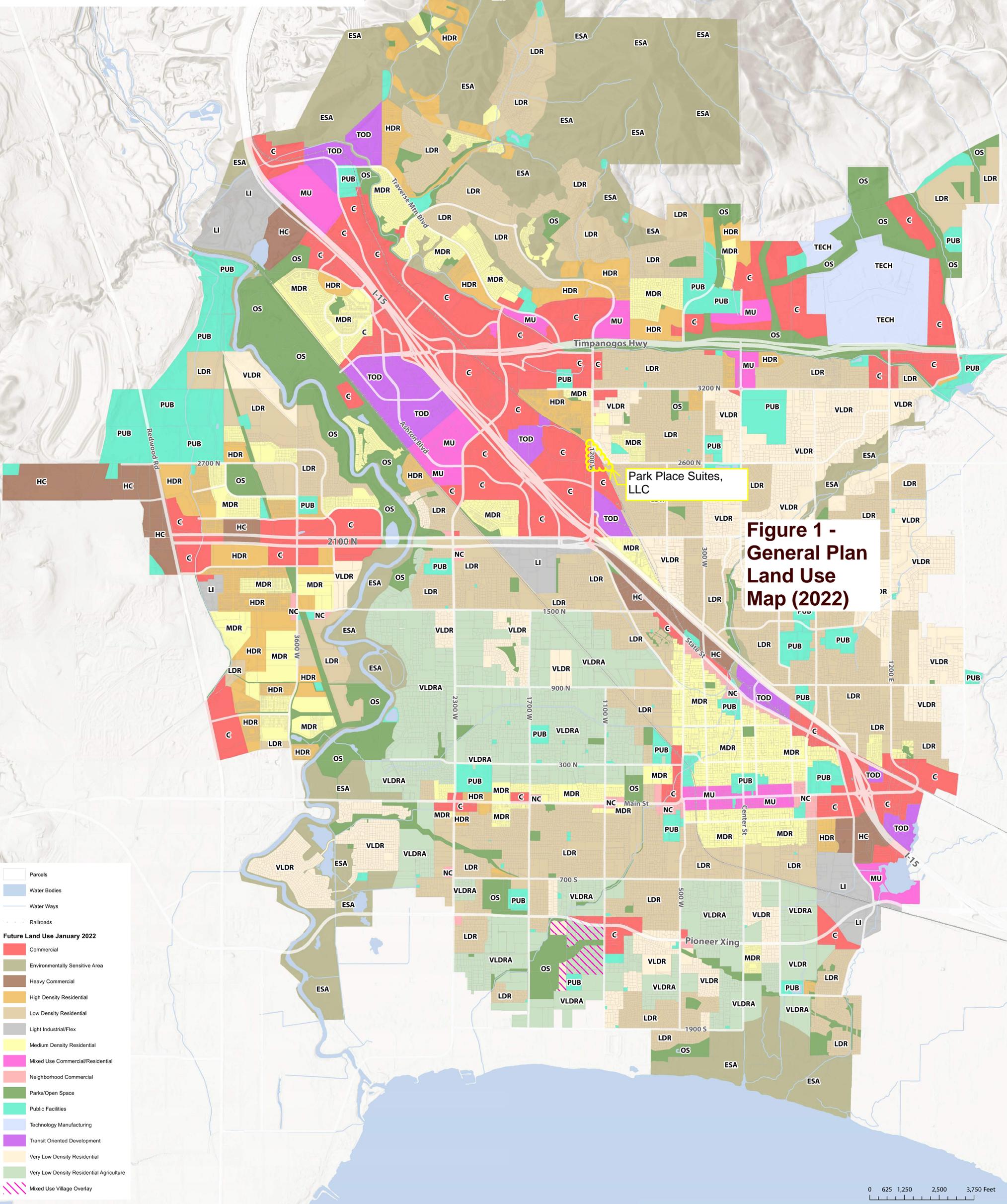
We appreciate your consideration of this proposed amendment to Lehi City's General Plan and look forward to working with you through the design process to continue creating a beautiful project that will serve Lehi and our needs for many years to come.

Sincerely,



Laura Hales
Owner

Lehi City Future Land Use January 2022 DRAFT



**Figure 1 -
General Plan
Land Use
Map (2022)**

- Parcels
- Water Bodies
- Water Ways
- Railroads
- Future Land Use January 2022**
- Commercial
- Environmentally Sensitive Area
- Heavy Commercial
- High Density Residential
- Low Density Residential
- Light Industrial/Flex
- Medium Density Residential
- Mixed Use Commercial/Residential
- Neighborhood Commercial
- Parks/Open Space
- Public Facilities
- Technology Manufacturing
- Transit Oriented Development
- Very Low Density Residential
- Very Low Density Residential Agriculture
- Mixed Use Village Overlay

0 625 1,250 2,500 3,750 Feet

Preferred Alternative

-  BRT Common Ground Alignment
-  BRT Common Ground Station
-  Existing TRAX Line
-  Existing FrontRunner Line
-  TRAX Station
-  FrontRunner Station
-  Existing Urban / City Centers
-  Planned Urban / City Centers
-  Parks / Open Space
-  Water

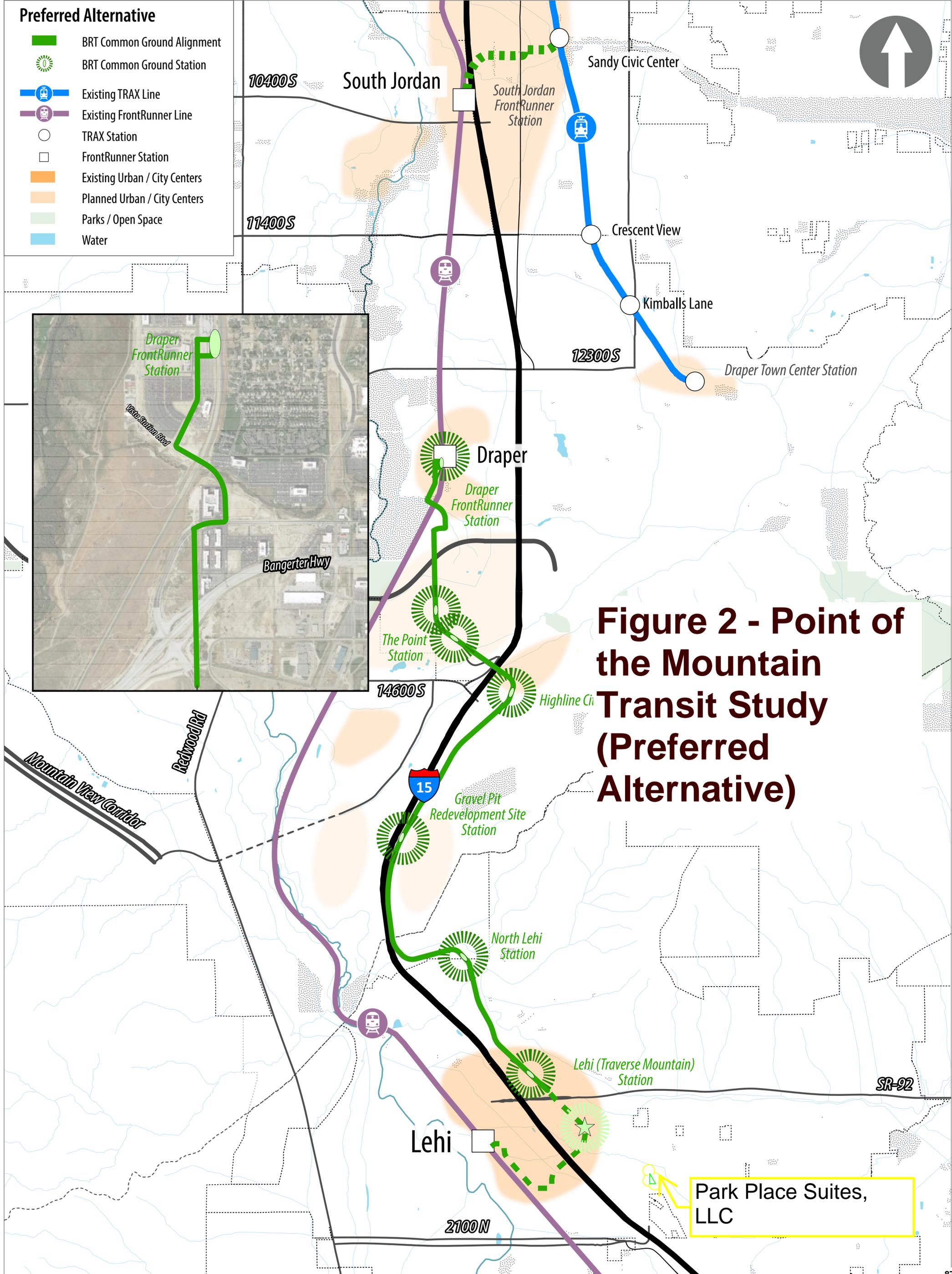


Figure 2 - Point of the Mountain Transit Study (Preferred Alternative)

