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ZM-26-009

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## Staff Report

**Meeting Date:** 7/15/2026

**Applicant:** Chris Bick

**Re:** Rezone to C

**Property Address:** 1059 E 3950 S & 1100 E 3946 S

**Zone:** R-2-8 & RM

**Prepared By:** Sean Murray

**Scope of Decision:** **Discretionary.** This is a legislative matter, to be decided by the Millcreek City Council upon receiving a recommendation from staff and the Millcreek Planning Commission. Your recommendation can be broad in scope, but should consider prior adopted policies, especially the Millcreek General Plan.

## REQUEST AND SYNOPSIS

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Chris Bick, representing St. Marks Hospital, has filed a rezone request to change the zoning at 1059 E 3950 S & 1100 E 3946 S to the Commercial (C) zoning designation. Currently, 1059 E 3950 S is zoned R-2-8 and 1100 E 3946 S is zoned Residential Mixed (RM). The applicant is seeking the rezone to the commercial zone to accommodate a commercial parking lot on the site. Commercial parking lots are permitted as conditional uses in the C zone. St. Marks aims to construct a commercial parking lot to accommodate hospital staff. As the hospital has grown over the past years, parking issues on the hospital campus site have grown significantly.

In 2025, St. Marks received a site plan approval for the 1100 E 3946 S to build a large parking lot accompanied with a small office building. The aim was for purely parking, but the RM zone would not allow for parking as a primary use. Due to this, St. Marks proposed building a small office building with an oversized parking lot. Office uses were permitted in the RM zone at the time meaning that St. Marks applied for and received a site plan approval for the site in accordance with Millcreek's zoning code at the time.

In 2026 St. Marks bought the property directly west at 1059 E 3950 S to build additional parking. However, due to 1100 E 3946 S having an RM designation, and 1059 E 3950 S having an R-2-8 designation, the parcels could not be combined without changing the zoning. The R-2-8 zone does not allow for parking as a primary use meaning that for it to function solely as a parking lot it would need to be in the C zone which is the only zoning designation that allows for purely parking as a primary use.

Since a rezone was required for 1059 E 3950 S to be used for parking, St. Marks has applied for both parcels to be rezoned so that a parking lot can be constructed without the need for a small office building on site. If both parcels are rezoned to the C zone, a commercial parking lot can be constructed on the site after receiving a conditional use permit from the Millcreek Planning Commission.

### **Existing Zoning**

The two subject parcels are in the R-2-8 zone and RM zone which are mainly focused on residential uses. The immediate surrounding neighborhood is largely zoned R-2-8 and RM. St. Marks Hospital, which is located east of the subject parcels across 1100 E, is zoned IF, Institutional Facility. An image of the existing zoning can be found below.



### **Traffic Impact Study**

As part of this application, the applicant and Millcreek commissioned a traffic impact study (TIS) for this project to better understand if one access point on 1100 E would be sufficient and whether a crosswalk for 1100 E would be needed.

The TIS confirmed that one access point on 1100 E would be enough to serve this project unless there were changes to the site plan that included buildings on the lot. A crosswalk for 1100 E was also recommended in this study as the number of employees parking and crossing to the hospital surpassed the threshold set out in the Manual on Uniform Traffic Control Devices, an industry standard for traffic control.

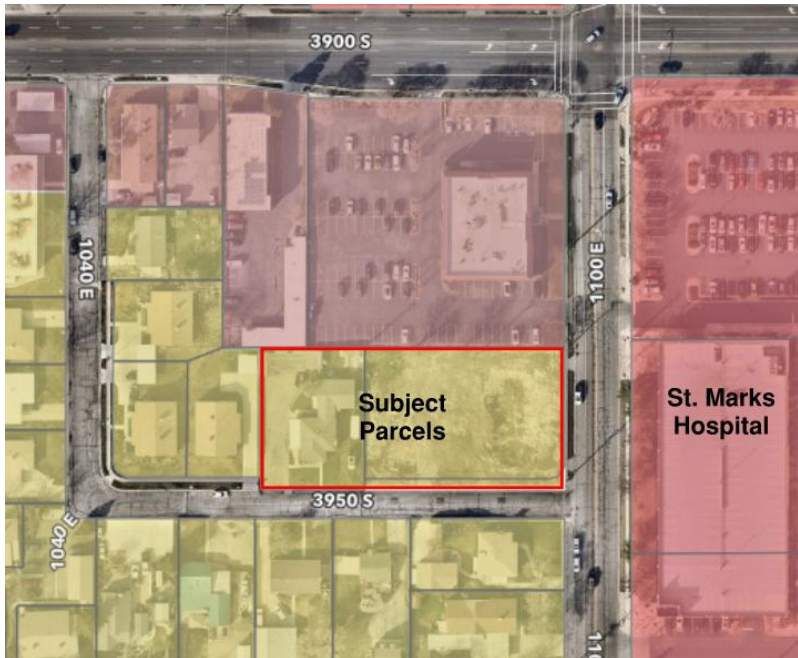


## GENERAL PLAN CONSIDERATIONS

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### Future Land Use Map

The Millcreek future land use map designates this area as 'Neighborhood 1' which designates land uses as primarily single-family detached homes, with secondary uses being parks, greenways, recreation, community gardens, schools, places of worship, and other complementary uses. A map of the future land use map for the area can be found below.



### Thriving Economy

Subchapter 3.2

**BUSINESS CULTURE. GOAL E-2:** Cultivate a business culture that allows existing establishments to grow in place, draws new firms to Millcreek and encourages more homegrown enterprises.

**Strategy 2.2:** Support the establishment and expansion of commercial businesses that produce goods locally, increase local spending and provide needed goods and services to local residents and businesses in Millcreek.

**Strategy 2.5:** Support efforts to attract, expand and retain large, medium and small businesses that offer high quality jobs, generate local tax revenue and/or provide needed goods or services to residents.

St. Marks Hospital is the largest employer in Millcreek and has grown significantly over the past couple decades. This growth has strained the existing campus, specifically with parking. The proposed lot would serve St. Marks employees so that patients and residents could park closer to the existing hospital.

## **PROPOSED DEVELOPMENT AGREEMENT**

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The applicant and Millcreek have entered into a development agreement to ensure that if a rezone is approved, only a parking lot can be built on the site to avoid any other intensive uses allowed in the C zone to occupy the site. The development agreement expires after ten years, meaning that the zoning would allow in the future for any other permitted or conditional use in the C zone to occupy the site. A zone condition limiting the site to solely parking uses could be employed to further ensure the site does not get developed into a use that is at odds with the surrounding neighborhood. Zone conditions can be removed through a rezone process at a future date.

## **NEIGHBORHOOD MEETING**

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On April 9<sup>th</sup>, St. Marks held a neighborhood meeting in their Lamb Auditorium where they discussed their proposed plans. In total about 12 residents attended the meeting and asked questions of the St. Marks staff as well as Millcreek staff that were in attendance.

A majority of the concerns came from neighbors that were worried about increased traffic, noise, and safety. To respond to this, St. Marks altered their plans so that access is solely located on the east end of the property, forcing vehicles to enter and exit on 1100 E. A 6-foot-tall masonry wall is also proposed to go along the northern property line to act as a noise barrier for sound and noise generated from 3900 S. Lastly, a traffic study was conducted that recommended adding a crosswalk on the northern edge of 3950 S across 1100 E.

## **PLANNING OPEN HOUSE**

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During the planning open house held on July 7<sup>th</sup>, no residents attended to talk with the applicant about the project. Two members of the Millcreek Community Council did attend and asked questions of the applicants regarding the layout and improvement of the parcels.

## **PLANNING STAFF RECOMMENDATIONS AND FINDINGS**

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Planning staff has reviewed this application and has found it to be in compliance with local zoning codes and ordinances if the rezone is approved. St. Marks has worked with the Planning Department to implement changes to the project to reflect concerns of staff and neighbors. Staff recommends discussing whether a zone condition limiting the use of the property to a commercial parking lot would be warranted in this case to ensure that a more intensive commercial use cannot occupy this site in the future without going through a legislative process first.

### **Findings**

1. 1059 E 3950 S is currently zoned R-2-8,
2. 3946 S 1100 E is currently zoned RM,
3. Both properties are designated as 'Neighborhood 1' on the future land use map,
4. A development agreement has been entered into between St. Marks and Millcreek,
5. A commercial parking lot is being proposed for the properties,
6. A traffic impact study was commissioned for this project.

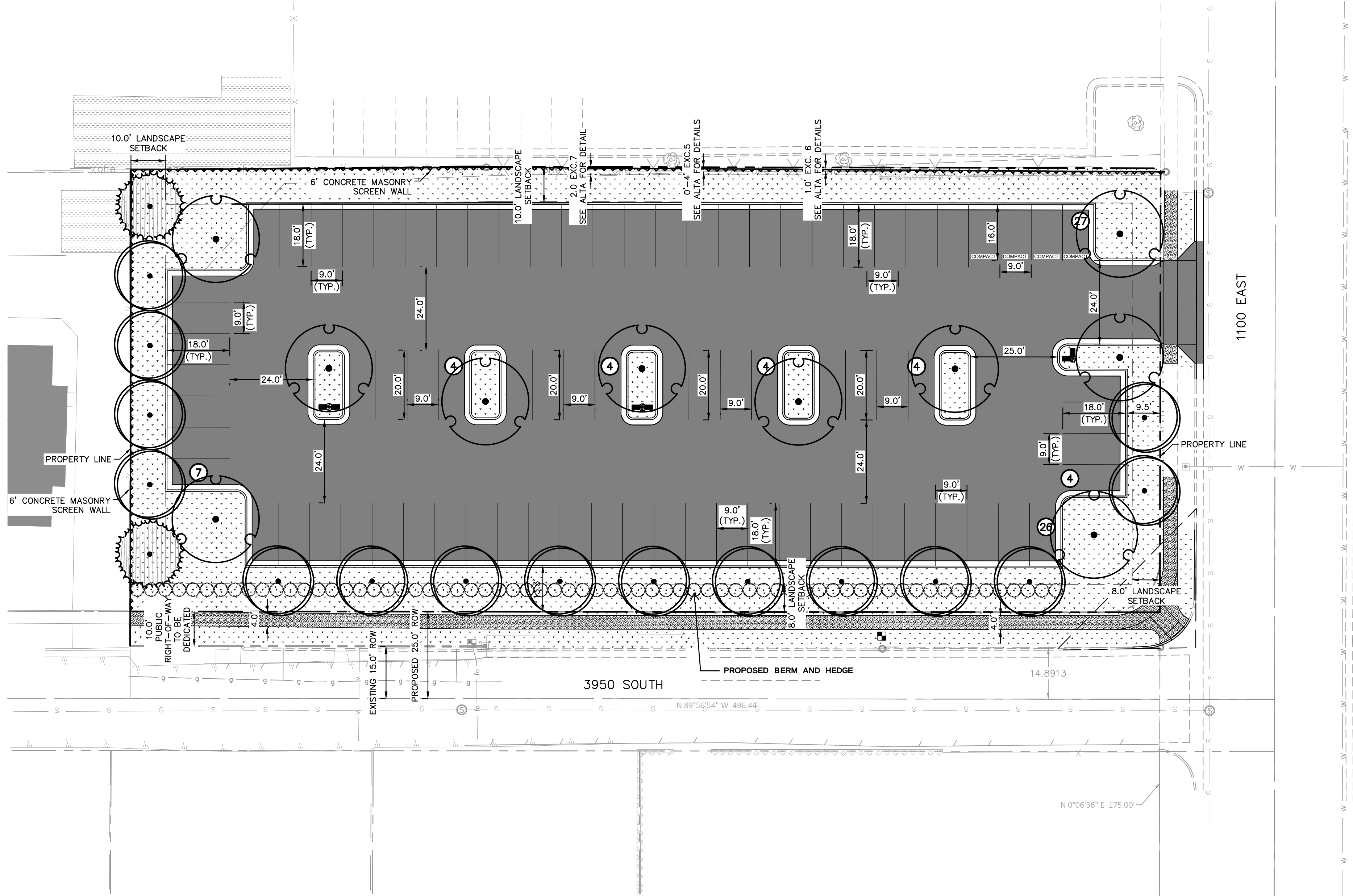
### **Conclusions**

1. Both properties are seeking a Commercial zoning designation,
2. The future land use map does not support a commercial zoning designation at this location,
3. The development agreement outlines the site layout and use,
4. Commercial parking lots are permitted in the Commercial zone,
5. The traffic impact study recommended one access off 1100 E and a crosswalk at 3950 S 1100 E.