Park Place Suites, LLC

Figure 3

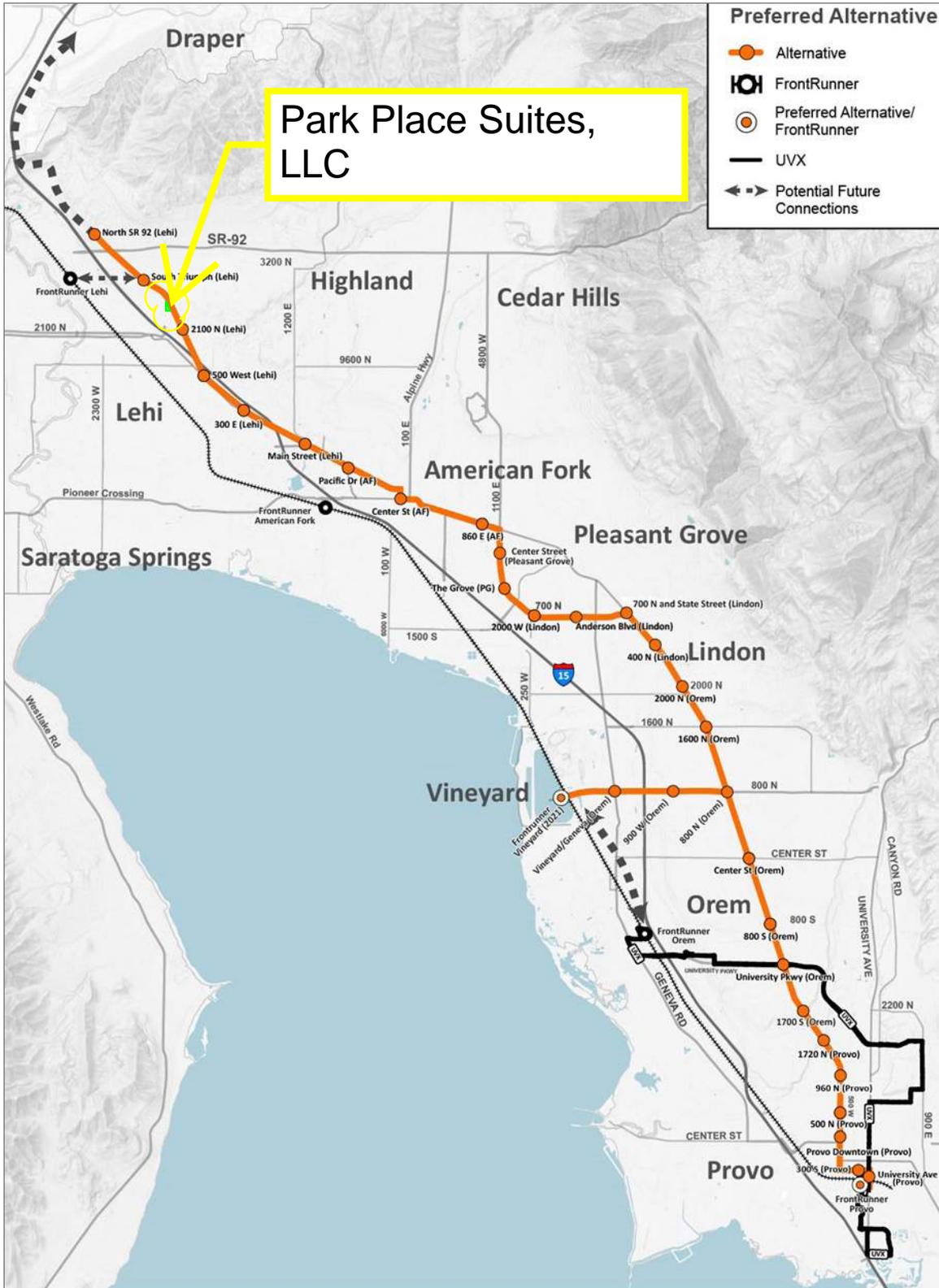
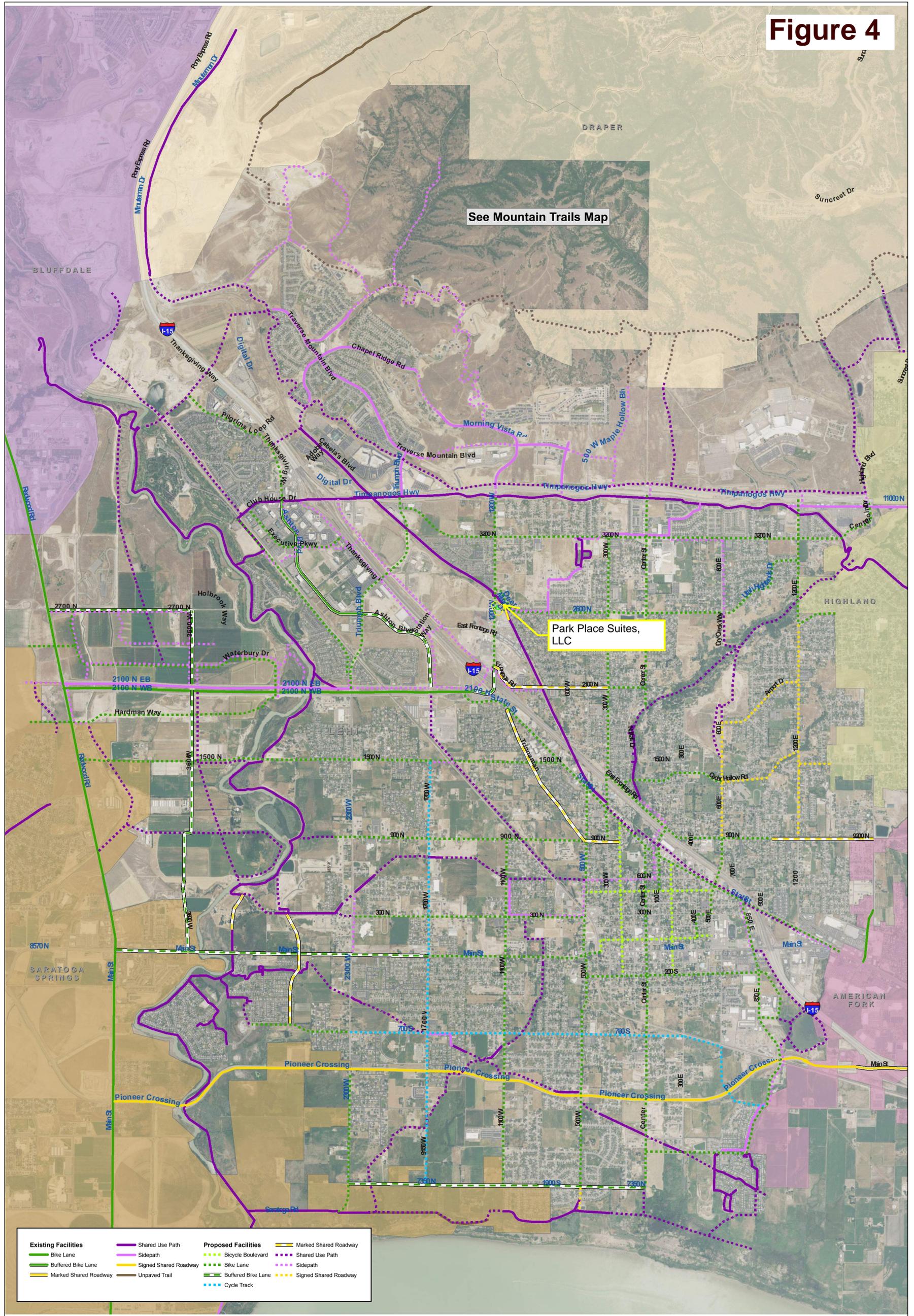


Figure 8-1. Preferred Alternative

Figure 4



Recommended Bikeways - All Phases

Approved by the City Council on June 13, 2017

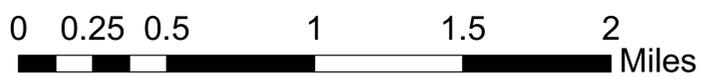
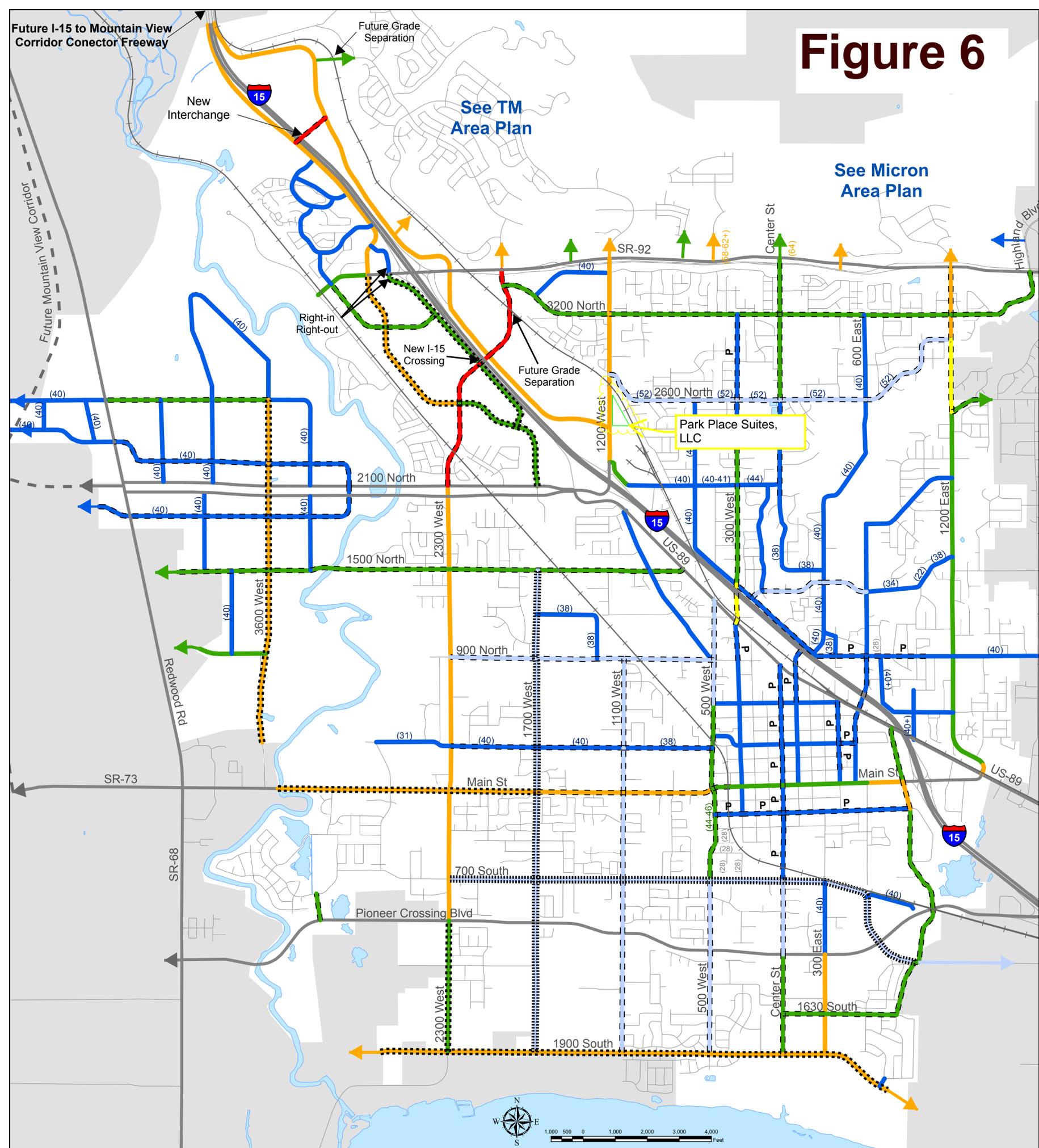


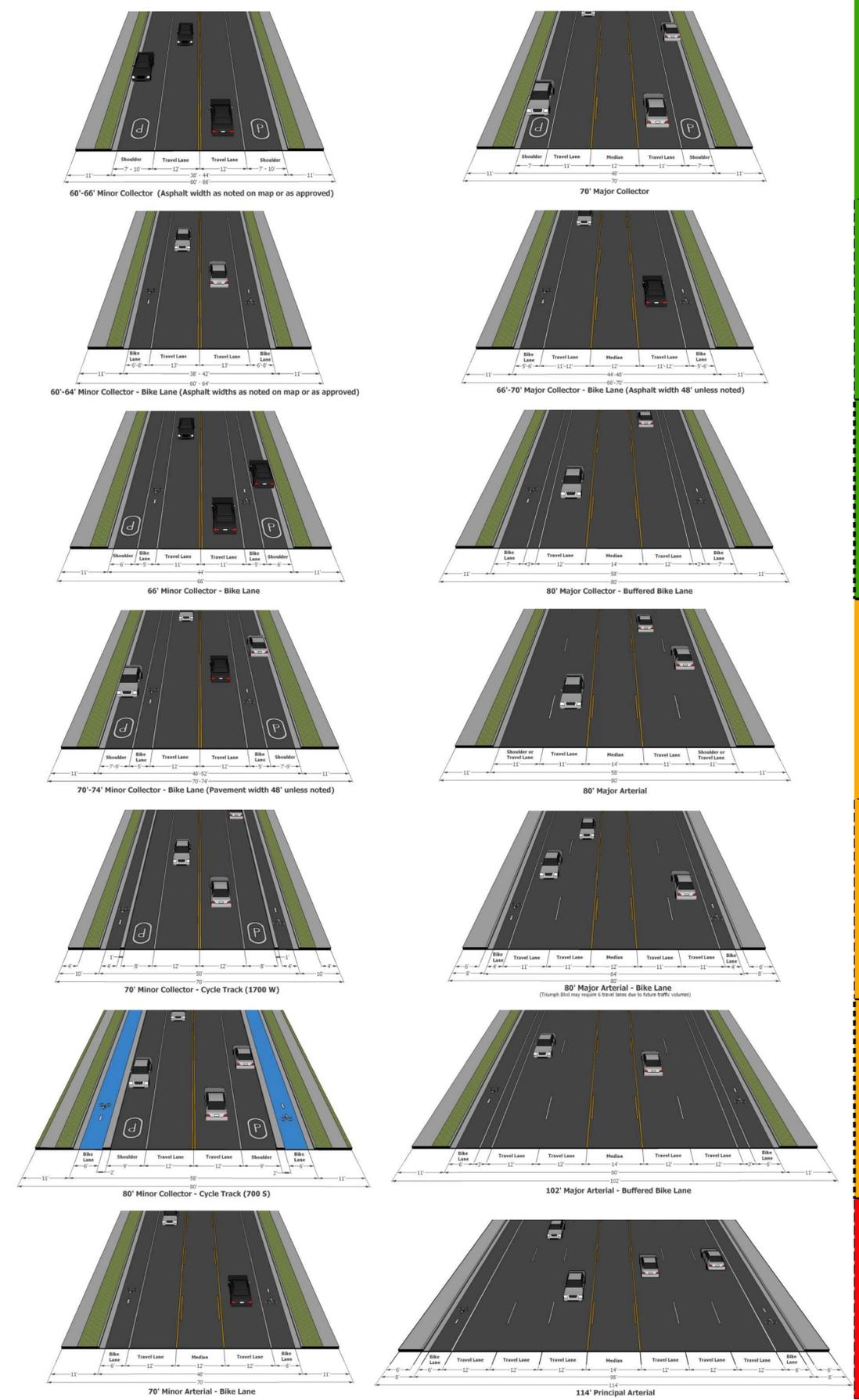
Figure 6



Lehi City Master Transportation Plan

APPROVED BY THE LEHI CITY COUNCIL ON MAY 12, 2015

PROPOSED TYPICAL STREET SECTIONS



LAND USE GOALS

VISION STATEMENT

Lehi City, the center of Utah's future, is a vibrant community of rich history, and family-oriented neighborhoods, with an emerging technical and business center. With its continuing preservation of a small town feel and sense of community, Lehi City welcomes new residents and businesses.



ENVIRONMENT

Create a built environment that is in balance with the natural environment by paying special attention to limited resources, natural hazards, and the unique local character of the City.



SUSTAINABILITY

Strive for development that meets the needs of the present without compromising the ability of future generations to meet their own needs.



PLACEMAKING

Create public spaces and a built environment that provide a unique sense of place.





PARKS AND RECREATION

Provide a diverse and connected system of parks, trails, and recreational facilities that provide all residents access to a wide range of recreational opportunities.



PARKING

Provide an adequate amount of parking for business vitality, while limiting excess parking and providing alternatives to traditional parking minimum requirements.



HEALTH AND SAFETY

Promote the health and safety of residents through land uses and streetscapes that encourage physical activity, natural surveillance, and traffic calming.



STRONG COMMUNITIES

Establish strong communities where residents have opportunities for meaningful social connections and support systems



COMMUNITY SERVICES AND INFRASTRUCTURE

Provide community services and infrastructure that adequately supports the growth of the City and region



MIXED USE DEVELOPMENT

Create walkable and vibrant districts with a complimentary mix of land uses and densities in the historic downtown, urban center, transit oriented development areas, and other areas of concentrated density.



COMMERCIAL DEVELOPMENT

Provide for a wider range of commercial uses, including local and regional scale development, and promote pedestrian accessibility to commercial uses.



RESIDENTIAL DEVELOPMENT

Accommodate a range of housing and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.



TRANSIT ORIENTED DEVELOPMENT

Create livable urban neighborhoods around existing and planned high capacity transit stations that include employment, active transportation, housing, and commercial service uses.



NEIGHBORHOOD CENTERS

Create places with varying housing types that are built around a neighborhood-scale mixed use center and connected with greenways and open spaces.



HISTORIC DOWNTOWN

Develop the historic Main Street area and surrounding historic neighborhood into a walkable mixed-use civic center that prioritizes the preservation of significant historic elements



URBAN CENTER

Create a regional urban center along the I-15 corridor between 2100 North and the Timpanogos Highway that facilitates business and economic growth while creating an urban neighborhood that provides opportunities for alternative modes of transportation.



PUBLIC INVOLVEMENT AND PARTICIPATION

Inform, educate, and involve the community in a continuous general planning process directed at guiding the City in a manner consistent with the needs and desires of its citizens.

MARK	REVISION	DATE
1	ADDENDUM #2	23 APRIL 2019

DECIDUOUS TREE LEGEND

SYMBOL	BOTANICAL NAME / COMMON NAME	QTY REQUIRED	ADDITION QTY	SIZE
	ACER GRANDIDENTATUM BIGTOOTH MAPLE (ALL TREES ALONG PUBLIC STREET TO BE 2 1/2" CAL)	4	5	2" CAL
	CERCIS CANADENSIS EASTERN REDBUD	4	3	2" CAL

EVERGREEN TREE LEGEND

	ABIES CONCOLOR WHITE FIR	5	6	8" TALL
	PICEA PUNGENS GLAUCA COLORADO BLUE SPRUCE	5	2	6" TALL

SHRUB LEGEND

	CORNUS SERICEA 'KELSY' KELSEY'S DOGWOOD	-	6	5 GAL
	BUDDLEIA DAVIDII BUTTERFLY BUSH	-	4	5 GAL

EVERGREEN SHRUB LEGEND

	BUSUS SEMPERVIRENS BOXWOOD	21	0	5 GAL
	MAHONINA AQUIFOLIUM OREGON GRAPE	30	12	5 GAL

PERENNIAL / GRASS LEGEND

	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' KARL FOERSTER FEATHER REED GRASS	129	30	1 GAL
	HEMEROCALLIS DAY LILY	96	30	1 GAL

NOTE:
* PLANTER AREAS SHALL REACH 70% COVERAGE AT MATURITY

SHEET NOTES

- PROPERTY LINE.
- NEW CONCRETE DUMPSTER PAD. SEE CIVIL.
- NEW BRICK DUMPSTER SCREEN WALL. SEE DETAIL E4/AS01.
- NEW 64 GALLON ROLLABLE TRASH CAN. VERIFY WITH OWNER.
- NEW ASPHALT PAVING PER CIVIL AND SOILS REPORT.
- NEW CURB AND GUTTER. SEE CIVIL.
- NEW CONCRETE SIDEWALK. SEE CIVIL.
- NEW STORM DRAIN CURB INLET OR BOX. SEE CIVIL.
- NEW OFFICE BUILDING.
- NEW BIKE RACK. SEE DETAIL C6/AS01. SEE CIVIL.
- NEW LANDSCAPING. SEE LANDSCAPING SHEETS.
- NEW ADA COMPLIANT SIDEWALK CURB RAMP. SEE DETAILS ON SHEET AS01, AND CIVIL DRAWINGS.
- ADA PARKING SIGN. SEE DETAIL B2/AS01.
- ADA VAN PARKING SIGN. SEE DETAIL B3/AS01.
- PAINTED ADA PARKING SYMBOL.
- NEW DRIVE APPROACH. SEE CIVIL DRAWINGS.
- NEW PROPOSED TRANSFORMER LOCATION. SEE ELECTRICAL DRAWINGS.
- PROVIDE CONCRETE SLAB BASE PER REQUIREMENTS FROM POWER COMPANY.
- NEW ELECTRIC METER LOCATION. SEE ELECTRICAL DRAWINGS.
- LIGHT POLE LOCATION. SEE ELECTRICAL.
- GAS METER LOCATION. SEE MECHANICAL.
- NEW RETENTION POND. SEE CIVIL.
- NEW RETAINING WALL. SEE CIVIL.
- NEW MOW STRIP. SEE CIVIL.
- POINT OF CONNECTION FOR SPRINKLER SIZE CONTROLS.
- HATCHED AREA INDICATES CLEAR VIEW TRIANGLE. 35'-0" x 35'-0"
- NEW 1 1/2" PRESSURIZED IRRIGATION WATER METER.
- PROVIDE USC APPROVED RPZ BACKFLOW PREVENTER INCLUDING A HEATED ENCLOSURE WITH POWER TO BOX TO PREVENT FREEZING.
- LIGHT FIXTURE WITH 15' POLE.
- EXISTING SWITCH GEAR ELECTRICAL BOX.
- MAIN BREAKER 600A 120/208V 3P 4W
- 600A CT CABINET BY CONTRACTOR PER LEHI POWER STANDARDS.
- EDGE OF ASPHALT. GRADE EXISTING MATERIAL TO MATCH GRADE OF ASPHALT. SEE CIVIL.
- DASHED LINES INDICATES ACCESSIBLE ROUTE NOT TO EXCEED 5%.

LANDSCAPE LEGEND

	ASPHALT
	CONCRETE CAST-IN-PLACE
	GRASS WITH SPRINKLER IRRIGATION 18% "BLUESTAR" KENTUCKY BLUEGRASS
	1'-2" SIZE SCREENED AND DOUBLE WASHED WITHOUT FINES. ROCK TYPE TO BE SOUTH TOWN COBBLE FROM UTAH LANDSCAPE ROCK OR NEPHI COBBLE FROM STAKER PARSONS (BOTH TYPES OF ROCK ARE THE SAME - JUST TWO DIFFERENT SUPPLIERS)
	3' - 6" DIAMETER ROCK ALONG THE BOTTOM OF THE STORM WATER DETENTION AREA. (3 FEET WIDE)

NOTE:
RAIN SENSOR IS TO BE INSTALLED AS PART OF THE IRRIGATION SPRINKLER SYSTEM.

PROJECT AREA TABULATIONS

AREA TYPE	AREA SQ FT	% OF TOTAL	REQUIRED
XERISCAPED AREA:	7,007 SQ FT	57.56%	>50%
LAWN AREA:	1,865 SQ FT	15.32%	
ROCKED DETENTION POND	2,889 SQ FT	24.55%	
TOTAL LANDSCAPE AREA	12,173 SQ FT	54.57%	
IMPERVIOUS AREA	10,132 SQ FT	45.42%	
PROJECT TOTAL:	22,305 SQ FT	100%	

ADDITIONAL SITE IMPROVEMENTS

AREA TYPE	AREA SQ FT	% OF TOTAL	REQUIRED
XERISCAPED AREA:	2,131 SQ FT	56.33%	>50%
LAWN AREA:	1,652 SQ FT	43.67%	
TOTAL LANDSCAPE AREA	4,420 SQ FT	29.42%	
IMPERVIOUS AREA	10,606 SQ FT	70.58%	
SITE IMPROVEMENT TOTAL:	15,026 SQ FT	100%	

PLANTING TABULATIONS

PLANTING TYPE	REQUIRED COUNT	% OF TOTAL	REQUIRED	ADDITIONAL
EVERGREEN TREES	10	55.55%	>25%	8
DECIDUOUS TREES	8	44.45%		8
TOTAL TREES	18			16

GENERAL NOTES

- COORDINATE SITE PLAN WITH ARCHITECTURAL, CIVIL, MECHANICAL, AND ELECTRICAL. REPORT ANY SIGNIFICANT DISCREPANCIES TO THE ARCHITECT.
- SEE AS001 FOR SITE DETAILS.

	233 SOUTH PLEASANT GROVE SUITE #112 PLEASANT GROVE, UTAH 84042 PHONE: (801) 798-3000 oia@curtisminer.com	DATE: 25 MARCH 2019 PROJECT #: 18-080 PROJ. MAN.: MMA CHECKED BY: CNM
	<small>THE INFORMATION HEREIN IS THE PROPERTY OF CURTIS MINER ARCHITECTURE AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT. © 2019 CURTIS MINER ARCHITECTURE, LLC.</small>	

PROJECT: PARK PLACE SUITES OFFICE BUILDING 1200 W. 2600 N. LEHI UTAH	SHEET: AS101
SHEET DESCRIPTION: ARCHITECTURAL SITE AND LANDSCAPE PLAN	PERMIT REVIEW SET