### **SUPPORTING DOCUMENTS**

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- **Proposed Site Plan**
- **Letter of Intent**
- **Neighborhood Meeting Summary**
- **Draft Development Agreement**
- **Traffic Impact Study**

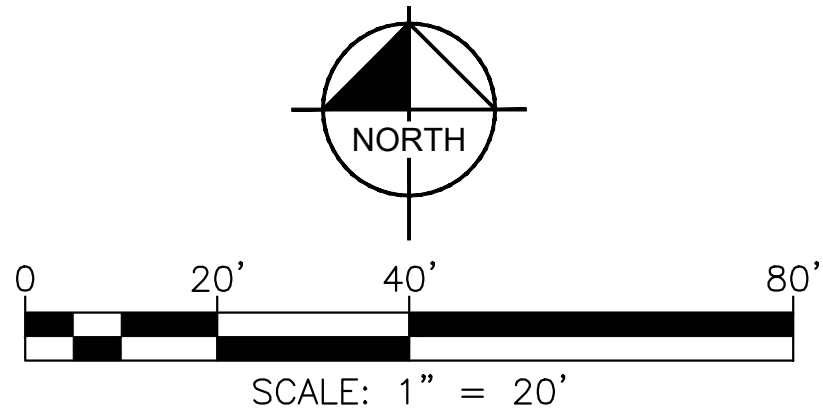


LEGEND

|           |                                        |
|-----------|----------------------------------------|
| ---       | PROPOSED PROPERTY LINE                 |
| ---       | EXISTING PROPERTY LINE                 |
| ---       | EXISTING ELECTRICAL EASEMENT           |
| [Pattern] | PROPOSED CONCRETE SIDEWALK PAVEMENT.   |
| [Pattern] | PROPOSED PERVIOUS ASPHALT PAVEMENT.    |
| [Pattern] | PROPOSED LANDSCAPE.                    |
| [Pattern] | PROPOSED HEAVY DUTY CONCRETE PAVEMENT. |

LANDSCAPE REQUIREMENTS

|                                                                                     | REQUIRED | PROVIDED |
|-------------------------------------------------------------------------------------|----------|----------|
| <b>18.64.050 SCREENING AND BUFFERING</b>                                            |          |          |
| <i>West Perimeter - Buffer Type 'B' Required (4 trees / 100 LF (20% Evergreen))</i> |          |          |
| Trees (127 LF)                                                                      | 5        | 6        |
| <b>18.64.100 PARKING LOT LANDSCAPING</b>                                            |          |          |
| <i>Interior Trees (1 tree per interior / end island)</i>                            |          |          |
| Interior Trees (10 islands)                                                         | 10       | 10       |
| <i>Parking Lot Perimeter Trees (1 tree per 30 LF of perimeter)</i>                  |          |          |
| East Perimeter (36 LF)                                                              | 1        | 2        |
| South Perimeter (235 LF)                                                            | 8        | 9        |
| South Perimeter Shrub                                                               |          |          |
| Hedge                                                                               | Required | Provided |



CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

DRAWN BY: GNG 5/19/2026

DESIGNED BY: CFB 5/19/2026

CHECKED BY: CFB 5/19/2026

PROJECT No.: 09369002 SCALE: AS SHOWN

WEST LOT SITE PLAN EXHIBIT

ST. MARK'S OFFICE EXPANSION  
3950 S 1100 E  
MILLCREEK, UT 84124

SEAL

REGISTERED PROFESSIONAL ENGINEER

Christopher Paul Bick

10844212-2202

5/19/2026

STATE OF UTAH

PREPARED UNDER THE DIRECTION  
SUPERVISION OF CHRIS BICK, P.E.  
UTAH REGISTRATION NO.  
10844212-2202 FOR AND ON BEHALF OF  
KIMLEY-HORN AND ASSOCIATES, INC.

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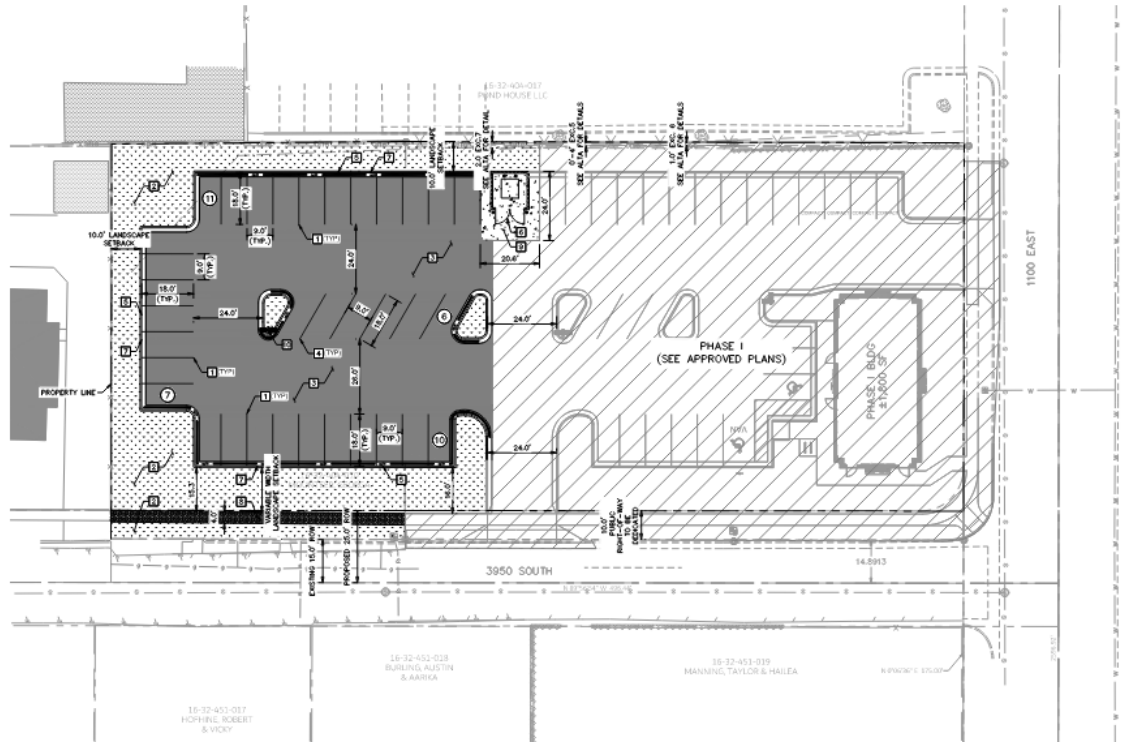
MOUNTAINSTAR  
St. Mark's Hospital

**Kimley»Horn**  
1650 Ashton Boulevard, Suite 150 | LEHI, UT 84003 | Tel. No. (385) 235-6536



### Intent of Intent for St Marks Hospital West Lot 3

MountainStar Healthcare has acquired a new lot (Parcel ID: 163-240-4010) located west of its previously consolidated lots (Parcel IDs: 163-240-4011 and 163-240-4012). The original site plan for the previously consolidated lots, which included an office building and parking lot, was approved by the city; however, recent zoning code changes no longer allow an office building in the current zone. As a result, the property owner has submitted a rezone application to reclassify all three parcels into a commercial zoning district, and a conditional use application which would allow the consolidation of the lots and permit the development of a parking lot without a building.



## Neighborhood Meeting Summary

### St. Mark's Hospital – West Lot Parking Project

**Location:** Lamb Auditorium

**Start Time:** 7:00 PM

### Introduction and Project Background

A neighborhood meeting was held to provide information and gather community feedback regarding a proposed development associated with St. Mark's Hospital in Millcreek. The purpose of the meeting was to explain the project history, outline the proposed land use changes, and address neighborhood questions and concerns.

St. Mark's Hospital is proposing to rezone two parcels—**16-32-101-010 (currently zoned R-2-8)** and **16-32-404-011 (currently zoned RM)**—to a commercial zoning designation. In addition to the rezone request, a **Conditional Use Permit (CUP)** would be required to allow the development of a **parking lot** on the property.

During the meeting, three alternative site plans were presented to demonstrate how the site could be developed depending on which applications are approved. It was emphasized that the intent of the project is limited to a parking lot serving hospital staff.

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### Summary of Discussion Topics

#### 1. Project Scope and Long-Term Use

##### Discussion:

Neighbors asked whether the project would include a building now or in the future, and whether St. Mark's plans to acquire additional surrounding properties.

##### Response:

- The project is intended to be a **parking lot only**, with **no building proposed if the rezone and lot consolidation applications are approved**.
  - Due to the size and configuration of the lot, it would not be feasible to construct a parking structure in the future.
  - The parking lot is expected to remain a parking lot long-term.
  - St. Mark's clarified that there have not been conversations with other property owners to **purchase surrounding residential properties**.
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## 2. Driveway Access and Traffic Circulation

### Discussion:

Neighbors expressed concerns about driveway locations, traffic congestion along 3950 South, and impacts to nearby residential driveways.

### Response:

- Two access points are proposed: one on **1100 East** and one on **3950 South**.
  - Access from 3900 South or additional driveways on 1100 East are **not permitted under city code**.
  - The parking lot is primarily intended for **staff parking**, with most activity occurring during morning arrivals and evening departures.
  - The development team expressed willingness to explore:
    - Making the 3950 South driveway **entrance-only**, subject to fire code and city approval.
    - Adjusting driveway configuration to minimize traffic impacts along 3950 South.
    - Discussing driveway placement concerns with the City.
- 

## 3. Parking Management and Enforcement

### Discussion:

Residents asked how parking would be monitored and whether parking restrictions could be enforced to prevent people from parking along 3950 S and blocking their driveways.

### Response:

- The site will be monitored by **on-site security and cameras**.
- Designating the lot as **staff-only parking** could be implemented if required by the City.
- Designated parking hours are not feasible due to the 24-hour nature of healthcare operations.
- Red curb markings or no-parking enforcement in surrounding streets would be a **City decision**, not under the control of St. Mark's due to the streets being along the cities ROW.

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#### 4. Noise, Lighting, and Visual Impacts

##### Discussion:

Neighbors raised concerns about vehicle noise, headlights shining into homes, and overall visual impacts of the parking lot.

##### Response:

- Site lighting will be **fully shielded** and designed so light does not spill beyond the property boundaries, according to city standards.
- Landscaping, berms, and shrubs can be added to **block headlight glare** from neighboring homes.
- A **pre-cast concrete or masonry wall** is proposed along the **north and west edges** of the parking lot, subject to coordination with adjacent property owners.
- Wall height is anticipated to be **approximately 6 feet**, with a possibility of up to **8 feet** if allowed by code.
- A wall along 3950 South is not permitted under current city code, though St. Mark's is open to further discussion with the City regarding noise concerns.

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#### 5. Landscaping and Aesthetics

##### Discussion:

Residents emphasized the importance of landscaping and an attractive appearance.

##### Response:

- The project will comply with **City landscaping standards**, including trees, shrubs, and ground cover.
- St. Mark's committed to ensuring the site is **visually appealing** and compatible with the surrounding neighborhood character.

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#### 6. Pedestrian and Child Safety

##### Discussion:

Concerns were raised regarding children's safety, pedestrian crossings, and overall walkability.



**Response:**

- A **third-party traffic study** is currently underway to evaluate pedestrian safety needs, including:
    - Whether a crosswalk is required
    - The appropriate location and design of any crossing along 1100 East, If determined by the traffic study
  - Limiting the 3950 South driveway to entrance-only traffic was discussed as a potential strategy to reduce pedestrian conflicts, subject to City and fire code approval.
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## **7. Property Values**

**Discussion:**

Residents expressed concerns about potential impacts to home values.

**Response:**

- Potential changes in property values are **outside the control of the developer** and cannot be regulated through the land use process.
- 

## **8. Project Timeline and Contingencies**

**Discussion:**

Neighbors asked about construction timing and what would happen if approvals are not granted.

**Response:**

- Construction could begin **as soon as the rezone and CUP are approved.**
  - The project approvals must be acted upon by **next spring**, either by starting construction or renewing approvals.
  - If approvals are not granted, St. Mark's would evaluate alternative options for the properties, including possible sale or other options.
-

## Action Items

**Based on the meeting discussion, the following action items were identified:**

1. Coordinate with the **City of Millcreek** to evaluate potential driveway restrictions (entrance-only vs. exit-only), particularly on 3950 South.
2. Review **fire code requirements** to determine feasibility of one-way driveway configurations.
3. Complete the **third-party traffic and pedestrian safety study**, including crosswalk evaluation on 1100 East.
4. Discuss with the **north property owner** regarding potential wall installation and/or access easements.
5. Refine landscape and screening plans (berms, trees, shrubs) to mitigate headlight glare and visual impacts.
6. Confirm wall height allowances with City code (6–8 feet) and finalize wall locations.
7. Coordinate with the City regarding any potential **parking enforcement or red curb markings** in surrounding residential areas.

# Please Sign-In

| NEIGHBORHOOD MEETING ATTENDANCE SIGN IN:         |                            |                                |
|--------------------------------------------------|----------------------------|--------------------------------|
| St Marks West Lot - April 9 <sup>th</sup> , 2026 |                            |                                |
|                                                  | Address                    | Printed Name                   |
| 1                                                | 1058 E 3950 So SLL 84124   | Vicky Hofhine                  |
| 2                                                | 1058 E 3950 So 84124       | Bob Hofhine                    |
| 3                                                | 3950 So. 1040 E. 84124     | Don Watkins                    |
| 4                                                | 3636 S 1100 E 84106        | Thom Desjard                   |
| 5                                                | 1185 E 3RD AVE 84103       | SEAN MURRAY                    |
| 6                                                | 3944 Smith Blvd East 84106 | Lois Zidner                    |
| 7                                                | 1062 E 3950 S 84124        | Austin Burling & Arika Burling |
| 8                                                | 3958 S 1100 E 84124        | Bre & Taylor Manning           |
| 9                                                | 3921 S. 1040 E. 84124      | SHARON ANGE                    |
| 10                                               | 1042 E 3950 S. 84124       | Troy Massing                   |
| 11                                               | 1042 E 3950 S. 84124       | Nicole Massing                 |
| 12                                               | 1040 E 3950 South          | MIKE McQuire                   |
| 13                                               |                            |                                |
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**When recorded, return to:**

Millcreek  
1330 E Chambers Ave  
Millcreek, UT 84106

**DEVELOPMENT AGREEMENT**

This Development Agreement (this “Agreement”) is entered into this \_\_\_\_ day of \_\_\_\_\_, 2026, by and between **Mike West** (“Developer”), for the land to be included in or affected by the project located at approximately 3946 S 1100 E & 1059 E 3950 S in Millcreek Utah, a municipal corporation of the State of Utah (“City”). The Developer and the City are sometimes referred to as the “Parties.”