A

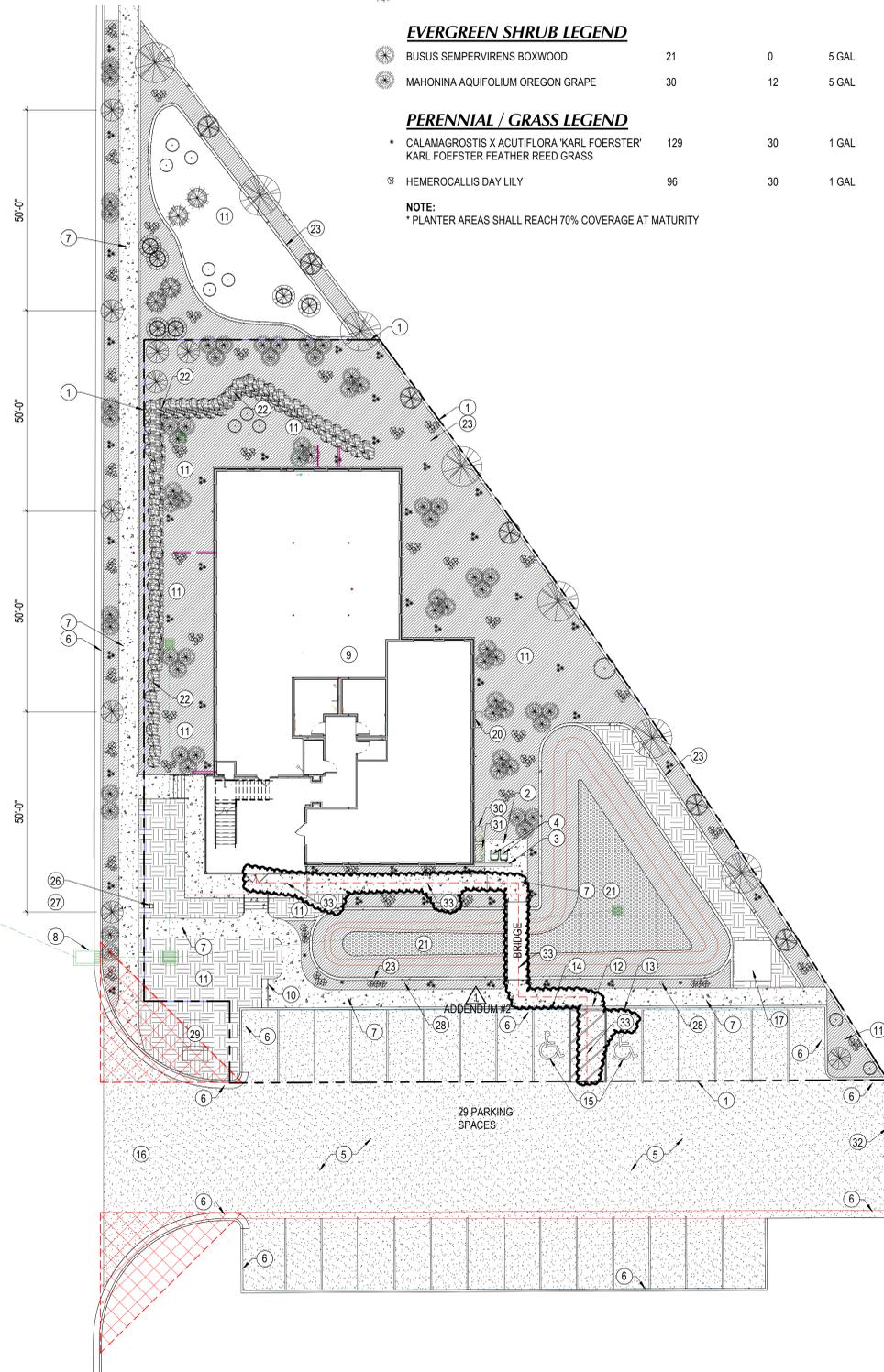
B

C

D

E

1200 WEST STREET



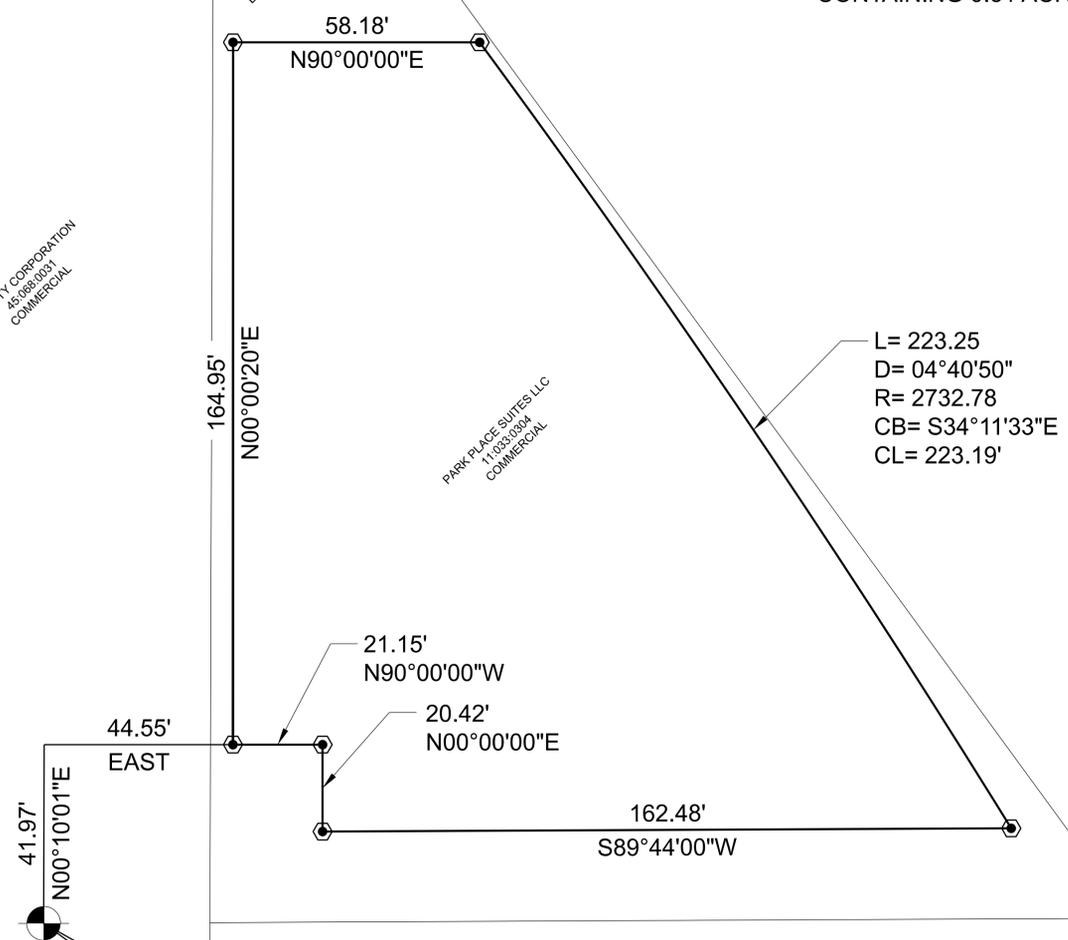
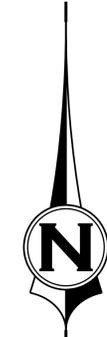
D3 ARCHITECTURAL SITE PLAN
AS101 | SCALE: 1/16" = 1'-0"



PARK PLACE SUITES BOUNDARY DESCRIPTION:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN. RUNNING THENCE NORTH 00°10'01"E EAST 41.97 FEET ALONG THE SECTION LINE AND EAST 44.55 FEET TO THE **TRUE POINT OF BEGINNING**; RUNNING N 00°00' 20" E 164.95 FEET; THENCE EAST 58.19 FEET; THENCE PARALLEL TO AND WESTERLY FROM THE CENTERLINE OF THE EXISTING UNION PACIFIC RAILROAD TRACKS ALONG THE ARC OF A 2732.78 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT 223.25 FEET (CHORD BEARS S 34°11'33"E 223.19 FEET); THENCE S 89°44'00"W 162.48 FEET; THENCE NORTH 20.42 FEET; THENCE WEST 21.15 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 0.51 ACRES OR 22,305 SQFT MORE OR LESS



SURVEY CONTROL
 THIS PROJECT IS BASED ON THE FOLLOWING SURVEY CONTROL:
 SURVEY FOOT, LOCAL COORDINATE SYSTEM (BEARINGS ARE NAD 83.
 SOUTHWEST CORNER OF SECTION 32, TOWNSHIP 4 SOUTH,
 RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN
 WITH LOCAL COORDINATE VALUES OF
 N 10000.00
 E 10000.00
 EL. 4619.80
 AND GROUND DISTANCES BEING RUN THEREFROM.
 THE SECTION LINE TO THE SOUTH BEARS SOUTH 00°03'00" WEST

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NO.	DESCRIPTION	BY	DATE

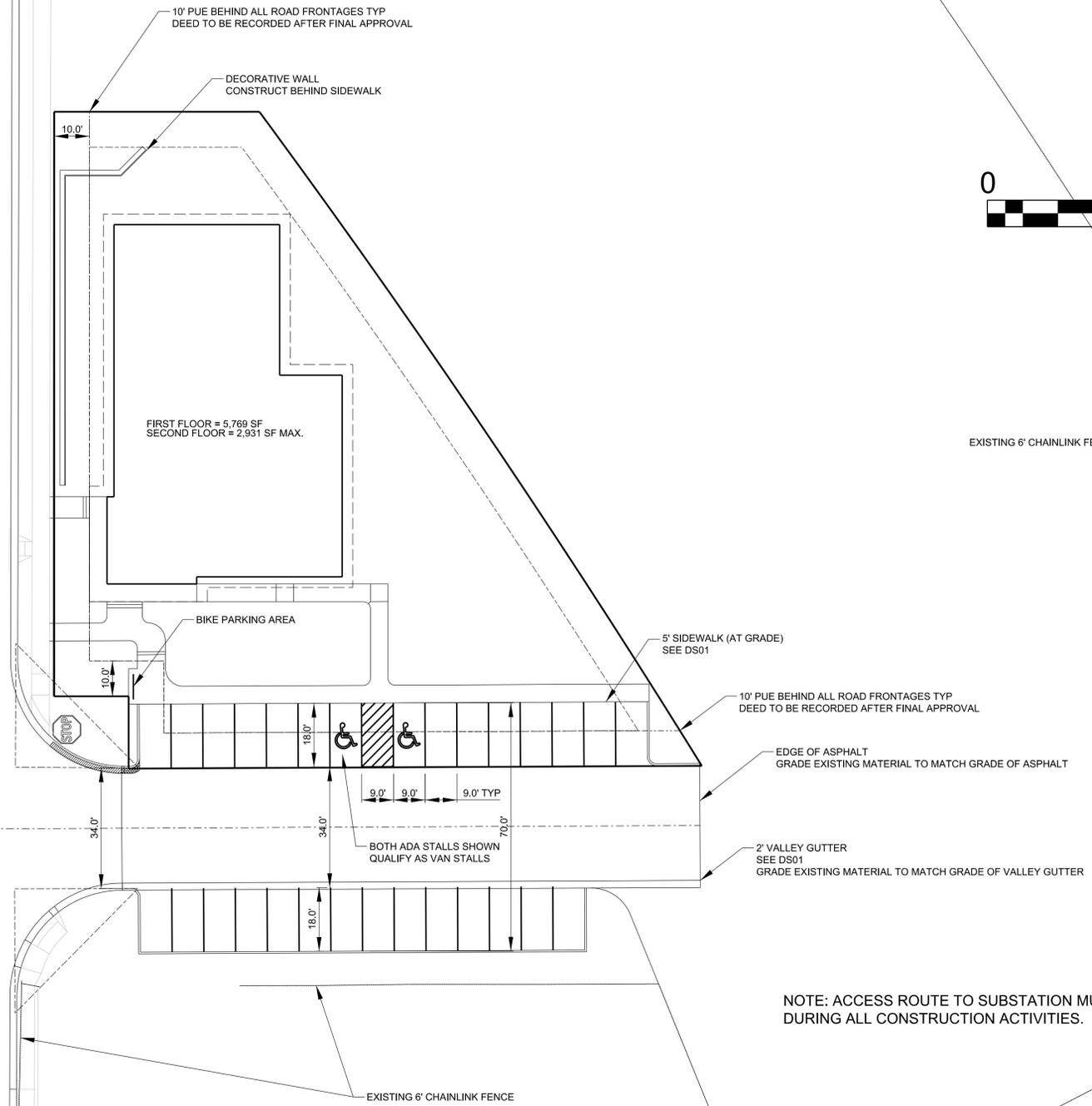
**PARK PLACE SUITES
 SURVEY CONTROL SHEET**
 A PROFESSIONAL OFFICE CENTER
 LEHI, UTAH

LEGEND

- BOUNDARY LINE
- - - - STREET CENTER LINE
- - - - SETBACK LINE

- NOTES:**
- BUILDING SETBACKS ARE SHOWN AT 10' TYP.
 - PERMANENT DETENTION FACILITY TO BE OWNED AND MAINTAINED BY THE OWNERS OF THIS PROPERTY NOT TO BE ALTERED OR REMOVED WITHOUT APPROVAL FROM THE LEHI CITY COUNCIL AND LEHI CITY ENGINEER.
 - ROLL-OUT CANS WILL BE USED FOR GARBAGE COLLECTION.

1200 WEST STREET



EXISTING 6' CHAINLINK FENCE

NOTE: ACCESS ROUTE TO SUBSTATION MUST BE MAINTAINED DURING ALL CONSTRUCTION ACTIVITIES.

AREA TABULATIONS		
AREA DESCRIPTION	SQ FEET	% OF TOTAL
IMPERVIOUS AREA	11625.41	52.12%
LANDSCAPED AREA	10679.13	47.88%
PROJECT TOTAL	22305.17	100%

PARKING TABULATIONS
 REGULAR STALLS: 27
 ADA STALLS: 2
 TOTAL STALLS: 29
 BIKE PARKING: 7



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NO.	DESCRIPTION	BY	DATE

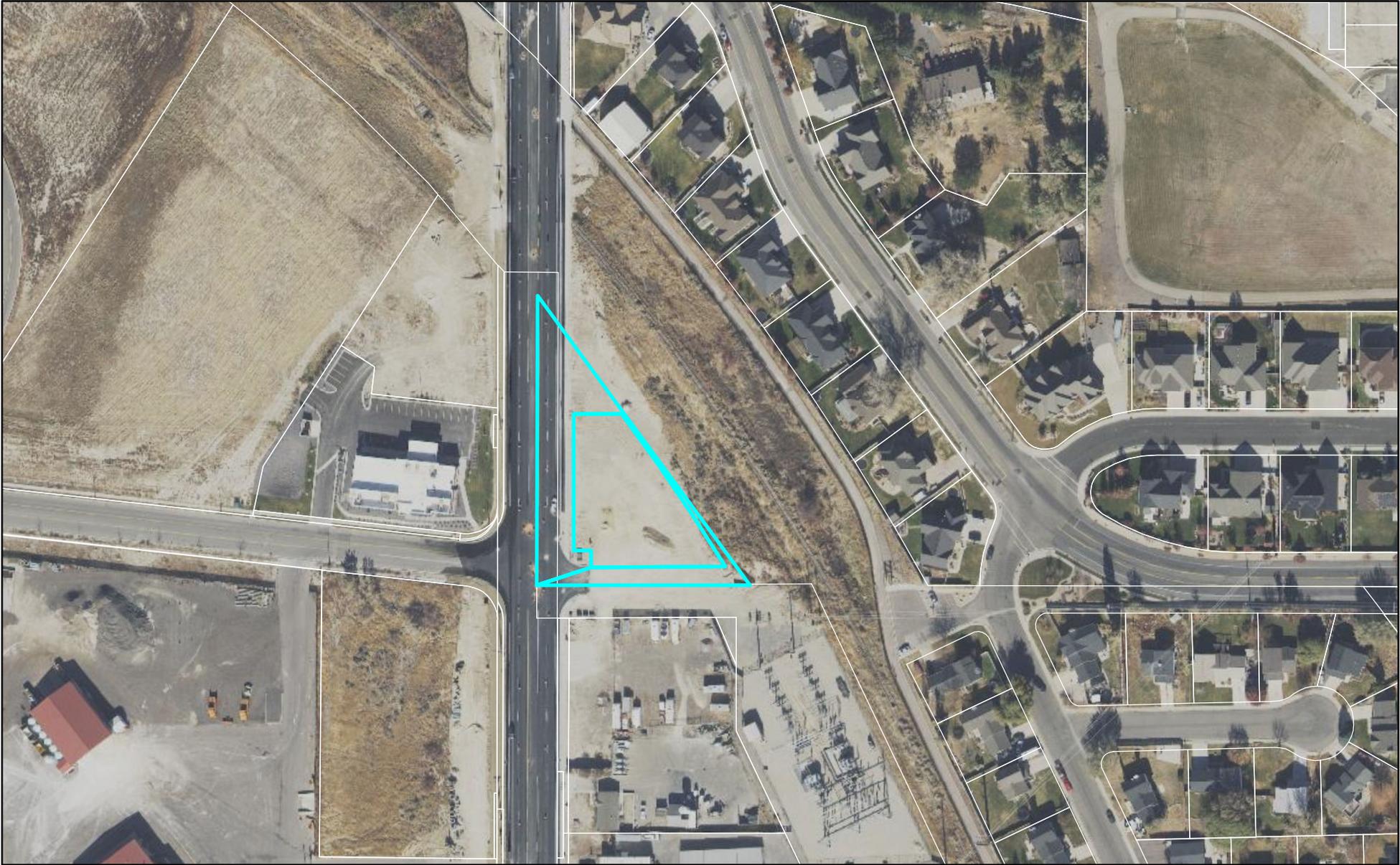
**PARK PLACE SUITES
 SITE PLAN
 A PROFESSIONAL OFFICE CENTER
 LEHI, UT**

PROJ #: 2018007
 CAD FILE: 2018007SP01.dgn
 DRAWN BY: PSJ
 DESIGN BY: PSJ
 CHECKED BY: JC
 SCALE OF SHEET
 HOR SCALE: 1"=20'
 VER SCALE: 1"=20'

SHEET
SP01
 OF
1

Park Place Suites

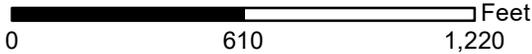
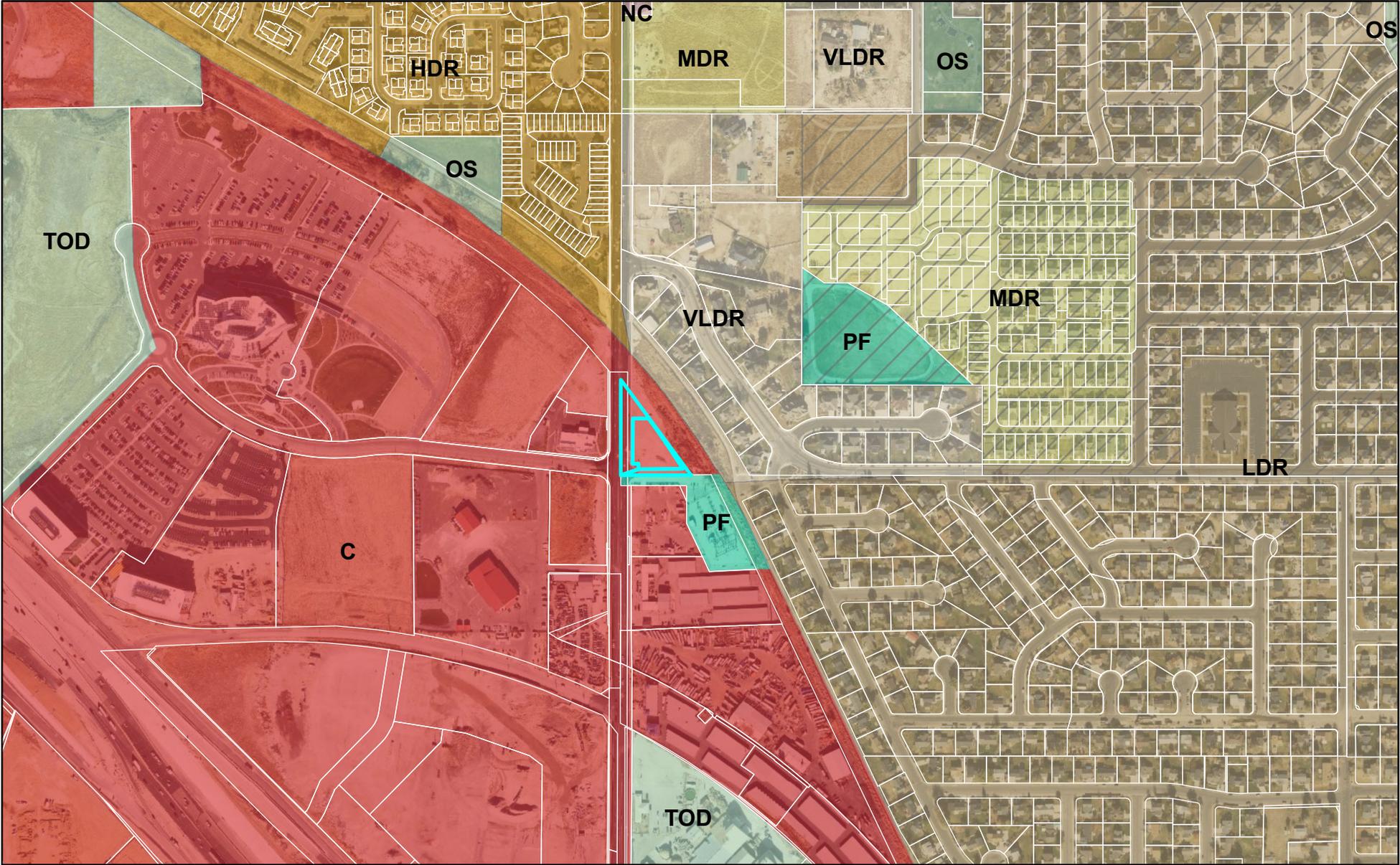
Aerial



0 200 400 Feet

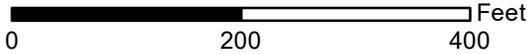
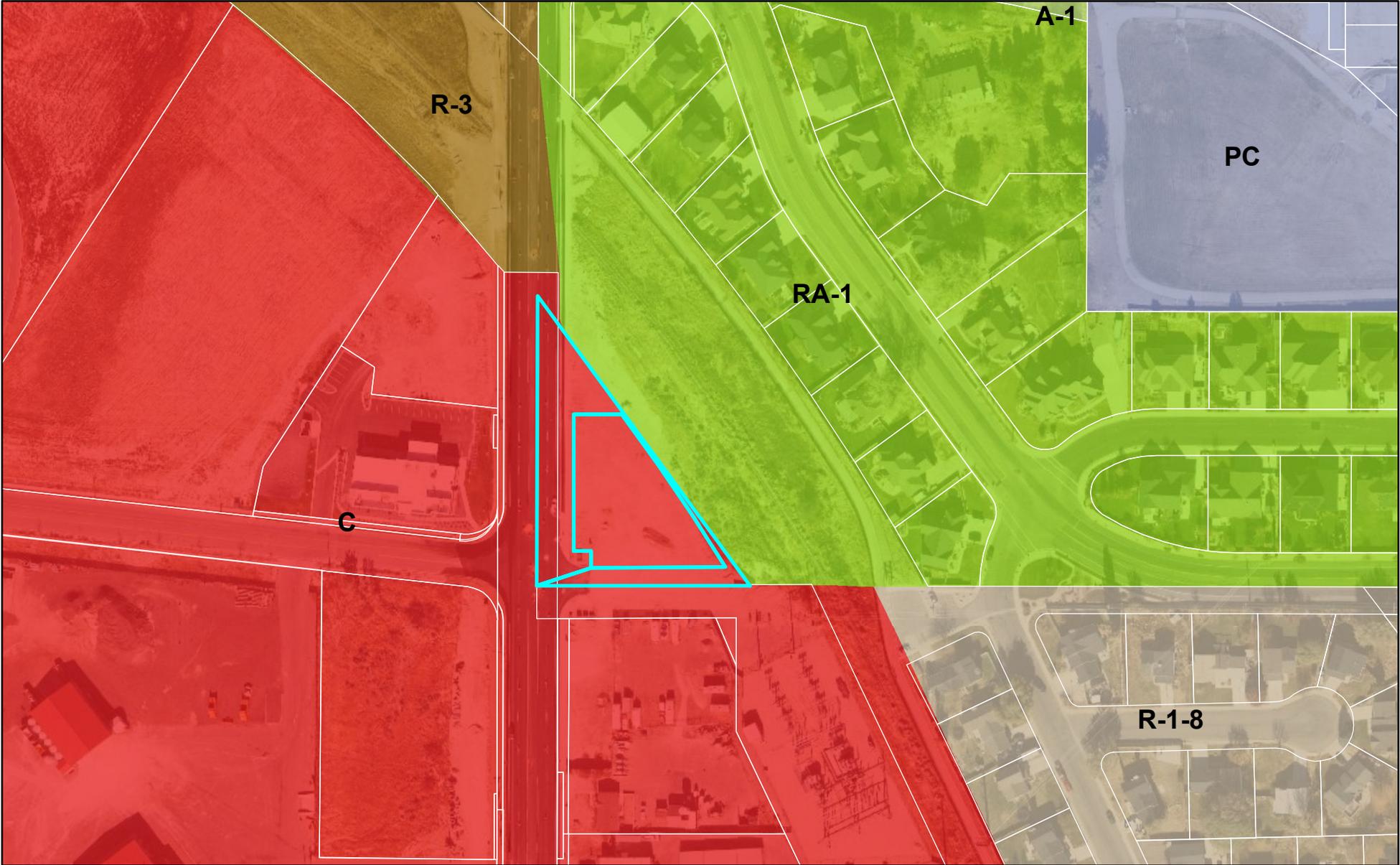
Park Place Suites

General Plan



Park Place Suites

Zoning



Lehi Terrace Traffic Impact Study



Prepared by: WCG

Date: August 5, 2021

Executive Summary

This study addresses the traffic impacts associated with the proposed residential Lehi Terrace development (Project) located in Lehi, Utah. The Project is located at approximately 2960 North on the east side of 1200 West in Lehi.