**RECITALS**

**WHEREAS**, Developer owns approximately .94 acres of real property located at 3946 S 1100 E & 1059 E 3950 S in Millcreek, Utah (“Property”) and intends to develop the Property. A legal description of the Property is attached hereto as exhibit “A.” The Parties desire that the Property be developed in a unified and consistent fashion and establish minimum standards for a new commercial parking lot development (the “Project”) on the Property; and

**WHEREAS**, Developer hereby represent to the Millcreek Council that it is voluntarily entering into this Agreement; and

**WHEREAS**, Developer is willing to restrict the Property in a manner that is in harmony with the objectives of the City’s General Plan and long-range development objectives, and which addresses the more specific development issues set forth in this Agreement, and is willing to abide by the terms of this Agreement; and

**WHEREAS**, the City, acting pursuant to its authority under the Utah Municipal Land Use, Development, and Management Act, Utah Code Ann. §10-20-101, *et seq.*, and its ordinances, resolutions, and regulations, and in furtherance of its land-use policies, has made certain determinations with respect to the proposed Project, and, in the exercise of its legislative discretion, has elected to approve this Agreement;

**NOW, THEREFORE**, in consideration of the mutual covenants and conditions contained herein, the parties agree as follows:

1. **Affected Property.** The legal description of the Property contained within the Project boundaries is attached as exhibit “A.” No additional property may be added to or removed from this description for the purposes of this Agreement except by written amendment to this Agreement executed and approved by Developer and the City.

2. **Reserved Legislative Powers.** Nothing in this Agreement shall limit the future exercise of police power by the City in enacting zoning, subdivision, development, transportation, environmental, open space, and related land-use plans, policies, ordinances and regulations after the date of this Agreement, provided that the adoption and exercise of such power shall not restrict Developer’s vested rights to develop the Project as provided herein. This Agreement is not intended to and does not bind the Millcreek Council in the independent exercise of its legislative discretion with respect to such zoning regulations.

3. **Compliance with City Ordinances and Standards.** Developer acknowledges and agrees that nothing in this Agreement shall be deemed to relieve it from the obligation to comply with all applicable ordinances and requirements of the City necessary for development of the Project, including the payment of fees, and compliance with applicable City standards.

4. **Specific Design Conditions.** The Project shall be developed and constructed as set forth in the specific design conditions/criteria set forth in exhibits “B” and “C”. The Project shall also comply with all requirements set forth in the minutes of the Millcreek Planning Commission and Millcreek meetings on this matter.

5. **Agreement to Run With the Land.** This Agreement shall be recorded in the Office of the Salt Lake County Recorder, shall be deemed to run with the Property, and shall encumber the same; and shall be binding on and inure to the benefit of all successors and assigns of Developer in the ownership or development of any portion of the Property. This Agreement supersedes any and all development agreements that have been executed concerning the Property.

6. **Assignment.** Neither this Agreement nor any of the provisions, terms or conditions hereof can be assigned to any other party, individual or entity without the consent of the other

party. This Agreement shall be binding upon any successors and assigns. This restriction on assignment is not intended to prohibit or impede the sale by Developer.

7. **No Joint Venture, Partnership or Third Party Rights.** This Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto nor any rights or benefits to third parties, except as expressly provided herein.

8. **Integration, Modification, and Entire Agreement.** This Agreement contains the entire agreement between the parties with respect to the subject matter hereof and integrates all prior conversations, discussions, or understandings of whatever kind or nature and may only be modified by a subsequent writing duly executed and approved by the parties hereto. Exhibits A and B are hereby incorporated into this Agreement.

9. **Notices.** Any notices, requests, or demands required or desired to be given hereunder shall be in writing and should be delivered personally to the party for whom intended, or, if mailed by certified mail, return receipt requested, postage prepaid to the parties as follows:

TO DEVELOPER:

Mike West  
Developer Address

TO CITY:

Millcreek  
Cheri Jackson, Mayor  
1330 E Chamber Ave  
Millcreek, Utah 84106

Any party may change its address by giving written notice to the other party in accordance with the provisions of this section.

10. **Choice of Law and Venue.** Any dispute regarding this Agreement shall be heard and settled under the laws of the State of Utah. Any Utah litigation regarding this Agreement shall be filed in the Third District Court in Salt Lake City, Utah. Any federal litigation regarding this Agreement shall be filed in the United States District Court for the District of Utah in Salt Lake City, Utah.



11. **Severability.** In the event any provision of this Agreement is held to be invalid or unenforceable, the remaining provisions shall remain valid and binding upon the parties. One or more waivers of any term, condition, or other provision of this Agreement by either party shall not be construed as a waiver of a subsequent breach of the same or any other provision.

12. **Limitation on Recovery for Default – No Damages.** No party shall be entitled to any claim for any monetary damages as a result of any breach of this Agreement and each Party waives any claims thereto. The sole remedy available to Developer or and assignee shall be that of specific performance. Notwithstanding such limitation the City may withhold all further reviews, approvals, licenses, building permits and/or other permits for development of the Project in the case of a default by Develop or any assignee.

13. **Term of Agreement.** The term of this Agreement shall be until December 31, 2036 and shall automatically expire on such date.

14. **Force Majeure.** Neither party shall be liable or deemed to be in default for any delay, failure, or interruption in performance under the Agreement resulting, directly or indirectly, from acts of God, acts of civil or military authority, acts of public enemy, war, accidents, fires, explosions, earthquakes, floods, failure of transportation, machinery or supplies, vandalism, strikes or other work interruptions, or any other cause beyond the control of either party. Both Parties, however, agree to make good faith efforts to perform under this Agreement in the event of any such circumstance.

15. **Construction.** The Parties stipulate that this Agreement and all agreements or documents incorporated herein shall not be subject to the rule of construction that a written agreement is construed against the Party preparing or drafting that Agreement.

16. **Headings.** The descriptive headings of the paragraphs of this Agreement are inserted for convenience only and shall not control or affect the meaning or construction of any of the provisions hereof.

17. **No Waiver.** The failure of either Party to exercise in any respect a right provided for in this Agreement shall not be deemed to be a subsequent waiver of the same right or of any other right.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

**Millcreek**

\_\_\_\_\_  
Cheri Jackson, Mayor

ATTEST:

\_\_\_\_\_  
Elyse Sullivan, City Recorder

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

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2026, by Cheri Jackson and Elyse Sullivan as the Mayor and the City Recorder, respectively, of Millcreek, a Utah municipality.

\_\_\_\_\_  
Notary Public

**DEVELOPER**

By: \_\_\_\_\_

Title: \_\_\_\_\_

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

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2026, by  
\_\_\_\_\_.

\_\_\_\_\_  
Notary Public

**Exhibit A**  
**Location of Development**

**Parcel No.**

**16324040200000**

**3946 S 1100 E**

**Legal Description**

**BEG N 0°05'31" E 175 FT FR SE COR LOT 10, BLK 4, 10 ACRE PLAT A, BIG FIELD SUR; N 89°53'24" W 193.95 FT; N 0°06'36" E 137.95 FT; S 89°51'24" E 193.91 FT; S 0°05'31" W 137.84 FT TO BEG. LESS STREET.**

**Parcel No.**

**16324040100000**

**1059 E 3950 S**

**Legal Description**

**COM 175 FT N & 194 FT W FR SE COR LOT 10 BLK 4 10 AC PLAT A BIG FIELD SUR N 137.84 FT N 89°58' W 102 FT S 137.84 FT S 89°58' E 102 FT TO BEG 0.27 AC**

**Exhibit B**  
**Project Specifications**

Developer and the City agree that the proposed development will incorporate the following:

1. **Parking.** The project will include up to 80 parking stalls for the development.
2. **Lighting.** The developer will install parking lot lighting in accordance with MKZ 18.68 & MKZ 18.63.
3. **Fencing.** The developer will install a 6' masonry fence along the western and northern property lines.
4. **Uses.** Uses will be limited to parking for employees and customers for St. Marks hospital.
5. **Landscaping.** Landscaping will be provided as shown in the site plan. All landscaping will adhere to the standards found in MKZ 18.67.
6. **Access.** Vehicular access to the site will be limited to the eastern property edge along 1100 East.
7. **Crosswalk.** The developer shall install a crosswalk across 1100 E at the intersection of 3950 S & 1100 E.

**Exhibit C**  
**Site Plan**

DRAFT

# Memo

Date: Friday, June 26, 2026

To: Jake Green; Millcreek City

From: Matt Hastings and Preston Stinger; Fehr & Peers

**Subject: St. Marks West Lot Traffic Study**

## Overview

This memorandum summarizes the expected impacts of St. Marks using the West Lot, the lot located at the northwest corner of 3950 South and 1100 East. The two proposed uses for the West Lot are a 1,800 square foot medical office building with 60 parking stalls, or just a parking lot with 68 parking stalls. Table 1 summarizes the level of service (LOS) results of the capacity analysis completed for this project. The two existing intersections (1. 3900 South & 1100 East and 2. 3950 South & 1100 East) do not drop below their current peak hour LOS of B. The proposed access (intersection 3.) does not have a LOS below B either.

**Table 1: AM and PM Peak Hour Level of Service Summary**

| Intersection |                         |        | Existing                                  | Existing + Office                         | Existing + Parking                        |
|--------------|-------------------------|--------|-------------------------------------------|-------------------------------------------|-------------------------------------------|
| ID           | Location                | Period | LOS / Delay <sup>1,2,3</sup><br>(sec/veh) | LOS / Delay <sup>1,2,3</sup><br>(sec/veh) | LOS / Delay <sup>1,2,3</sup><br>(sec/veh) |
| 1            | 3900 South & 1100 East  | AM     | B / 14                                    | B / 14                                    | B / 14                                    |
|              |                         | PM     | B / 14                                    | B / 15                                    | B / 15                                    |
| 2            | 3950 South & 1100 East  | AM     | B / 10                                    | B / 10                                    | B / 10                                    |
|              |                         | PM     | A / 10                                    | A / 10                                    | B / 10                                    |
| 3            | East Access & 1100 East | AM     | n/a                                       | B / 11                                    | B / 11                                    |
|              |                         | PM     | n/a                                       | B / 12                                    | B / 12                                    |

1. This represents the overall intersection LOS for signalized intersections using the HCM 7 methodology.  
 2. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.

4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers

The results of the analysis **recommend a crosswalk be considered** across 1100 East on the north leg of the intersection with 3950 South for pedestrians crossing between the West Lot and the main hospital campus. The capacity analysis determined that the West Lot could be **adequately served with only one vehicle access along 1100 East**. Either of the two proposed uses have a **minimal impact** on the roadway network.



# Traffic Impact

The traffic impact to the study intersections was calculated by determining the number of trips likely to be generated by the site and adding them to the existing traffic volumes for the two existing study intersections. Traffic counts were collected on Wednesday, June 3<sup>rd</sup>, 2026.

## Trip Generation & Distribution

Trip generation for the medical office was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, 2025. This trip generation estimate is summarized in **Table 2** for AM Peak, PM Peak, and Daily trips, including the ITE code and rate. For the parking stalls, a conservative assumption was made that each parking stall would have a vehicle enter and park or exit during the peak hour. Therefore, the trip generation rate per parking stall is 1.0 for the purposes of this study. The same distribution as the medical office building was applied to the parking stall, assuming that drivers will generally follow a similar schedule. According to Millcreek’s minimum vehicle parking requirements the medical office should have six parking stalls, the urban land institute (ULI) recommends 10 parking stalls, to provide a conservative analysis it was assumed that 10 stalls would be reserved for the medical office and the remaining 50 stalls would be parking for the main hospital campus.

**Table 2: Site Total Trip Generation**

| Land Use Inputs                              |          |               |          | Trip Generation Calculations |              |        |          |              |        |          |
|----------------------------------------------|----------|---------------|----------|------------------------------|--------------|--------|----------|--------------|--------|----------|
| ITE Land Use                                 | ITE Code | Units         | Quantity | Daily Total <sup>1</sup>     | AM In        | AM Out | AM Total | PM In        | PM Out | PM Total |
| Scenario with just parking                   |          |               |          | Total                        | Distribution |        | Total    | Distribution |        | Total    |
| Parking                                      | n/a      | Parking Stall | 68       | n/a                          | 53           | 15     | 68       | 17           | 51     | 68       |
| Scenario with an office building and parking |          |               |          | Total                        | Distribution |        | Total    | Distribution |        | Total    |
| Medical Office                               | 720      | 1,000 Sq Ft   | 1.8      | 59                           | 7            | 2      | 9        | 1            | 3      | 4        |
| Parking                                      | n/a      | Parking Stall | 50       | n/a                          | 39           | 11     | 50       | 13           | 38     | 51       |
| Office scenario total                        |          |               |          | n/a                          | 46           | 13     | 59       | 14           | 41     | 55       |

1. Daily trip generation of parking stalls is not available.

Source: Fehr & Peers

The trips generated by the West Lot parking and/or medical office were routed through the study intersections and existing roadway network according to the traffic counts collected, the regional roadway network, and the surrounding local and regional land uses. To provide a conservative analysis, only one access was assumed. The access on 1100 East was used as the only access point for the West Lot, meaning all vehicles had to route along 1100 East to access the lot and 3950 South was not utilized by many drivers to access the lot.

## Capacity Analysis

A Synchro model was built to analyze the operational impacts of the proposed uses of the West Lot. The Synchro software estimates the per-vehicle delay in seconds per vehicle and the level of service

(LOS) rated from A (best) to F (worst). LOS grades of E or F are generally considered inadequate and require mitigation.

## Existing Conditions

**Table 3** reports the LOS results for the Existing Conditions to compare with the build scenarios. The results show that the two existing intersections operate at acceptable levels of delay during the AM and PM peak hours.

**Table 3: Existing Conditions Level of Service**

| Intersection |                        |        |                  | Worst Movement <sup>1</sup> |               |     | Overall Intersection <sup>2</sup> |     |
|--------------|------------------------|--------|------------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID           | Location               | Period | Control          | Movement                    | Delay Veh/Sec | LOS | Delay Veh/Sec                     | LOS |
| 1            | 3900 South & 1100 East | AM     | Signal           | -                           | -             | -   | 14                                | B   |
|              |                        | PM     |                  | -                           | -             | -   | 14                                | B   |
| 2            | 3950 South & 1100 East | AM     | Side Street Stop | EB                          | 10            | B   | -                                 | -   |
|              |                        | PM     |                  | EB                          | 10            | A   | -                                 | -   |

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.

2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn.

Source: Fehr & Peers.