The Project consists of 39 new residential single-family lots. The Project proposes two public street accesses to 1200 West. The northern street is planned to align directly with 2960 North and the southern street is planned to align directly with Bridalwood Loop. The project also includes a connection to 3020 North and a stub road to the west.

The level of service (LOS) for the evening peak hours were determined for each study intersection under every scenario. A summary of the analysis results is shown in **Table ES-1** and as shown below all intersections are expected to operate with acceptable LOS during the PM peak hours of traffic. This project is not expected to significantly affect the nearby intersection/roadways.

Table ES-1: Level of Service Summary		
Intersection	Level of Service (sec/vehicle) ¹	
	Opening Day (2021) Background	Opening Day (2021) Plus Project
PM Peak Hour		
2960 North / 1200 West	A (4.6) / EB LT	B (14.0) / WB LT
Bridalwood Loop / 1200 West	B (11.3) / EB LT	B (13.1) / WB LT
¹ Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized intersections and the worst movement for unsignalized intersections.		

Key Findings & Recommendations

- All study intersections are currently operating at acceptable levels of service.
 - Therefore, no mitigation measures are recommended.
- The Lehi Terrace development consists of 39 new residential single-family lots.
 - The Project proposes two public street accesses to 1200 West. The northern street is planned to align directly with 2960 North and the southern street is planned to align directly with Bridalwood Loop.
- The Project is anticipated to generate approximately 368 daily trips, 29 trips during the AM peak hour, and 39 trips during the PM peak hour.
 - Trip generation for the project was compared to a neighborhood commercial development on the same site. The expected number of trips generated by a neighborhood commercial site is far greater than that of the proposed residential project. The total daily trips and the PM peak hour trips are approximately 10 times higher with a commercial site than what

is expected from the residential development.

- The traffic generated by the Project traffic does not meet any of the thresholds for auxiliary lanes at the proposed project access. **Therefore, no auxiliary lanes are recommended.**
 - There is an existing two-way left-turn lane that can be used as a left-turn deceleration lane for the proposed access.
- The proposed project includes a connection to 3020 North. This will likely induce some cut through traffic from the existing neighborhood to the northeast by creating a shorter route to 1200 West. Currently, this neighborhood has to travel to 980 West, then to 3200 North to access 1200 West. It is unlikely that the existing neighborhood will experience much cut-through traffic from the Project because the new homes will have a direct access to 1200 West which is a more direct route to most destinations.
 - An additional 16 trips were added to the plus project analysis to represent the cut-through traffic from the existing neighborhood.
- The plus project analysis showed that all study intersections will continue operating at acceptable levels of service.
 - Therefore, no mitigation measures are recommended due to project related traffic.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed residential Lehi Terrace development (Project) located in Lehi, Utah. The Project is located at approximately 2960 North on the east side of 1200 West in Lehi. **Figure 1** depicts the location of the project and the study intersections. A concept land use plan is also included in **Appendix A**.

Included within the analyses for this study are the traffic operations for opening day (2021) conditions with and without the project at study intersections and roadways near adjacent to the project.

B. Scope

Based on discussions with Lehi City Staff and the proximity to the proposed project site the following intersections were analyzed to evaluate the traffic operational impacts:

- 2960 North / 1200 West
- North Bridalwood Loop

Based on discussions with Lehi City Staff, it was determined that an evaluation of the PM peak hour (between 4:00 – 6:00 PM) would be sufficient for a development of this size. Therefore, the AM peak hour was not included in the analysis.

C. Analysis Methodology

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

The Highway Capacity Manual (HCM) 6th Edition, 2016 methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the overall intersection LOS is reported. For other unsignalized intersections, the worst approach or movement LOS is reported. LOS is measured in seconds of delay per vehicle.

Table 1: Level of Service Definition for Intersections			
LOS	Signalized Delay (sec/vehicle)	Unsignalized Delay (sec/vehicle)	Description
A	≤10	≤10	Favorable progression
B	>10 and ≤20	>10 and ≤15	Good progression
C	>20 and ≤35	>15 and ≤25	Fair progression
D	>35 and ≤55	>25 and ≤35	Noticeable congestion
E	>55 and ≤80	>35 and ≤50	Limit of acceptable delay
F	>80	>50	Unacceptable delay

Source: *Highway Capacity Manual*, Transportation Research Board, 2016

Using Synchro/SimTraffic software, which incorporates the HCM methodology, WCG computed the peak hour LOS for each study intersection. Multiple runs (10) of SimTraffic were used to provide a statistical evaluation of traffic operations along the study corridor and at each study intersection. Detailed LOS and queueing reports are included in **Appendix C**.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. LOS D is generally considered acceptable for urbanized areas. If LOS E or F conditions exist, an explanation and/or mitigation measures are presented.



←—————→
 Vicinity Map
 Lehi Terrace TIS



DATE:	08/06/2021
PROJECT:	21-169
Figure #1	

II. BACKGROUND EXISTING CONDITIONS

A. Purpose

The purpose of the existing conditions section is to gather existing information on roadway geometry, lane configurations and traffic volumes for the surrounding area. This information will be used to help identify and quantify impacts that the project will have on the surrounding roadway network. The opening day (2021) background analysis evaluates the study intersections and roadways without any project traffic. This establishes existing traffic and geometric conditions.

B. Roadway System

The intersections are described below and shown in **Figure 3**, along with existing intersection lane configurations.

2960 North / 1200 West – This is an existing three leg intersection with a stop control in the eastbound direction. 1200 West is classified by the Lehi City Transportation Master Plan as a Major Arterial. 1200 West was recently reconstructed as a five-lane road, with two travel lanes in each direction and a center two-way left-turn lane. 2960 North is a local road with a single lane in each direction. The speed limit on 2960 North is 25 mph and the speed limit on 1200 West is 40 mph.

North Bridalwood Loop / 1200 West – This is an existing three leg intersection with a stop control in the eastbound direction. 1200 West is classified by the Lehi City Transportation Master Plan as a Major Arterial. 1200 West was recently reconstructed as a five-lane road, with two travel lanes in each direction and a center two-way left-turn lane. North Bridalwood Loop is a local road with a single lane in each direction. The speed limit on Bridalwood Loop is 10 mph and the speed limit on 1200 West is 40 mph.

Future roadway network – The Mountainland Association of Governments (MAG) long range plan identifies the reconstruction of 1200 West as a five-lane road which has already been completed. The plan does not show any future projects in or near the study area. Therefore, no significant changes to the study area are assumed.

C. Traffic Volumes

WCG collected weekday evening (4:00 PM to 6:00 PM) peak period traffic counts at the following existing intersections:

- 2960 North / 1200 West
- North Bridalwood Loop

Based on discussions with Lehi City Staff, it was determined that an evaluation of the PM peak hour (between 4:00 – 6:00 PM) would be sufficient for a development of this size. Therefore, the AM peak hour was not included in the analysis.

The intersection turning movement counts were completed on Thursday August 5, 2021. The evening peak hour was determined to occur between 5:00 PM and 6:00 PM. These

counts were collected in August 2021, which is toward the end of the COVID-19 pandemic. No restrictions were in place when the counts were completed. According to UDOT’s COVID-19 Traffic Dashboard, traffic volumes in Utah County are approximately 103 percent compared to traffic volumes in 2019 before the pandemic. Therefore, no adjustments were made to the volumes to account for fluctuations due to the pandemic. **Figure 2** depicts the existing (2021) PM peak hour traffic volumes. Traffic count data is included in **Appendix B**.

D. Level of Service Analysis

WCG determined that all study intersections are currently operating at acceptable levels of service during the PM peak hour, as shown in **Table 2**. Detailed LOS reports are included in **Appendix C**.

E. Queuing Analysis

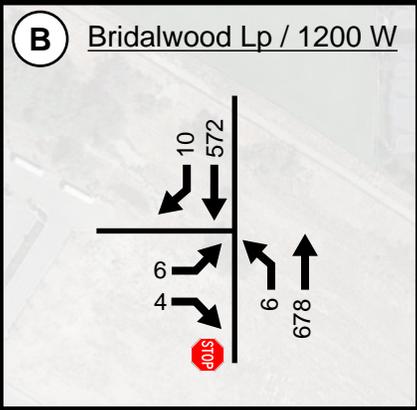
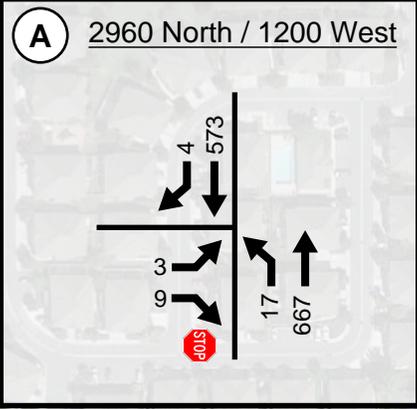
The 95th percentile queue lengths were evaluated for each study intersection. No significant queuing was observed during the AM and PM peak hours. The full queuing analysis is included in **Appendix C**.

Table 2: Opening Day (2021) Background Peak Hour Level of Service						
Intersection		Worst Movement ¹			Overall Intersection ²	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
PM Peak Hour						
2960 North / 1200 West	EB Stop	EB LT	4.6	A	-	-
Bridalwood Loop / 1200 West	EB Stop	EB LT	11.3	B	-	-

¹ This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
² This represents the overall intersection LOS and delay (seconds / vehicle).

F. Mitigation Measures

All study intersections are currently operating at acceptable levels of service and with minimal queues. Therefore, no mitigation measures are recommended.



Key
xx - PM Peak Hour Turning Movements



Existing Conditions
Lehi Terrace TIS



DATE:	08/05/2021
PROJECT:	21-169
Figure #2	

III. PROJECT CONDITIONS

A. Purpose

This section describes the type and intensity of land uses planned as a part of the project and serves as the basis for trip generation, distribution, and assignment of project trips to the study area roadways and intersections.

B. Project Description

The Project consists of 39 new residential single-family lots. The Project proposes two public street accesses to 1200 West. The northern street is planned to align directly with 2960 North and the southern street is planned to align directly with Bridalwood Loop. The project also includes a connection to 3020 North and a stub road to the west.

Sight distance was verified at the proposed access locations and both the northbound and southbound views are unobstructed. A conceptual land use plan for the project is included in **Appendix A**.

C. Overall Trip Generation, Distribution and Assignment

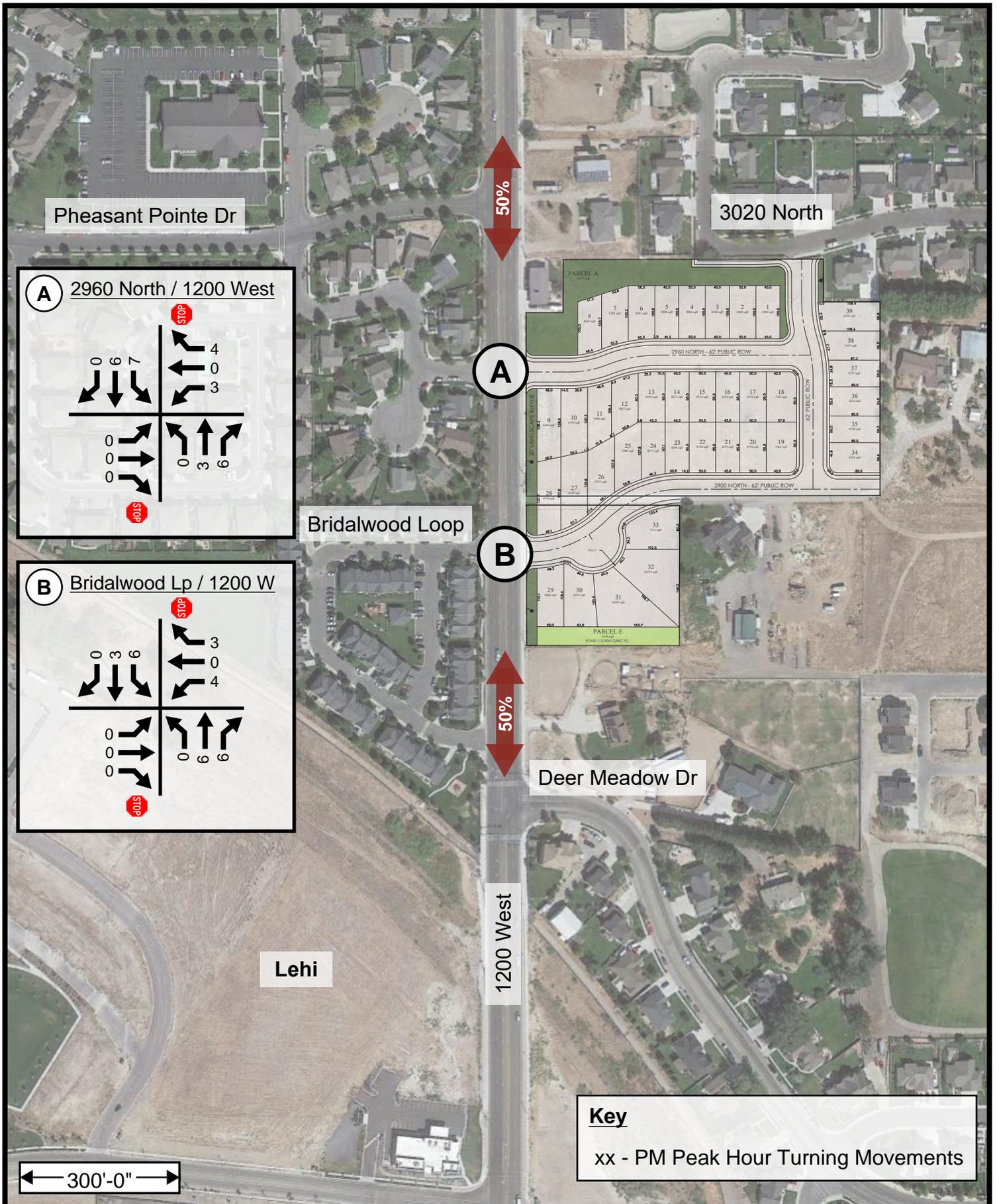
Project trip generation estimates were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*. The ITE land use #210: Single-Family Detached Housing was used to calculate the trip generation of the proposed project.

The number of trips generated by the overall project is shown in **Table 3**.

Land Use	Units	Daily	AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total
Single Family Housing	39	368	7	22	29	25	14	39

Project traffic from **Table 3** was assigned to the roadway network based on the type of trip and the proximity of project access points to regional roadways and major population/employment centers. Existing travel patterns observed during data collection provided primary guidance to establish distribution percentages, especially near the Project.

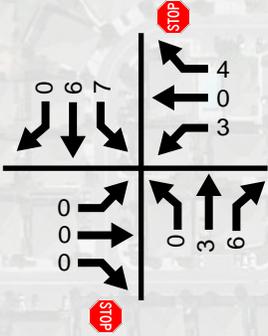
It was assumed that 50 percent of the traffic entering / exiting the site would come from the north toward SR-92 and 50 percent would travel south towards I-15. The overall distribution and assignment of project traffic is shown in **Figure 3**.



Pheasant Pointe Dr

3020 North

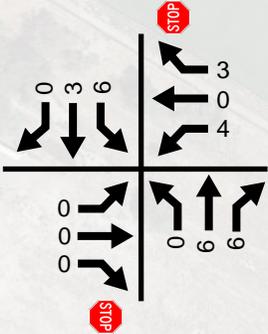
A 2960 North / 1200 West



A

Bridalwood Loop

B Bridalwood Lp / 1200 W



B

Deer Meadow Dr

Lehi

1200 West

300'-0"

Key

xx - PM Peak Hour Turning Movements



Project Traffic Trip Assignment
Lehi Terrace TIS



DATE: 08/05/2021

PROJECT: 21-169

Figure #3

D. Neighborhood Commercial Trip Generation Comparison

The proposed project will change the General Plan zoning for this parcel from a Neighborhood Commercial zone to a Medium Density Residential zone. Therefore, a trip generation comparison was completed to illustrate the expected number of trips from each zone assuming the parcel was developed accordingly. Since there is not a specific neighborhood commercial project proposed, a floor to area ratio (FAR) was used to calculate the expected square footage from a potential neighborhood commercial development on this site. The project site is a total of 8.18 acres. A portion of the site has been set aside as a detention basin (0.24 acres), therefore the FAR ratio was calculated using a total 7.94 available acres (345,866 sq. ft.). Using a FAR of 0.3, the potential buildable square footage for the site is 103,760 square feet. This was rounded down to 100,000 square feet for the trip generation comparison.

Trip generation estimates were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*. The ITE land use #820: Shopping Center was used as a generic commercial land use to calculate the trip generation for the site assuming it was developed as a neighborhood commercial project. The trip generation comparison is shown in **Table 4**.

Table 4: Trip Generation Comparison								
Land Use	Units	Daily	AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total
Single Family Housing	39 dwelling units	368	7	22	29	25	14	39
Neighborhood Commercial	100 (1,000 sq. ft.)	3,775	58	36	94	183	198	381

As shown in **Table 4**, the expected number of trips generated by a neighborhood commercial site is far greater than that of the proposed residential project. The total daily trips and the PM peak hour trips are approximately 10 times higher with a commercial site than what is expected from the residential development.

E. Cut-Through Traffic

The proposed project includes a connection to 3020 North. This will likely induce some cut through traffic from the existing neighborhood to the northeast by creating a shorter route to 1200 West. Currently, this neighborhood has to travel to 980 West, then to 3200 North to access 1200 West. It is unlikely that the existing neighborhood will experience much cut-through traffic because the new homes will have a direct access to 1200 West which is a more direct route to most destinations. To be conservative in the intersection analysis, it was assumed that all traffic from the proposed development would use one of the two accesses to 1200 West instead of take the longer route through the neighborhood on 3020 North. There are 24 homes in the small neighborhood to the northeast of the project that may use the new project streets as a cut-through route. It was assumed that approximately 2/3 (16 homes) would cut-through the new project.

Therefore, an additional 16 trips were added to the plus project analysis to represent the cut-through traffic.

F. Access Spacing & Auxiliary Lanes

The proposed public street accesses are directly aligned with existing streets on the opposite side of 1200 West. This is a good access management practice. In addition, none of the single family lots have frontage or driveway access to 1200 West, which is a Major Arterial. The proposed streets are spaced approximately 300 feet apart.

There is an existing two-way left-turn lane that can be used as a left-turn deceleration lane to the project. As shown in **Figure 3**, the projected number of right-turn vehicles into these streets is minimal, therefore a right-turn deceleration lane is not recommended.

IV. OPENING DAY (2021) PLUS PROJECT CONDITIONS

A. Purpose

The opening day (2021) project traffic was combined with opening day (2021) background traffic volumes to evaluate the study intersections and determine any potential impacts that are specifically attributed to project traffic.

B. Project Description

As mentioned in Chapter III Project Conditions, the Project will include 39 single family homes with an anticipated addition of 39 project trips in the PM peak hour of traffic. The Project will add two new street accesses to 1200 West. **Figure 3** depicts the project traffic distribution and assignment to the roadway network.

C. Traffic Volumes

The opening day (2021) project traffic (**Figure 3**) was combined with opening day (2021) background traffic volumes (**Figure 2**) to reflect the opening day (2021) plus project traffic volumes shown in **Figure 4**. The additional 16 trips from the cut-through analysis were also added to the volumes in **Figure 4** to represent the plus project conditions.

D. Level of Service Analysis

No changes to the roadway network were assumed in the LOS analysis other than the two proposed street accesses. WCG determined that all study intersections are anticipated to continue to operate at acceptable levels of service during the PM peak hours, as shown in **Table 5**. Detailed LOS reports are included in **Appendix C**.

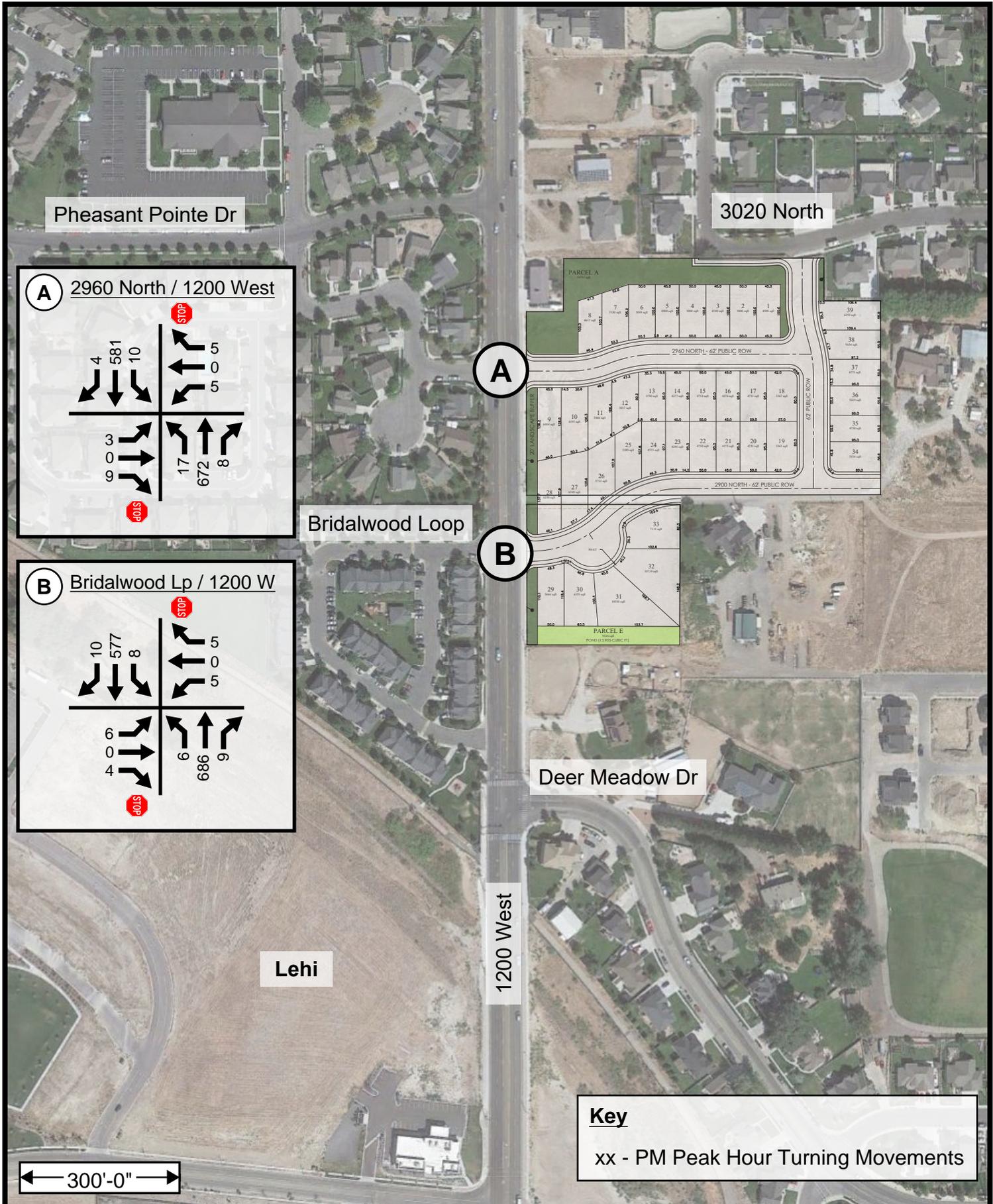
E. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. No significant queuing is anticipated during the PM peak hours. The full queuing analysis is included in **Appendix C**.