## Existing Plus Medical Office

This scenario analyzes the impact of traffic from the medical office and parking planned for the West Lot. **Table 4** reports the LOS for the build conditions, as if those uses were in place today. The analysis shows that the two existing study intersections and the new access to the West Lot operate at acceptable levels of delay.

**Table 4: Existing Plus Office Conditions Level of Service**

| Intersection |                         |        |                  | Worst Movement <sup>1</sup> |               |     | Overall Intersection <sup>2</sup> |     |
|--------------|-------------------------|--------|------------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID           | Location                | Period | Control          | Movement                    | Delay Veh/Sec | LOS | Delay Veh/Sec                     | LOS |
| 1            | 3900 South & 1100 East  | AM     | Signal           | -                           | -             | -   | 14                                | B   |
|              |                         | PM     |                  | -                           | -             | -   | 15                                | B   |
| 2            | 3950 South & 1100 East  | AM     | Side Street Stop | EB                          | 10            | B   | -                                 | -   |
|              |                         | PM     |                  | EB                          | 10            | A   | -                                 | -   |
| 3            | East Access & 1100 East | AM     | Side Street Stop | EB                          | 11            | B   | -                                 | -   |
|              |                         | PM     |                  | EB                          | 12            | B   | -                                 | -   |

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.

2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn.

Source: Fehr & Peers.

## Existing Plus Parking Lot

This scenario analyzes the impact of traffic from the parking planned for the West Lot. **Table 5** reports the LOS for the build conditions, as if the parking lot were in place today. The analysis shows that the two existing study intersections and the new access to the west lot operate at acceptable levels of delay.

**Table 5: Existing Plus Parking Lot Conditions Level of Service**

| Intersection |                         |        |                  | Worst Movement <sup>1</sup> |               |     | Overall Intersection <sup>2</sup> |     |
|--------------|-------------------------|--------|------------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID           | Location                | Period | Control          | Movement                    | Delay Veh/Sec | LOS | Delay Veh/Sec                     | LOS |
| 1            | 3900 South & 1100 East  | AM     | Signal           | -                           | -             | -   | 14                                | B   |
|              |                         | PM     |                  | -                           | -             | -   | 15                                | B   |
| 2            | 3950 South & 1100 East  | AM     | Side Street Stop | EB                          | 10            | B   | -                                 | -   |
|              |                         | PM     |                  | EB                          | 10            | B   | -                                 | -   |
| 3            | East Access & 1100 East | AM     | Side Street Stop | EB                          | 11            | B   | -                                 | -   |
|              |                         | PM     |                  | EB                          | 12            | B   | -                                 | -   |

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.

2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn.

Source: Fehr & Peers.

## Pedestrian Crossing Analysis

For the pedestrian crossing analysis, it was assumed that people parking in the West Lot and walking over to the main hospital campus were driving by themselves, and each vehicle had an occupancy of just one. It was assumed that the distribution of pedestrians coming from the west lot or going to the west lot was the same as the distribution of vehicles entering or exiting the medical office building, according to the ITE trip distribution. Furthermore, it was assumed that the medical office would not be generating pedestrian traffic across 1100 East and that people accessing the medical office building would utilize the West Lot parking stalls.

**Table 6** displays the number of pedestrians expected to cross 1100 East from or to the West Lot to or from the main hospital campus. In this case, 'In' is referring to pedestrians crossing from the West Lot east to the main hospital campus, and 'Out' is referring to pedestrians crossing from the main hospital campus to the West Lot.

**Table 6: Site Pedestrian Trip Generation**

| Land Use Inputs                                     |          |               |          | Pedestrian Trip Generation Calculations |              |        |          |              |        |          |
|-----------------------------------------------------|----------|---------------|----------|-----------------------------------------|--------------|--------|----------|--------------|--------|----------|
| ITE Land Use                                        | ITE Code | Units         | Quantity | Daily Total <sup>1</sup>                | AM In        | AM Out | AM Total | PM In        | PM Out | PM Total |
| <b>Scenario with just parking</b>                   |          |               |          | Total                                   | Distribution |        | Total    | Distribution |        | Total    |
| <b>Parking</b>                                      | n/a      | Parking Stall | 68       | n/a                                     | 53           | 15     | 68       | 17           | 51     | 68       |
| <b>Scenario with an office building and parking</b> |          |               |          | Total                                   | Distribution |        | Total    | Distribution |        | Total    |
| <b>Medical Office</b>                               | 720      | 1,000 Sq Ft   | 1.8      | -                                       | -            | -      | -        | -            | -      | -        |
| <b>Parking</b>                                      | n/a      | Parking Stall | 50       | n/a                                     | 39           | 11     | 50       | 13           | 38     | 51       |

1. Daily pedestrian trip generation of parking stalls is not available.  
Source: Fehr & Peers

Guidance from the Manual on Uniform Traffic Control Devices (MUTCD) states that a mid-block crosswalk should be considered if there are 20 or more expected pedestrian crossings during the peak hour and the nearest existing crosswalk (either another mid-block crossing or a controlled intersection like 3900 South & 1100 East) is more than 300 feet away. Even if half of the estimated pedestrians are generated during the peak hour of trip generation of the West Lot, more than 20 pedestrians are expected to be crossing 1100 East. The northern edge of the West Lot is roughly 225 feet from the intersection of 3900 South & 1100 East, but the southern edge (along 3950 South) is approximately 350 feet from the intersection of 3900 South & 1100 East.

Given the guidance from MUTCD, **a mid-block crosswalk across 1100 East on the north leg of the intersection of 1100 East with 3950 South is recommended to be considered.** The design of the crosswalk should include, or consider, the following: high-visibility markings, parking restrictions on crosswalk approach (within roughly 30 feet), adequate nighttime lighting, and upstream crossing warning signs for drivers. Further design elements to be considered include: in-street pedestrian crossing sign, raised crosswalk, curb extensions, and a rectangular rapid-flashing beacon (RRFB).



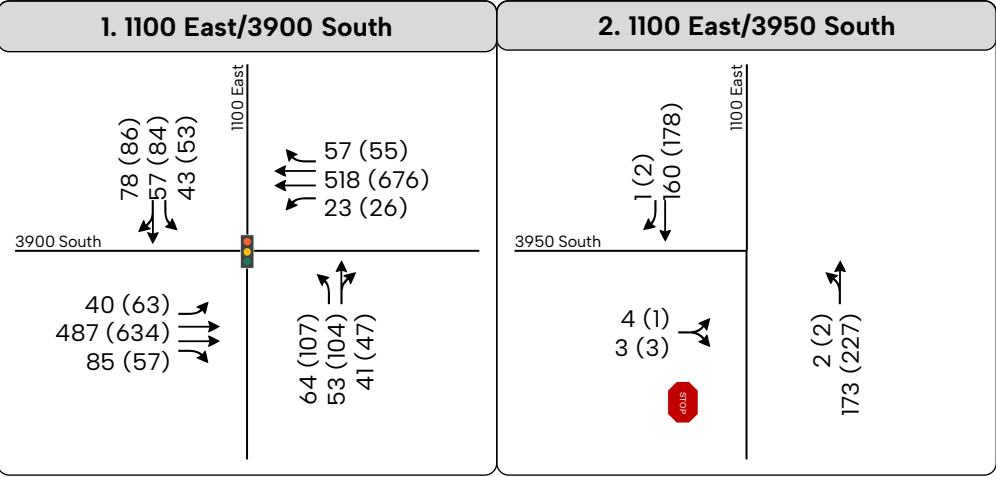


FIGURE 1  
**Existing Conditions**

#

AM (PM)

Study Intersection

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





| 1. 1100 East/3900 South                                                                                                                                                                               | 2. 1100 East/3950 South                                                                                          | 3. South Access/3950 South                                                                                  | 4. 1100 East/East Access                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| <p>3900 South</p> <p>1100 East</p> <p>78 (86)<br/>63 (86)<br/>43 (53)</p> <p>57 (55)<br/>518 (676)<br/>37 (30)</p> <p>40 (63)<br/>487 (634)<br/>106 (63)</p> <p>70 (125)<br/>55 (109)<br/>45 (60)</p> | <p>3950 South</p> <p>1100 East</p> <p>1 (2)<br/>160 (180)</p> <p>9 (17)<br/>4 (5)</p> <p>6 (3)<br/>173 (227)</p> | <p>South Access</p> <p>3950 South</p> <p>0 (1)<br/>6 (18)</p> <p>4 (1)<br/>3 (4)</p> <p>1 (0)<br/>7 (4)</p> | <p>East Access</p> <p>1100 East</p> <p>41 (12)<br/>161 (180)</p> <p>7 (20)<br/>0 (2)</p> <p>0 (0)<br/>163 (274)</p> |

FIGURE 2  
Existing Plus Office – Dual Access

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AM (PM)

Study Intersection

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





| 1. 1100 East/3900 South                                                                                                                                                                               | 2. 1100 East/3950 South                                                                                         | 3. South Access/3950 South                                                                                           | 4. 1100 East/East Access                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| <p>3900 South</p> <p>1100 East</p> <p>78 (86)<br/>63 (86)<br/>43 (53)</p> <p>57 (55)<br/>518 (676)<br/>37 (30)</p> <p>40 (63)<br/>487 (634)<br/>106 (63)</p> <p>70 (125)<br/>55 (109)<br/>45 (60)</p> | <p>3950 South</p> <p>1100 East</p> <p>1 (3)<br/>161 (182)</p> <p>5 (1)<br/>3 (3)</p> <p>2 (2)<br/>177 (228)</p> | <p>South Access</p> <p>3950 South</p> <p>0 (0)<br/>0 (0)<br/>0 (0)</p> <p>0 (0)<br/>8 (4)</p> <p>0 (0)<br/>3 (5)</p> | <p>East Access</p> <p>1100 East</p> <p>41 (12)<br/>161 (180)</p> <p>12 (36)<br/>1 (5)</p> <p>5 (1)<br/>158 (258)</p> |

FIGURE 3  
Existing Plus Office – Single Access

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AM (PM)

Study Intersection

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





| 1. 1100 East/3900 South | 2. 1100 East/3950 South | 3. South Access/3950 South | 4. 1100 East/East Access |
|-------------------------|-------------------------|----------------------------|--------------------------|
|                         |                         |                            |                          |

FIGURE 4  
Existing Plus Parking – Dual Access

DIAGRAM LEGEND

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Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





| 1. 1100 East/3900 South                                                                                                                                                                               | 2. 1100 East/3950 South                                                                                         | 3. South Access/3950 South                                                                                           | 4. 1100 East/East Access                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| <p>3900 South</p> <p>1100 East</p> <p>78 (86)<br/>63 (86)<br/>43 (53)</p> <p>57 (55)<br/>518 (676)<br/>39 (31)</p> <p>40 (63)<br/>487 (634)<br/>109 (65)</p> <p>71 (129)<br/>55 (110)<br/>46 (63)</p> | <p>3950 South</p> <p>1100 East</p> <p>1 (4)<br/>161 (183)</p> <p>6 (2)<br/>3 (3)</p> <p>2 (2)<br/>178 (229)</p> | <p>3950 South</p> <p>South Access</p> <p>0 (0)<br/>0 (0)<br/>0 (0)</p> <p>0 (0)<br/>3 (6)</p> <p>0 (0)<br/>9 (5)</p> | <p>East Access</p> <p>1100 East</p> <p>46 (15)<br/>161 (180)</p> <p>14 (44)<br/>1 (7)</p> <p>7 (3)<br/>158 (258)</p> |

FIGURE 5  
Existing Plus Parking – Single Access

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AM (PM)

Study Intersection

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized

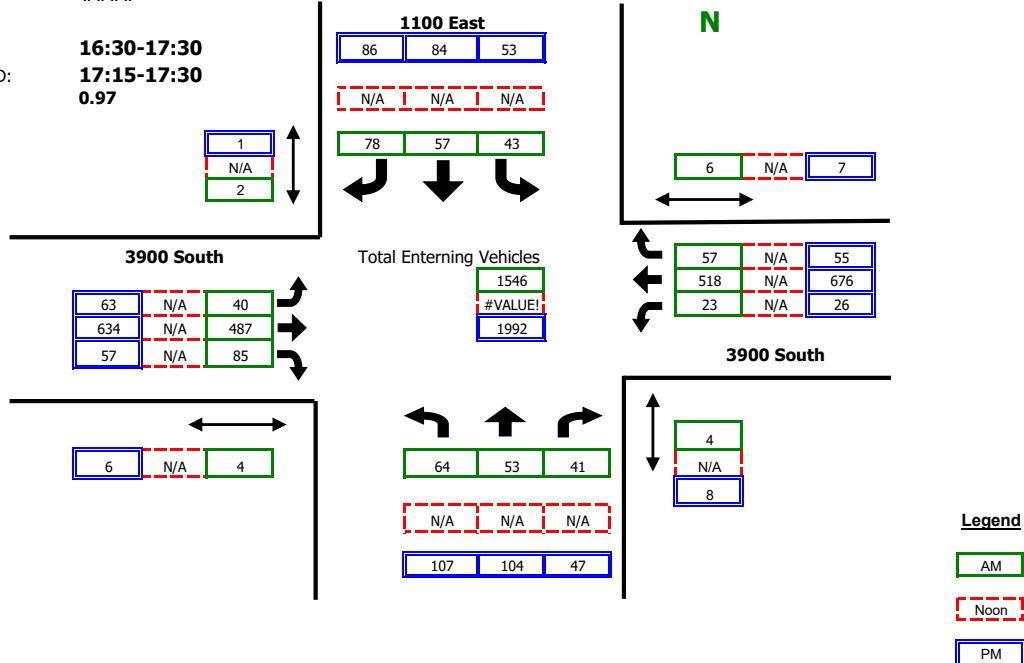


|                       |                             |                                  |                                |
|-----------------------|-----------------------------|----------------------------------|--------------------------------|
| <b>Intersection:</b>  | <b>1100 East/3900 South</b> | <b>Date:</b>                     | <b>Wednesday, June 3, 2026</b> |
| <b>North/South:</b>   | <b>1100 East</b>            | <b>Day of Week Adjustment:</b>   | <b>100.0%</b>                  |
| <b>East/West:</b>     | <b>3900 South</b>           | <b>Month of Year Adjustment:</b> | <b>100.0%</b>                  |
| <b>Jurisdiction:</b>  | <b>UDOT</b>                 | <b>Adjustment Station #:</b>     |                                |
| <b>Project Title:</b> | <b>St. Marks Hospital</b>   | <b>Growth Rate:</b>              | <b>0.0%</b>                    |
| <b>Project No:</b>    |                             | <b>Number of Years:</b>          | <b>0</b>                       |
| <b>Weather:</b>       | <b>Clear</b>                |                                  |                                |

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

NOON PEAK HOUR PERIOD:  
 NOON PEAK 15 MINUTE PERIOD: **####**  
 NOON PHF:

PM PEAK HOUR PERIOD: **16:30-17:30**  
 PM PEAK 15 MINUTE PERIOD: **17:15-17:30**  
 PM PHF: **0.97**



| RAW<br>COUNT<br>SUMMARIES | 1100 East<br>Northbound |      |       |      | 1100 East<br>Southbound |      |       |      | 3900 South<br>Eastbound |      |       |      | 3900 South<br>Westbound |      |       |      |       |
|---------------------------|-------------------------|------|-------|------|-------------------------|------|-------|------|-------------------------|------|-------|------|-------------------------|------|-------|------|-------|
|                           | Left                    | Thru | Right | Peds | Left                    | Thru | Right | Peds | Left                    | Thru | Right | Peds | Left                    | Thru | Right | Peds |       |
| AM PERIOD COUNTS          |                         |      |       |      |                         |      |       |      |                         |      |       |      |                         |      |       |      |       |
| Period                    | A                       | B    | C     | D    | E                       | F    | G     | H    | I                       | J    | K     | L    | M                       | N    | O     | P    | TOTAL |
| 7:00-7:15                 | 8                       | 4    | 10    | 1    | 6                       | 7    | 12    | 0    | 5                       | 78   | 16    | 0    | 6                       | 64   | 4     | 0    | 220   |
| 7:15-7:30                 | 11                      | 7    | 9     | 2    | 6                       | 9    | 13    | 0    | 5                       | 79   | 18    | 1    | 4                       | 82   | 8     | 1    | 251   |
| 7:30-7:45                 | 15                      | 17   | 8     | 1    | 7                       | 10   | 20    | 0    | 5                       | 96   | 25    | 1    | 6                       | 101  | 11    | 0    | 321   |
| 7:45-8:00                 | 15                      | 11   | 12    | 1    | 13                      | 16   | 18    | 1    | 9                       | 141  | 19    | 1    | 3                       | 114  | 8     | 3    | 379   |
| 8:00-8:15                 | 13                      | 10   | 8     | 1    | 6                       | 15   | 19    | 0    | 5                       | 104  | 34    | 1    | 5                       | 114  | 13    | 2    | 346   |
| 8:15-8:30                 | 14                      | 17   | 9     | 0    | 13                      | 15   | 24    | 0    | 11                      | 118  | 22    | 1    | 10                      | 117  | 15    | 1    | 385   |
| 8:30-8:45                 | 20                      | 13   | 11    | 1    | 8                       | 15   | 22    | 1    | 12                      | 131  | 11    | 0    | 6                       | 142  | 14    | 2    | 405   |
| 8:45-9:00                 | 17                      | 13   | 13    | 2    | 16                      | 12   | 13    | 1    | 12                      | 134  | 18    | 2    | 2                       | 145  | 15    | 1    | 410   |
| NOON PERIOD COUNTS        |                         |      |       |      |                         |      |       |      |                         |      |       |      |                         |      |       |      |       |
| Period                    | A                       | B    | C     | D    | E                       | F    | G     | H    | I                       | J    | K     | L    | M                       | N    | O     | P    | TOTAL |
| 14:00-14:15               | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0     |
| 14:15-14:30               | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0     |
| 14:30-14:45               | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0     |
| 14:45-15:00               | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0     |
| 15:00-15:15               | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0     |
| 15:15-15:30               | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0     |
| 15:30-15:45               | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0     |
| 15:45-16:00               | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0                       | 0    | 0     | 0    | 0     |
| PM PERIOD COUNTS          |                         |      |       |      |                         |      |       |      |                         |      |       |      |                         |      |       |      |       |
| Period                    | A                       | B    | C     | D    | E                       | F    | G     | H    | I                       | J    | K     | L    | M                       | N    | O     | P    | TOTAL |
| 16:00-16:15               | 29                      | 20   | 14    | 1    | 12                      | 22   | 17    | 1    | 9                       | 137  | 10    | 2    | 8                       | 151  | 13    | 6    | 442   |
| 16:15-16:30               | 28                      | 23   | 5     | 0    | 22                      | 17   | 14    | 0    | 14                      | 154  | 17    | 1    | 10                      | 154  | 11    | 1    | 469   |
| 16:30-16:45               | 36                      | 23   | 7     | 3    | 14                      | 23   | 23    | 0    | 12                      | 149  | 7     | 3    | 7                       | 181  | 18    | 1    | 500   |
| 16:45-17:00               | 22                      | 27   | 13    | 1    | 7                       | 24   | 10    | 0    | 23                      | 150  | 16    | 1    | 6                       | 160  | 14    | 0    | 472   |
| 17:00-17:15               | 23                      | 20   | 10    | 1    | 17                      | 23   | 18    | 0    | 15                      | 163  | 15    | 1    | 5                       | 186  | 11    | 2    | 506   |
| 17:15-17:30               | 26                      | 34   | 17    | 3    | 15                      | 14   | 35    | 1    | 13                      | 172  | 19    | 1    | 8                       | 149  | 12    | 4    | 514   |
| 17:30-17:45               | 27                      | 23   | 7     | 0    | 12                      | 21   | 22    | 0    | 13                      | 163  | 19    | 1    | 8                       | 159  | 9     | 2    | 483   |
| 17:45-18:00               | 16                      | 24   | 14    | 1    | 5                       | 20   | 13    | 0    | 11                      | 134  | 18    | 2    | 8                       | 140  | 11    | 2    | 414   |

### Intersection Turning Movement Summary

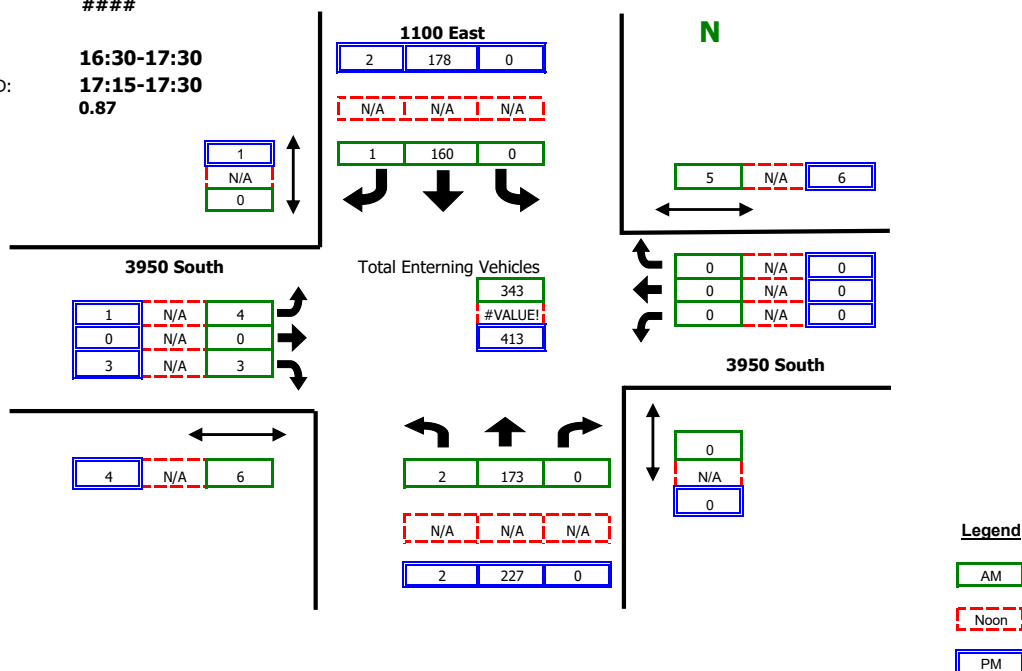
|                |                        |
|----------------|------------------------|
| Intersection:  | 1100 East/3950 South   |
|                | North/South: 1100 East |
|                | East/West: 3950 South  |
| Jurisdiction:  | UDOT                   |
| Project Title: | St. Marks Hospital     |
| Project No:    |                        |
| Weather:       | Clear                  |

|                           |                         |
|---------------------------|-------------------------|
| Date:                     | Wednesday, June 3, 2026 |
| Day of Week Adjustment:   | 100.0%                  |
| Month of Year Adjustment: | 100.0%                  |
| Adjustment Station #:     |                         |
| Growth Rate:              | 0.0%                    |
| Number of Years:          | 0                       |

|                           |                  |
|---------------------------|------------------|
| AM PEAK HOUR PERIOD:      | <b>7:30-8:30</b> |
| AM PEAK 15 MINUTE PERIOD: | <b>8:15-8:30</b> |
| AM PHF:                   | <b>0.90</b>      |

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

|                           |                    |
|---------------------------|--------------------|
| PM PEAK HOUR PERIOD:      | <b>16:30-17:30</b> |
| PM PEAK 15 MINUTE PERIOD: | <b>17:15-17:30</b> |
| PM PHF:                   | <b>0.87</b>        |

[illegible]

HCM 7th Signalized Intersection Summary  
1: 1100 & 3900

Existing Baseline Conditions AM Peak Hour  
06/26/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 40                                                                                | 487                                                                               | 85                                                                                | 23                                                                                | 518                                                                               | 57                                                                                | 64                                                                                  | 53                                                                                  | 41                                                                                  | 43                                                                                  | 57                                                                                  | 78                                                                                  |
| Future Volume (veh/h)        | 40                                                                                | 487                                                                               | 85                                                                                | 23                                                                                | 518                                                                               | 57                                                                                | 64                                                                                  | 53                                                                                  | 41                                                                                  | 43                                                                                  | 57                                                                                  | 78                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 43                                                                                | 518                                                                               | 90                                                                                | 24                                                                                | 551                                                                               | 61                                                                                | 68                                                                                  | 56                                                                                  | 44                                                                                  | 46                                                                                  | 61                                                                                  | 83                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 463                                                                               | 1974                                                                              | 859                                                                               | 469                                                                               | 1974                                                                              | 859                                                                               | 415                                                                                 | 321                                                                                 | 252                                                                                 | 457                                                                                 | 237                                                                                 | 322                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 809                                                                               | 3554                                                                              | 1546                                                                              | 812                                                                               | 3554                                                                              | 1547                                                                              | 1239                                                                                | 962                                                                                 | 756                                                                                 | 1289                                                                                | 710                                                                                 | 966                                                                                 |
| Grp Volume(v), veh/h         | 43                                                                                | 518                                                                               | 90                                                                                | 24                                                                                | 551                                                                               | 61                                                                                | 68                                                                                  | 0                                                                                   | 100                                                                                 | 46                                                                                  | 0                                                                                   | 144                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 809                                                                               | 1777                                                                              | 1546                                                                              | 812                                                                               | 1777                                                                              | 1547                                                                              | 1239                                                                                | 0                                                                                   | 1718                                                                                | 1289                                                                                | 0                                                                                   | 1676                                                                                |
| Q Serve(g_s), s              | 2.7                                                                               | 6.8                                                                               | 2.5                                                                               | 1.4                                                                               | 7.3                                                                               | 1.6                                                                               | 3.8                                                                                 | 0.0                                                                                 | 3.7                                                                                 | 2.4                                                                                 | 0.0                                                                                 | 5.6                                                                                 |
| Cycle Q Clear(g_c), s        | 10.0                                                                              | 6.8                                                                               | 2.5                                                                               | 8.3                                                                               | 7.3                                                                               | 1.6                                                                               | 9.5                                                                                 | 0.0                                                                                 | 3.7                                                                                 | 6.1                                                                                 | 0.0                                                                                 | 5.6                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.44                                                                                | 1.00                                                                                |                                                                                     | 0.58                                                                                |
| Lane Grp Cap(c), veh/h       | 463                                                                               | 1974                                                                              | 859                                                                               | 469                                                                               | 1974                                                                              | 859                                                                               | 415                                                                                 | 0                                                                                   | 573                                                                                 | 457                                                                                 | 0                                                                                   | 559                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.26                                                                              | 0.10                                                                              | 0.05                                                                              | 0.28                                                                              | 0.07                                                                              | 0.16                                                                                | 0.00                                                                                | 0.17                                                                                | 0.10                                                                                | 0.00                                                                                | 0.26                                                                                |
| Avail Cap(c_a), veh/h        | 463                                                                               | 1974                                                                              | 859                                                                               | 469                                                                               | 1974                                                                              | 859                                                                               | 415                                                                                 | 0                                                                                   | 573                                                                                 | 457                                                                                 | 0                                                                                   | 559                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.1                                                                              | 10.4                                                                              | 9.4                                                                               | 12.6                                                                              | 10.5                                                                              | 9.3                                                                               | 25.3                                                                                | 0.0                                                                                 | 21.2                                                                                | 23.4                                                                                | 0.0                                                                                 | 21.9                                                                                |
| Incr Delay (d2), s/veh       | 0.4                                                                               | 0.3                                                                               | 0.2                                                                               | 0.2                                                                               | 0.4                                                                               | 0.2                                                                               | 0.8                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 1.1                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 2.4                                                                               | 0.8                                                                               | 0.3                                                                               | 2.6                                                                               | 0.5                                                                               | 1.2                                                                                 | 0.0                                                                                 | 1.6                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 2.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 13.5                                                                              | 10.7                                                                              | 9.7                                                                               | 12.8                                                                              | 10.9                                                                              | 9.4                                                                               | 26.2                                                                                | 0.0                                                                                 | 21.9                                                                                | 23.8                                                                                | 0.0                                                                                 | 23.0                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 651                                                                               |                                                                                   |                                                                                   | 636                                                                               |                                                                                   |                                                                                   | 168                                                                                 |                                                                                     |                                                                                     | 190                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 10.8                                                                              |                                                                                   |                                                                                   | 10.8                                                                              |                                                                                   |                                                                                   | 23.6                                                                                |                                                                                     |                                                                                     | 23.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 10.3                                                                              |                                                                                   |                                                                                   | 11.5                                                                              |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     | 8.1                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.5                                                                               |                                                                                   |                                                                                   | 0.4                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.5 |
| HCM 7th LOS                  | B    |