F. Mitigation Measures

All study intersections are currently operating at acceptable levels of service and with minimal queues. Therefore, no mitigation measures are recommended.

Table 5: Opening Day (2021) Plus Project Peak Hour Level of Service						
Intersection		Worst Movement ¹			Overall Intersection ²	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
PM Peak Hour						
2960 North / 1200 West	EB & WB Stop	WB LT	14.0	B	-	-
Bridalwood Loop / 1200 West	EB & WB Stop	WB LT	13.1	B	-	-
¹ This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections. ² This represents the overall intersection LOS and delay (seconds / vehicle).						



Key
 xx - PM Peak Hour Turning Movements



Existing 2021 Plus Project Conditions
 Lehi Terrace TIS



DATE: 08/05/2021
 PROJECT: 21-169
 Figure #4

V. APPENDICES

APPENDIX A: CONCEPTUAL LAND USE PLAN



GRAPHIC SCALE



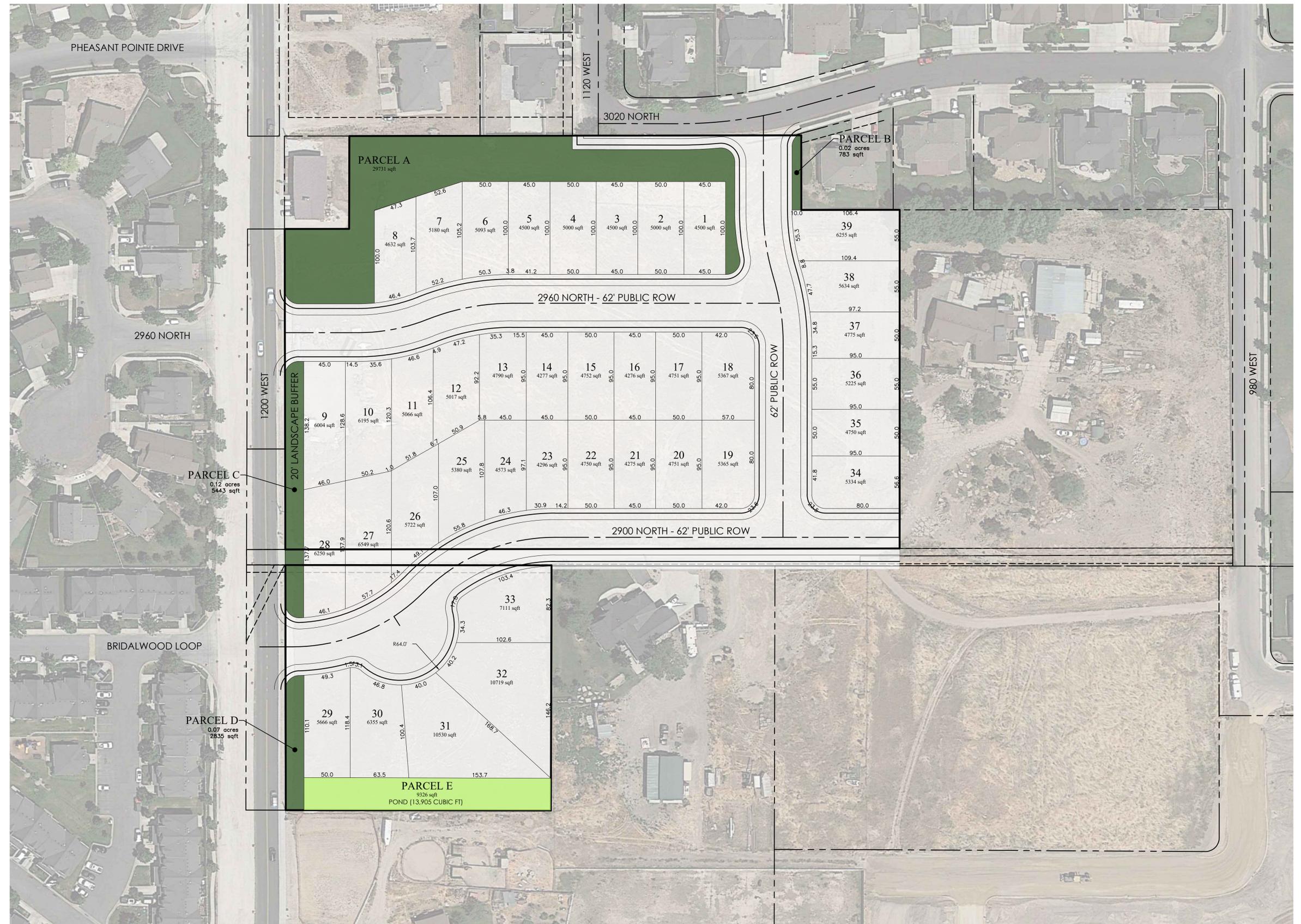
(IN FEET)
1 inch = 50 ft.

CONCEPT TABULATIONS

TOTAL ACREAGE	±8.18 ACRES
SINGLE FAMILY LOTS	39
TOTAL DENSITY	4.76 UNITS/ACRE
OPEN SPACE (PARCELS A-D)	0.89 ACRES (0.82 REQD.)
POND AREA (PARCEL E)	0.24 ACRES (13,905 CUBIC FEET)
RIGHT OF WAY WIDTH	62'
CUL-DE-SAC RADIUS	64'

SETBACK REQUIREMENTS

FRONT YARD (PORCH)	15'
FRONT YARD (GARAGE)	20'
SIDE YARD	5'; 10' TOTAL
CORNER SIDE YARD	15'
REAR YARD	15'



LEHI TERRACE concept plan J

LEHI CITY, UTAH COUNTY
6/28/2021
20-0257

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.



APPENDIX B: TRAFFIC COUNTS

2960 North / 1200 West

Morning Peak Hour: 7 - 9:00 am Thursday, August 5, 2021

	Northbound				Southbound				Eastbound				Westbound				Totals
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
7:00 - 7:15																	0
7:15 - 7:30																	0
7:30 - 7:45																	0
7:45 - 8:00																	0
8:00 - 8:15																	0
8:15 - 8:30																	0
8:30 - 8:45																	0
8:45 - 9:00																	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHF: #DIV/0!

2960 North / 1200 West

Evening Peak Hour: 4 - 6:00 pm Thursday, August 5, 2021

	Northbound				Southbound				Eastbound				Westbound				Totals
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:00 - 16:15	4	143	0	0	0	120	2	0	1	0	2	0	0	0	0	0	272
16:15 - 16:30	0	129	0	0	0	137	1	0	0	0	2	1	0	0	0	1	269
16:30 - 16:45	4	164	0	1	0	130	1	3	1	0	1	0	0	0	0	1	301
16:45 - 17:00	5	171	0	0	0	111	3	2	1	0	2	0	0	0	0	0	293
17:00 - 17:15	6	157	0	0	0	172	1	0	0	0	3	0	0	0	0	0	339
17:15 - 17:30	3	164	0	0	0	158	2	0	1	0	1	0	0	0	0	0	329
17:30 - 17:45	7	175	0	0	0	113	0	0	2	0	2	0	0	0	0	0	299
17:45 - 18:00	1	171	0	0	0	130	1	0	0	0	3	0	0	0	0	1	306
16:00 - 17:00	13	607	0	1	0	498	7	5	3	0	7	1	0	0	0	2	1135
16:15 - 17:15	15	621	0	1	0	550	6	5	2	0	8	1	0	0	0	2	1202
16:30 - 17:30	18	656	0	1	0	571	7	5	3	0	7	0	0	0	0	1	1262
16:45 - 17:45	21	667	0	0	0	554	6	2	4	0	8	0	0	0	0	0	1260
17:00 - 18:00	17	667	0	0	0	573	4	0	3	0	9	0	0	0	0	1	1273

PHF: 0.94

Bridalwood Loop / 1200 West

Morning Peak Hour: 7 - 9:00 am Thursday, August 5, 2021

	Northbound				Southbound				Eastbound				Westbound				Totals
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
7:00 - 7:15																	0
7:15 - 7:30																	0
7:30 - 7:45																	0
7:45 - 8:00																	0
8:00 - 8:15																	0
8:15 - 8:30																	0
8:30 - 8:45																	0
8:45 - 9:00																	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHF: #DIV/0!

Bridalwood Loop / 1200 West

Evening Peak Hour: 4 - 6:00 pm Thursday, August 5, 2021

	Northbound				Southbound				Eastbound				Westbound				Totals
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:00 - 16:15	2	146	0	0	0	127	2	0	1	0	1	0					279
16:15 - 16:30	3	124	0	0	0	134	3	0	2	0	1	0					267
16:30 - 16:45	0	167	0	0	0	131	0	0	1	0	1	0					300
16:45 - 17:00	4	171	0	0	0	113	2	0	0	0	3	0					293
17:00 - 17:15	1	161	0	0	0	166	4	0	4	0	0	0					336
17:15 - 17:30	0	165	0	0	0	154	4	0	1	0	2	0					326
17:30 - 17:45	2	184	0	0	0	120	2	0	0	0	2	0					310
17:45 - 18:00	3	165	0	0	0	124	0	0	1	0	0	0					293
16:00 - 17:00	9	608	0	0	0	505	7	0	4	0	6	0	0	0	0	0	1139
16:15 - 17:15	8	623	0	0	0	544	9	0	7	0	5	0	0	0	0	0	1196
16:30 - 17:30	5	664	0	0	0	564	10	0	6	0	6	0	0	0	0	0	1255
16:45 - 17:45	7	681	0	0	0	553	12	0	5	0	7	0	0	0	0	0	1265
17:00 - 18:00	6	675	0	0	0	564	10	0	6	0	4	0	0	0	0	0	1265

PHF: 0.94

APPENDIX C: SIMTRAFFIC LOS AND QUEUEING REPORTS

1: 1200 West & 2960 North Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.2	0.1
Total Del/Veh (s)	4.6	3.1	2.7	0.2	0.3	0.1	0.3

2: 1200 West & Bridalwood Loop Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.3	0.1	0.0	0.0	0.1
Total Del/Veh (s)	11.3	2.6	2.6	0.5	0.2	0.1	0.4

Total Network Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.2

Intersection: 1: 1200 West & 2960 North

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	33	35
Average Queue (ft)	11	6
95th Queue (ft)	34	25
Link Distance (ft)	138	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & Bridalwood Loop

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	36	26
Average Queue (ft)	10	2
95th Queue (ft)	33	15
Link Distance (ft)	283	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

1: 1200 West & 2960 North Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	3.2	0.1	0.1	0.1
Total Del/Veh (s)	9.3	2.9	14.0	3.5	2.8	0.2	0.1	3.0	0.3	0.0	0.4

2: 1200 West & Bridalwood Loop/2900 North Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	2.8	0.1	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.0	2.2	13.1	4.2	2.9	0.5	0.3	3.6	0.2	0.0	0.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.4

Intersection: 1: 1200 West & 2960 North

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	45	35	36	45
Average Queue (ft)	10	9	6	5
95th Queue (ft)	35	32	26	26
Link Distance (ft)	139	448		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1200 West & Bridalwood Loop/2900 North

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	38	38	25	31
Average Queue (ft)	10	10	2	3
95th Queue (ft)	34	35	13	17
Link Distance (ft)	283	662		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0