Notes

User approved pedestrian interval to be less than phase max green.



| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.3                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 4                                                                                 | 3      | 2     | 173                                                                               | 160                                                                               | 1                                                                                 |
| Future Vol, veh/h        | 4                                                                                 | 3      | 2     | 173                                                                               | 160                                                                               | 1                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 4                                                                                 | 3      | 2     | 192                                                                               | 178                                                                               | 1                                                                                 |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 380                                                                               | 184    | 185   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 184                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 197                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 622                                                                               | 859    | 1390  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 848                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 837                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 617                                                                               | 854    | 1382  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 617                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 841                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 837                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 10.2                                                                              | 0.09   |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 21                                                                                | -      | 700   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.002                                                                             | -      | 0.011 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.6                                                                               | 0      | 10.2  | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |                                                                                   |

HCM 7th Signalized Intersection Summary  
1: 1100 & 3900

Existing Baseline Conditions PM Peak Hour  
06/26/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 63                                                                                | 634                                                                               | 57                                                                                | 26                                                                                | 676                                                                               | 55                                                                                | 107                                                                                 | 104                                                                                 | 47                                                                                  | 53                                                                                  | 84                                                                                  | 86                                                                                  |
| Future Volume (veh/h)        | 63                                                                                | 634                                                                               | 57                                                                                | 26                                                                                | 676                                                                               | 55                                                                                | 107                                                                                 | 104                                                                                 | 47                                                                                  | 53                                                                                  | 84                                                                                  | 86                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 65                                                                                | 654                                                                               | 59                                                                                | 27                                                                                | 697                                                                               | 57                                                                                | 110                                                                                 | 107                                                                                 | 48                                                                                  | 55                                                                                  | 87                                                                                  | 89                                                                                  |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 402                                                                               | 1994                                                                              | 883                                                                               | 420                                                                               | 1994                                                                              | 864                                                                               | 397                                                                                 | 412                                                                                 | 185                                                                                 | 418                                                                                 | 286                                                                                 | 293                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.34                                                                                | 0.34                                                                                | 0.34                                                                                | 0.34                                                                                | 0.34                                                                                | 0.34                                                                                |
| Sat Flow, veh/h              | 709                                                                               | 3554                                                                              | 1574                                                                              | 736                                                                               | 3554                                                                              | 1540                                                                              | 1205                                                                                | 1214                                                                                | 545                                                                                 | 1227                                                                                | 845                                                                                 | 864                                                                                 |
| Grp Volume(v), veh/h         | 65                                                                                | 654                                                                               | 59                                                                                | 27                                                                                | 697                                                                               | 57                                                                                | 110                                                                                 | 0                                                                                   | 155                                                                                 | 55                                                                                  | 0                                                                                   | 176                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 709                                                                               | 1777                                                                              | 1574                                                                              | 736                                                                               | 1777                                                                              | 1540                                                                              | 1205                                                                                | 0                                                                                   | 1759                                                                                | 1227                                                                                | 0                                                                                   | 1708                                                                                |
| Q Serve(g_s), s              | 5.0                                                                               | 8.9                                                                               | 1.5                                                                               | 1.8                                                                               | 9.6                                                                               | 1.5                                                                               | 6.7                                                                                 | 0.0                                                                                 | 5.7                                                                                 | 3.1                                                                                 | 0.0                                                                                 | 6.8                                                                                 |
| Cycle Q Clear(g_c), s        | 14.6                                                                              | 8.9                                                                               | 1.5                                                                               | 10.8                                                                              | 9.6                                                                               | 1.5                                                                               | 13.5                                                                                | 0.0                                                                                 | 5.7                                                                                 | 8.8                                                                                 | 0.0                                                                                 | 6.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.31                                                                                | 1.00                                                                                |                                                                                     | 0.51                                                                                |
| Lane Grp Cap(c), veh/h       | 402                                                                               | 1994                                                                              | 883                                                                               | 420                                                                               | 1994                                                                              | 864                                                                               | 397                                                                                 | 0                                                                                   | 596                                                                                 | 418                                                                                 | 0                                                                                   | 579                                                                                 |
| V/C Ratio(X)                 | 0.16                                                                              | 0.33                                                                              | 0.07                                                                              | 0.06                                                                              | 0.35                                                                              | 0.07                                                                              | 0.28                                                                                | 0.00                                                                                | 0.26                                                                                | 0.13                                                                                | 0.00                                                                                | 0.30                                                                                |
| Avail Cap(c_a), veh/h        | 402                                                                               | 1994                                                                              | 883                                                                               | 420                                                                               | 1994                                                                              | 864                                                                               | 397                                                                                 | 0                                                                                   | 596                                                                                 | 418                                                                                 | 0                                                                                   | 579                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 14.8                                                                              | 10.6                                                                              | 9.0                                                                               | 13.5                                                                              | 10.8                                                                              | 9.0                                                                               | 26.9                                                                                | 0.0                                                                                 | 21.6                                                                                | 24.8                                                                                | 0.0                                                                                 | 21.9                                                                                |
| Incr Delay (d2), s/veh       | 0.9                                                                               | 0.4                                                                               | 0.1                                                                               | 0.3                                                                               | 0.5                                                                               | 0.1                                                                               | 1.7                                                                                 | 0.0                                                                                 | 1.1                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 1.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 3.2                                                                               | 0.5                                                                               | 0.3                                                                               | 3.4                                                                               | 0.5                                                                               | 2.1                                                                                 | 0.0                                                                                 | 2.5                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 2.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 15.6                                                                              | 11.1                                                                              | 9.2                                                                               | 13.8                                                                              | 11.3                                                                              | 9.1                                                                               | 28.6                                                                                | 0.0                                                                                 | 22.6                                                                                | 25.4                                                                                | 0.0                                                                                 | 23.3                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 778                                                                               |                                                                                   |                                                                                   | 781                                                                               |                                                                                   |                                                                                     | 265                                                                                 |                                                                                     |                                                                                     | 231                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 11.3                                                                              |                                                                                   |                                                                                   | 11.2                                                                              |                                                                                   |                                                                                     | 25.1                                                                                |                                                                                     |                                                                                     | 23.8                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 55.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                     | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 50.5                                                                              |                                                                                   | 30.5                                                                              |                                                                                   | 50.5                                                                              |                                                                                     | 30.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 12.8                                                                              |                                                                                   | 15.5                                                                              |                                                                                   | 16.6                                                                              |                                                                                     | 10.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 5.5                                                                               |                                                                                   | 1.1                                                                               |                                                                                   | 5.5                                                                               |                                                                                     | 1.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 14.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 1                                                                                 | 3      | 2     | 227                                                                               | 178                                                                               | 2                                                                                 |
| Future Vol, veh/h        | 1                                                                                 | 3      | 2     | 227                                                                               | 178                                                                               | 2                                                                                 |
| Conflicting Peds, #/hr   | 1                                                                                 | 0      | 4     | 0                                                                                 | 0                                                                                 | 4                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 87                                                                                | 87     | 87    | 87                                                                                | 87                                                                                | 87                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 1                                                                                 | 3      | 2     | 261                                                                               | 205                                                                               | 2                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 475                                                                               | 209    | 211   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 209                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 267                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 548                                                                               | 832    | 1360  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 826                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 778                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 545                                                                               | 829    | 1354  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 545                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 821                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 777                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 9.94                                                                              | 0.07   |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 16                                                                                | -      | 733   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.002                                                                             | -      | 0.006 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.7                                                                               | 0      | 9.9   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |                                                                                   |

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 40                                                                                | 487                                                                               | 106                                                                               | 37                                                                                | 518                                                                               | 57                                                                                | 70                                                                                  | 55                                                                                  | 45                                                                                  | 43                                                                                  | 63                                                                                  | 78                                                                                  |
| Future Volume (veh/h)        | 40                                                                                | 487                                                                               | 106                                                                               | 37                                                                                | 518                                                                               | 57                                                                                | 70                                                                                  | 55                                                                                  | 45                                                                                  | 43                                                                                  | 63                                                                                  | 78                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 43                                                                                | 518                                                                               | 113                                                                               | 39                                                                                | 551                                                                               | 61                                                                                | 74                                                                                  | 59                                                                                  | 48                                                                                  | 46                                                                                  | 67                                                                                  | 83                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 463                                                                               | 1974                                                                              | 859                                                                               | 461                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 315                                                                                 | 256                                                                                 | 450                                                                                 | 251                                                                                 | 310                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 809                                                                               | 3554                                                                              | 1546                                                                              | 795                                                                               | 3554                                                                              | 1547                                                                              | 1233                                                                                | 946                                                                                 | 769                                                                                 | 1281                                                                                | 752                                                                                 | 931                                                                                 |
| Grp Volume(v), veh/h         | 43                                                                                | 518                                                                               | 113                                                                               | 39                                                                                | 551                                                                               | 61                                                                                | 74                                                                                  | 0                                                                                   | 107                                                                                 | 46                                                                                  | 0                                                                                   | 150                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 809                                                                               | 1777                                                                              | 1546                                                                              | 795                                                                               | 1777                                                                              | 1547                                                                              | 1233                                                                                | 0                                                                                   | 1715                                                                                | 1281                                                                                | 0                                                                                   | 1683                                                                                |
| Q Serve(g_s), s              | 2.7                                                                               | 6.8                                                                               | 3.2                                                                               | 2.4                                                                               | 7.3                                                                               | 1.6                                                                               | 4.2                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 2.4                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Cycle Q Clear(g_c), s        | 10.0                                                                              | 6.8                                                                               | 3.2                                                                               | 9.2                                                                               | 7.3                                                                               | 1.6                                                                               | 10.1                                                                                | 0.0                                                                                 | 4.0                                                                                 | 6.4                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.45                                                                                | 1.00                                                                                |                                                                                     | 0.55                                                                                |
| Lane Grp Cap(c), veh/h       | 463                                                                               | 1974                                                                              | 859                                                                               | 461                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 0                                                                                   | 572                                                                                 | 450                                                                                 | 0                                                                                   | 561                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.26                                                                              | 0.13                                                                              | 0.08                                                                              | 0.28                                                                              | 0.07                                                                              | 0.18                                                                                | 0.00                                                                                | 0.19                                                                                | 0.10                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 463                                                                               | 1974                                                                              | 859                                                                               | 461                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 0                                                                                   | 572                                                                                 | 450                                                                                 | 0                                                                                   | 561                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.1                                                                              | 10.4                                                                              | 9.6                                                                               | 12.8                                                                              | 10.5                                                                              | 9.3                                                                               | 25.6                                                                                | 0.0                                                                                 | 21.3                                                                                | 23.6                                                                                | 0.0                                                                                 | 22.0                                                                                |
| Incr Delay (d2), s/veh       | 0.4                                                                               | 0.3                                                                               | 0.3                                                                               | 0.4                                                                               | 0.4                                                                               | 0.2                                                                               | 1.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 2.4                                                                               | 1.0                                                                               | 0.4                                                                               | 2.6                                                                               | 0.5                                                                               | 1.3                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 2.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 13.5                                                                              | 10.7                                                                              | 9.9                                                                               | 13.2                                                                              | 10.9                                                                              | 9.4                                                                               | 26.6                                                                                | 0.0                                                                                 | 22.1                                                                                | 24.1                                                                                | 0.0                                                                                 | 23.1                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 674                                                                               |                                                                                   |                                                                                   | 651                                                                               |                                                                                   |                                                                                   | 181                                                                                 |                                                                                     |                                                                                     | 196                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 10.8                                                                              |                                                                                   |                                                                                   | 10.9                                                                              |                                                                                   |                                                                                   | 23.9                                                                                |                                                                                     |                                                                                     | 23.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 11.2                                                                              |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     | 8.4                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.6                                                                               |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   | 3.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     |

#### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.7 |
| HCM 7th LOS                  | B    |

#### Notes

User approved pedestrian interval to be less than phase max green.



| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.5                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 9                                                                                 | 4      | 6     | 173                                                                               | 160                                                                               | 1                                                                                 |
| Future Vol, veh/h        | 9                                                                                 | 4      | 6     | 173                                                                               | 160                                                                               | 1                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 10                                                                                | 4      | 7     | 192                                                                               | 178                                                                               | 1                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 389                                                                               | 184    | 185   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 184                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 206                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 614                                                                               | 859    | 1390  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 848                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 829                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 608                                                                               | 854    | 1382  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 608                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 838                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 829                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 10.52                                                                             | 0.26   |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 60                                                                                | -      | 667   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.005                                                                             | -      | 0.022 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.6                                                                               | 0      | 10.5  | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |                                                                                   |

### Intersection

Int Delay, s/veh 2.8

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 1    | 7                                                                                 | 3                                                                                 | 4    | 6                                                                                 | 0    |
| Future Vol, veh/h        | 1    | 7                                                                                 | 3                                                                                 | 4    | 6                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 1    | 8                                                                                 | 3                                                                                 | 4    | 7                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 8      | 0      | 15     |
| Stage 1              | -      | -      | 5      |
| Stage 2              | -      | -      | 10     |
| Critical Hdwy        | 4.12   | -      | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | 5.42   |
| Follow-up Hdwy       | 2.218  | -      | 3.518  |
| Pot Cap-1 Maneuver   | 1613   | -      | 1003   |
| Stage 1              | -      | -      | 1018   |
| Stage 2              | -      | -      | 1013   |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1613   | -      | 1003   |
| Mov Cap-2 Maneuver   | -      | -      | 1003   |
| Stage 1              | -      | -      | 1017   |
| Stage 2              | -      | -      | 1013   |

| Approach          | EB  | WB | SB   |
|-------------------|-----|----|------|
| HCM Ctrl Dly, s/v | 0.9 | 0  | 8.61 |
| HCM LOS           |     |    | A    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 225   | -   | -   | -   | 1003  |
| HCM Lane V/C Ratio    | 0.001 | -   | -   | -   | 0.007 |
| HCM Ctrl Dly (s/v)    | 7.2   | 0   | -   | -   | 8.6   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |

Intersection

Int Delay, s/veh 0.2

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 7                                                                                 | 0    | 0    | 163                                                                               | 161                                                                               | 41   |
| Future Vol, veh/h        | 7                                                                                 | 0    | 0    | 163                                                                               | 161                                                                               | 41   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 8                                                                                 | 0    | 0    | 177                                                                               | 175                                                                               | 45   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 374    | 197    | 220    |
| Stage 1              | 197    | -      | -      |
| Stage 2              | 177    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 627    | 844    | 1350   |
| Stage 1              | 836    | -      | -      |
| Stage 2              | 854    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 627    | 844    | 1350   |
| Mov Cap-2 Maneuver   | 627    | -      | -      |
| Stage 1              | 836    | -      | -      |
| Stage 2              | 854    | -      | -      |

| Approach          | EB    | NB | SB |
|-------------------|-------|----|----|
| HCM Ctrl Dly, s/v | 10.82 | 0  | 0  |
| HCM LOS           | B     |    |    |

| Minor Lane/Major Mvmt | NBL  | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h)      | 1350 | -   | 627   | -   | -   |
| HCM Lane V/C Ratio    | -    | -   | 0.012 | -   | -   |
| HCM Ctrl Dly (s/v)    | 0    | -   | 10.8  | -   | -   |
| HCM Lane LOS          | A    | -   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0    | -   | 0     | -   | -   |

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 40                                                                                | 487                                                                               | 106                                                                               | 37                                                                                | 518                                                                               | 57                                                                                | 70                                                                                  | 55                                                                                  | 45                                                                                  | 43                                                                                  | 63                                                                                  | 78                                                                                  |
| Future Volume (veh/h)        | 40                                                                                | 487                                                                               | 106                                                                               | 37                                                                                | 518                                                                               | 57                                                                                | 70                                                                                  | 55                                                                                  | 45                                                                                  | 43                                                                                  | 63                                                                                  | 78                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 43                                                                                | 518                                                                               | 113                                                                               | 39                                                                                | 551                                                                               | 61                                                                                | 74                                                                                  | 59                                                                                  | 48                                                                                  | 46                                                                                  | 67                                                                                  | 83                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 463                                                                               | 1974                                                                              | 859                                                                               | 461                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 315                                                                                 | 256                                                                                 | 450                                                                                 | 251                                                                                 | 310                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 809                                                                               | 3554                                                                              | 1546                                                                              | 795                                                                               | 3554                                                                              | 1547                                                                              | 1233                                                                                | 946                                                                                 | 769                                                                                 | 1281                                                                                | 752                                                                                 | 931                                                                                 |
| Grp Volume(v), veh/h         | 43                                                                                | 518                                                                               | 113                                                                               | 39                                                                                | 551                                                                               | 61                                                                                | 74                                                                                  | 0                                                                                   | 107                                                                                 | 46                                                                                  | 0                                                                                   | 150                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 809                                                                               | 1777                                                                              | 1546                                                                              | 795                                                                               | 1777                                                                              | 1547                                                                              | 1233                                                                                | 0                                                                                   | 1715                                                                                | 1281                                                                                | 0                                                                                   | 1683                                                                                |
| Q Serve(g_s), s              | 2.7                                                                               | 6.8                                                                               | 3.2                                                                               | 2.4                                                                               | 7.3                                                                               | 1.6                                                                               | 4.2                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 2.4                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Cycle Q Clear(g_c), s        | 10.0                                                                              | 6.8                                                                               | 3.2                                                                               | 9.2                                                                               | 7.3                                                                               | 1.6                                                                               | 10.1                                                                                | 0.0                                                                                 | 4.0                                                                                 | 6.4                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.45                                                                                | 1.00                                                                                |                                                                                     | 0.55                                                                                |
| Lane Grp Cap(c), veh/h       | 463                                                                               | 1974                                                                              | 859                                                                               | 461                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 0                                                                                   | 572                                                                                 | 450                                                                                 | 0                                                                                   | 561                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.26                                                                              | 0.13                                                                              | 0.08                                                                              | 0.28                                                                              | 0.07                                                                              | 0.18                                                                                | 0.00                                                                                | 0.19                                                                                | 0.10                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 463                                                                               | 1974                                                                              | 859                                                                               | 461                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 0                                                                                   | 572                                                                                 | 450                                                                                 | 0                                                                                   | 561                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.1                                                                              | 10.4                                                                              | 9.6                                                                               | 12.8                                                                              | 10.5                                                                              | 9.3                                                                               | 25.6                                                                                | 0.0                                                                                 | 21.3                                                                                | 23.6                                                                                | 0.0                                                                                 | 22.0                                                                                |
| Incr Delay (d2), s/veh       | 0.4                                                                               | 0.3                                                                               | 0.3                                                                               | 0.4                                                                               | 0.4                                                                               | 0.2                                                                               | 1.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 2.4                                                                               | 1.0                                                                               | 0.4                                                                               | 2.6                                                                               | 0.5                                                                               | 1.3                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 2.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 13.5                                                                              | 10.7                                                                              | 9.9                                                                               | 13.2                                                                              | 10.9                                                                              | 9.4                                                                               | 26.6                                                                                | 0.0                                                                                 | 22.1                                                                                | 24.1                                                                                | 0.0                                                                                 | 23.1                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 674                                                                               |                                                                                   |                                                                                   | 651                                                                               |                                                                                   |                                                                                   | 181                                                                                 |                                                                                     |                                                                                     | 196                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 10.8                                                                              |                                                                                   |                                                                                   | 10.9                                                                              |                                                                                   |                                                                                   | 23.9                                                                                |                                                                                     |                                                                                     | 23.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 11.2                                                                              |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     | 8.4                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.6                                                                               |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   | 3.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     |

#### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.7 |
| HCM 7th LOS                  | B    |

#### Notes

User approved pedestrian interval to be less than phase max green.



| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.3                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 3      | 2     | 177                                                                               | 161                                                                               | 1                                                                                 |
| Future Vol, veh/h        | 5                                                                                 | 3      | 2     | 177                                                                               | 161                                                                               | 1                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 6                                                                                 | 3      | 2     | 197                                                                               | 179                                                                               | 1                                                                                 |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 386                                                                               | 185    | 186   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 185                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 201                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 617                                                                               | 857    | 1388  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 847                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 833                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 613                                                                               | 852    | 1381  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 613                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 840                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 833                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 10.33                                                                             | 0.09   |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 20                                                                                | -      | 685   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.002                                                                             | -      | 0.013 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.6                                                                               | 0      | 10.3  | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |                                                                                   |

### Intersection

Int Delay, s/veh 0

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 0    | 8                                                                                 | 3                                                                                 | 0    | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0    | 8                                                                                 | 3                                                                                 | 0    | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 9                                                                                 | 3                                                                                 | 0    | 0                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 3      | 0      | 0 12 3        |
| Stage 1              | -      | -      | - 3 -         |
| Stage 2              | -      | -      | - 9 -         |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1619   | -      | - 1008 1081   |
| Stage 1              | -      | -      | - 1020 -      |
| Stage 2              | -      | -      | - 1014 -      |
| Platoon blocked, %   |        | -      | - -           |
| Mov Cap-1 Maneuver   | 1619   | -      | - 1008 1081   |
| Mov Cap-2 Maneuver   | -      | -      | - 1008 -      |
| Stage 1              | -      | -      | - 1020 -      |
| Stage 2              | -      | -      | - 1014 -      |

| Approach          | EB | WB | SB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | EBL  | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1619 | -   | -   | -   | -     |
| HCM Lane V/C Ratio    | -    | -   | -   | -   | -     |
| HCM Ctrl Dly (s/v)    | 0    | -   | -   | -   | 0     |
| HCM Lane LOS          | A    | -   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -   | -     |

### Intersection

Int Delay, s/veh 0.5

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 12                                                                                | 1    | 5    | 158                                                                               | 161                                                                               | 41   |
| Future Vol, veh/h        | 12                                                                                | 1    | 5    | 158                                                                               | 161                                                                               | 41   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 13                                                                                | 1    | 5    | 172                                                                               | 175                                                                               | 45   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 380    | 197    | 220    |
| Stage 1              | 197    | -      | -      |
| Stage 2              | 183    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 622    | 844    | 1350   |
| Stage 1              | 836    | -      | -      |
| Stage 2              | 849    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 619    | 844    | 1350   |
| Mov Cap-2 Maneuver   | 619    | -      | -      |
| Stage 1              | 832    | -      | -      |
| Stage 2              | 849    | -      | -      |

| Approach          | EB    | NB   | SB |
|-------------------|-------|------|----|
| HCM Ctrl Dly, s/v | 10.82 | 0.24 | 0  |
| HCM LOS           | B     |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 55    | -   | 632   | -   | -   |
| HCM Lane V/C Ratio    | 0.004 | -   | 0.022 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.7   | 0   | 10.8  | -   | -   |
| HCM Lane LOS          | A     | A   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.1   | -   | -   |

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 63                                                                                | 634                                                                               | 63                                                                                | 30                                                                                | 676                                                                               | 55                                                                                | 125                                                                                 | 109                                                                                 | 60                                                                                  | 53                                                                                  | 86                                                                                  | 86                                                                                  |
| Future Volume (veh/h)        | 63                                                                                | 634                                                                               | 63                                                                                | 30                                                                                | 676                                                                               | 55                                                                                | 125                                                                                 | 109                                                                                 | 60                                                                                  | 53                                                                                  | 86                                                                                  | 86                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 67                                                                                | 674                                                                               | 67                                                                                | 32                                                                                | 719                                                                               | 59                                                                                | 133                                                                                 | 116                                                                                 | 64                                                                                  | 56                                                                                  | 91                                                                                  | 91                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 387                                                                               | 1974                                                                              | 859                                                                               | 404                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 375                                                                                 | 207                                                                                 | 388                                                                                 | 283                                                                                 | 283                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 693                                                                               | 3554                                                                              | 1546                                                                              | 718                                                                               | 3554                                                                              | 1547                                                                              | 1198                                                                                | 1125                                                                                | 621                                                                                 | 1200                                                                                | 850                                                                                 | 850                                                                                 |
| Grp Volume(v), veh/h         | 67                                                                                | 674                                                                               | 67                                                                                | 32                                                                                | 719                                                                               | 59                                                                                | 133                                                                                 | 0                                                                                   | 180                                                                                 | 56                                                                                  | 0                                                                                   | 182                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 693                                                                               | 1777                                                                              | 1546                                                                              | 718                                                                               | 1777                                                                              | 1547                                                                              | 1198                                                                                | 0                                                                                   | 1745                                                                                | 1200                                                                                | 0                                                                                   | 1699                                                                                |
| Q Serve(g_s), s              | 5.4                                                                               | 9.4                                                                               | 1.8                                                                               | 2.3                                                                               | 10.1                                                                              | 1.6                                                                               | 8.4                                                                                 | 0.0                                                                                 | 6.9                                                                                 | 3.3                                                                                 | 0.0                                                                                 | 7.2                                                                                 |
| Cycle Q Clear(g_c), s        | 15.5                                                                              | 9.4                                                                               | 1.8                                                                               | 11.7                                                                              | 10.1                                                                              | 1.6                                                                               | 15.6                                                                                | 0.0                                                                                 | 6.9                                                                                 | 10.2                                                                                | 0.0                                                                                 | 7.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.36                                                                                | 1.00                                                                                |                                                                                     | 0.50                                                                                |
| Lane Grp Cap(c), veh/h       | 387                                                                               | 1974                                                                              | 859                                                                               | 404                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 0                                                                                   | 582                                                                                 | 388                                                                                 | 0                                                                                   | 566                                                                                 |
| V/C Ratio(X)                 | 0.17                                                                              | 0.34                                                                              | 0.08                                                                              | 0.08                                                                              | 0.36                                                                              | 0.07                                                                              | 0.35                                                                                | 0.00                                                                                | 0.31                                                                                | 0.14                                                                                | 0.00                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        | 387                                                                               | 1974                                                                              | 859                                                                               | 404                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 0                                                                                   | 582                                                                                 | 388                                                                                 | 0                                                                                   | 566                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 11.0                                                                              | 9.3                                                                               | 14.2                                                                              | 11.1                                                                              | 9.2                                                                               | 28.2                                                                                | 0.0                                                                                 | 22.3                                                                                | 26.1                                                                                | 0.0                                                                                 | 22.4                                                                                |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.5                                                                               | 0.2                                                                               | 0.4                                                                               | 0.5                                                                               | 0.2                                                                               | 2.5                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 1.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.9                                                                               | 3.4                                                                               | 0.6                                                                               | 0.4                                                                               | 3.6                                                                               | 0.5                                                                               | 2.6                                                                                 | 0.0                                                                                 | 3.0                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.4                                                                              | 11.4                                                                              | 9.5                                                                               | 14.6                                                                              | 11.7                                                                              | 9.4                                                                               | 30.7                                                                                | 0.0                                                                                 | 23.7                                                                                | 26.9                                                                                | 0.0                                                                                 | 23.9                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 808                                                                               |                                                                                   |                                                                                   | 810                                                                               |                                                                                   |                                                                                   | 313                                                                                 |                                                                                     |                                                                                     | 238                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 11.7                                                                              |                                                                                   |                                                                                   | 11.6                                                                              |                                                                                   |                                                                                   | 26.7                                                                                |                                                                                     |                                                                                     | 24.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 13.7                                                                              |                                                                                   |                                                                                   | 17.6                                                                              |                                                                                   |                                                                                   | 17.5                                                                                |                                                                                     |                                                                                     | 12.2                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 4.8                                                                               |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   | 4.8                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |                                                                                     |

#### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 15.2 |
| HCM 7th LOS                  | B    |

#### Notes

User approved pedestrian interval to be less than phase max green.

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.6                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 17                                                                                | 5      | 3     | 227                                                                               | 180                                                                               | 2                                                                                 |
| Future Vol, veh/h        | 17                                                                                | 5      | 3     | 227                                                                               | 180                                                                               | 2                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 19                                                                                | 6      | 3     | 252                                                                               | 200                                                                               | 2                                                                                 |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 465                                                                               | 206    | 208   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 206                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 259                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 556                                                                               | 835    | 1363  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 829                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 784                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 551                                                                               | 830    | 1355  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 551                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 821                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 784                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 11.29                                                                             | 0.1    |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 23                                                                                | -      | 597   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.002                                                                             | -      | 0.041 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.7                                                                               | 0      | 11.3  | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |                                                                                   |



### Intersection

Int Delay, s/veh 5.9

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 0    | 4                                                                                 | 4                                                                                 | 1    | 18                                                                                | 1    |
| Future Vol, veh/h        | 0    | 4                                                                                 | 4                                                                                 | 1    | 18                                                                                | 1    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 4                                                                                 | 4                                                                                 | 1    | 20                                                                                | 1    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 5      | 0      | 0 9 5         |
| Stage 1              | -      | -      | - 5 -         |
| Stage 2              | -      | -      | - 4 -         |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1616   | -      | - 1011 1078   |
| Stage 1              | -      | -      | - 1018 -      |
| Stage 2              | -      | -      | - 1019 -      |
| Platoon blocked, %   |        | -      | - -           |
| Mov Cap-1 Maneuver   | 1616   | -      | - 1011 1078   |
| Mov Cap-2 Maneuver   | -      | -      | - 1011 -      |
| Stage 1              | -      | -      | - 1018 -      |
| Stage 2              | -      | -      | - 1019 -      |

| Approach          | EB | WB | SB   |
|-------------------|----|----|------|
| HCM Ctrl Dly, s/v | 0  | 0  | 8.62 |
| HCM LOS           |    |    | A    |

| Minor Lane/Major Mvmt | EBL  | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1616 | -   | -   | -   | 1014  |
| HCM Lane V/C Ratio    | -    | -   | -   | -   | 0.02  |
| HCM Ctrl Dly (s/v)    | 0    | -   | -   | -   | 8.6   |
| HCM Lane LOS          | A    | -   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -   | 0.1   |

Intersection

Int Delay, s/veh 0.5

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 20                                                                                | 2    | 0    | 274                                                                               | 180                                                                               | 12   |
| Future Vol, veh/h        | 20                                                                                | 2    | 0    | 274                                                                               | 180                                                                               | 12   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 22                                                                                | 2    | 0    | 298                                                                               | 196                                                                               | 13   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 500    | 202    | 209    |
| Stage 1              | 202    | -      | -      |
| Stage 2              | 298    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 530    | 839    | 1362   |
| Stage 1              | 832    | -      | -      |
| Stage 2              | 753    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 530    | 839    | 1362   |
| Mov Cap-2 Maneuver   | 530    | -      | -      |
| Stage 1              | 832    | -      | -      |
| Stage 2              | 753    | -      | -      |

| Approach          | EB    | NB | SB |
|-------------------|-------|----|----|
| HCM Ctrl Dly, s/v | 11.86 | 0  | 0  |
| HCM LOS           | B     |    |    |

| Minor Lane/Major Mvmt | NBL  | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h)      | 1362 | -   | 549   | -   | -   |
| HCM Lane V/C Ratio    | -    | -   | 0.044 | -   | -   |
| HCM Ctrl Dly (s/v)    | 0    | -   | 11.9  | -   | -   |
| HCM Lane LOS          | A    | -   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0    | -   | 0.1   | -   | -   |

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 63                                                                                | 634                                                                               | 63                                                                                | 30                                                                                | 676                                                                               | 55                                                                                | 125                                                                                 | 109                                                                                 | 60                                                                                  | 53                                                                                  | 86                                                                                  | 86                                                                                  |
| Future Volume (veh/h)        | 63                                                                                | 634                                                                               | 63                                                                                | 30                                                                                | 676                                                                               | 55                                                                                | 125                                                                                 | 109                                                                                 | 60                                                                                  | 53                                                                                  | 86                                                                                  | 86                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 67                                                                                | 674                                                                               | 67                                                                                | 32                                                                                | 719                                                                               | 59                                                                                | 133                                                                                 | 116                                                                                 | 64                                                                                  | 56                                                                                  | 91                                                                                  | 91                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 387                                                                               | 1974                                                                              | 859                                                                               | 404                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 375                                                                                 | 207                                                                                 | 388                                                                                 | 283                                                                                 | 283                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 693                                                                               | 3554                                                                              | 1546                                                                              | 718                                                                               | 3554                                                                              | 1547                                                                              | 1198                                                                                | 1125                                                                                | 621                                                                                 | 1200                                                                                | 850                                                                                 | 850                                                                                 |
| Grp Volume(v), veh/h         | 67                                                                                | 674                                                                               | 67                                                                                | 32                                                                                | 719                                                                               | 59                                                                                | 133                                                                                 | 0                                                                                   | 180                                                                                 | 56                                                                                  | 0                                                                                   | 182                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 693                                                                               | 1777                                                                              | 1546                                                                              | 718                                                                               | 1777                                                                              | 1547                                                                              | 1198                                                                                | 0                                                                                   | 1745                                                                                | 1200                                                                                | 0                                                                                   | 1699                                                                                |
| Q Serve(g_s), s              | 5.4                                                                               | 9.4                                                                               | 1.8                                                                               | 2.3                                                                               | 10.1                                                                              | 1.6                                                                               | 8.4                                                                                 | 0.0                                                                                 | 6.9                                                                                 | 3.3                                                                                 | 0.0                                                                                 | 7.2                                                                                 |
| Cycle Q Clear(g_c), s        | 15.5                                                                              | 9.4                                                                               | 1.8                                                                               | 11.7                                                                              | 10.1                                                                              | 1.6                                                                               | 15.6                                                                                | 0.0                                                                                 | 6.9                                                                                 | 10.2                                                                                | 0.0                                                                                 | 7.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.36                                                                                | 1.00                                                                                |                                                                                     | 0.50                                                                                |
| Lane Grp Cap(c), veh/h       | 387                                                                               | 1974                                                                              | 859                                                                               | 404                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 0                                                                                   | 582                                                                                 | 388                                                                                 | 0                                                                                   | 566                                                                                 |
| V/C Ratio(X)                 | 0.17                                                                              | 0.34                                                                              | 0.08                                                                              | 0.08                                                                              | 0.36                                                                              | 0.07                                                                              | 0.35                                                                                | 0.00                                                                                | 0.31                                                                                | 0.14                                                                                | 0.00                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        | 387                                                                               | 1974                                                                              | 859                                                                               | 404                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 0                                                                                   | 582                                                                                 | 388                                                                                 | 0                                                                                   | 566                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 11.0                                                                              | 9.3                                                                               | 14.2                                                                              | 11.1                                                                              | 9.2                                                                               | 28.2                                                                                | 0.0                                                                                 | 22.3                                                                                | 26.1                                                                                | 0.0                                                                                 | 22.4                                                                                |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.5                                                                               | 0.2                                                                               | 0.4                                                                               | 0.5                                                                               | 0.2                                                                               | 2.5                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 1.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.9                                                                               | 3.4                                                                               | 0.6                                                                               | 0.4                                                                               | 3.6                                                                               | 0.5                                                                               | 2.6                                                                                 | 0.0                                                                                 | 3.0                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.4                                                                              | 11.4                                                                              | 9.5                                                                               | 14.6                                                                              | 11.7                                                                              | 9.4                                                                               | 30.7                                                                                | 0.0                                                                                 | 23.7                                                                                | 26.9                                                                                | 0.0                                                                                 | 23.9                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 808                                                                               |                                                                                   |                                                                                   | 810                                                                               |                                                                                   |                                                                                   | 313                                                                                 |                                                                                     |                                                                                     | 238                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 11.7                                                                              |                                                                                   |                                                                                   | 11.6                                                                              |                                                                                   |                                                                                   | 26.7                                                                                |                                                                                     |                                                                                     | 24.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 13.7                                                                              |                                                                                   |                                                                                   | 17.6                                                                              |                                                                                   |                                                                                   | 17.5                                                                                |                                                                                     |                                                                                     | 12.2                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 4.8                                                                               |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   | 4.8                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |                                                                                     |

#### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 15.2 |
| HCM 7th LOS                  | B    |

#### Notes

User approved pedestrian interval to be less than phase max green.

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 1                                                                                 | 3      | 2     | 228                                                                               | 182                                                                               | 3                                                                                 |
| Future Vol, veh/h        | 1                                                                                 | 3      | 2     | 228                                                                               | 182                                                                               | 3                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 1                                                                                 | 3      | 2     | 253                                                                               | 202                                                                               | 3                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 466                                                                               | 208    | 212   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 208                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 258                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 555                                                                               | 832    | 1359  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 827                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 785                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 551                                                                               | 827    | 1351  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 551                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 820                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 785                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 9.93                                                                              | 0.07   |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 16                                                                                | -      | 735   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.002                                                                             | -      | 0.006 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.7                                                                               | 0      | 9.9   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |                                                                                   |

### Intersection

Int Delay, s/veh 0

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 0    | 4                                                                                 | 5                                                                                 | 0    | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0    | 4                                                                                 | 5                                                                                 | 0    | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 4                                                                                 | 5                                                                                 | 0    | 0                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 5      | 0      | 10     |
| Stage 1              | -      | -      | 5      |
| Stage 2              | -      | -      | 4      |
| Critical Hdwy        | 4.12   | -      | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | 5.42   |
| Follow-up Hdwy       | 2.218  | -      | 3.518  |
| Pot Cap-1 Maneuver   | 1616   | -      | 1010   |
| Stage 1              | -      | -      | 1018   |
| Stage 2              | -      | -      | 1019   |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1616   | -      | 1010   |
| Mov Cap-2 Maneuver   | -      | -      | 1010   |
| Stage 1              | -      | -      | 1018   |
| Stage 2              | -      | -      | 1019   |

| Approach          | EB | WB | SB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | EBL  | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1616 | -   | -   | -   | -     |
| HCM Lane V/C Ratio    | -    | -   | -   | -   | -     |
| HCM Ctrl Dly (s/v)    | 0    | -   | -   | -   | 0     |
| HCM Lane LOS          | A    | -   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -   | -     |



Intersection

Int Delay, s/veh 1

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 36                                                                                | 5    | 1    | 258                                                                               | 180                                                                               | 12   |
| Future Vol, veh/h        | 36                                                                                | 5    | 1    | 258                                                                               | 180                                                                               | 12   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 39                                                                                | 5    | 1    | 280                                                                               | 196                                                                               | 13   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 485    | 202    | 209    |
| Stage 1              | 202    | -      | -      |
| Stage 2              | 283    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 541    | 839    | 1362   |
| Stage 1              | 832    | -      | -      |
| Stage 2              | 765    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 541    | 839    | 1362   |
| Mov Cap-2 Maneuver   | 541    | -      | -      |
| Stage 1              | 831    | -      | -      |
| Stage 2              | 765    | -      | -      |

| Approach          | EB    | NB   | SB |
|-------------------|-------|------|----|
| HCM Ctrl Dly, s/v | 11.91 | 0.03 | 0  |
| HCM LOS           | B     |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 7     | -   | 565   | -   | -   |
| HCM Lane V/C Ratio    | 0.001 | -   | 0.079 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.6   | 0   | 11.9  | -   | -   |
| HCM Lane LOS          | A     | A   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.3   | -   | -   |

HCM 7th Signalized Intersection Summary  
1: 1100 & 3900

Dual Access parking  
06/26/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 40                                                                                | 487                                                                               | 109                                                                               | 39                                                                                | 518                                                                               | 57                                                                                | 71                                                                                  | 55                                                                                  | 46                                                                                  | 43                                                                                  | 63                                                                                  | 78                                                                                  |
| Future Volume (veh/h)        | 40                                                                                | 487                                                                               | 109                                                                               | 39                                                                                | 518                                                                               | 57                                                                                | 71                                                                                  | 55                                                                                  | 46                                                                                  | 43                                                                                  | 63                                                                                  | 78                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 43                                                                                | 518                                                                               | 116                                                                               | 41                                                                                | 551                                                                               | 61                                                                                | 76                                                                                  | 59                                                                                  | 49                                                                                  | 46                                                                                  | 67                                                                                  | 83                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 463                                                                               | 1974                                                                              | 859                                                                               | 460                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 312                                                                                 | 259                                                                                 | 449                                                                                 | 251                                                                                 | 310                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 809                                                                               | 3554                                                                              | 1546                                                                              | 793                                                                               | 3554                                                                              | 1547                                                                              | 1233                                                                                | 936                                                                                 | 777                                                                                 | 1280                                                                                | 752                                                                                 | 931                                                                                 |
| Grp Volume(v), veh/h         | 43                                                                                | 518                                                                               | 116                                                                               | 41                                                                                | 551                                                                               | 61                                                                                | 76                                                                                  | 0                                                                                   | 108                                                                                 | 46                                                                                  | 0                                                                                   | 150                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 809                                                                               | 1777                                                                              | 1546                                                                              | 793                                                                               | 1777                                                                              | 1547                                                                              | 1233                                                                                | 0                                                                                   | 1714                                                                                | 1280                                                                                | 0                                                                                   | 1683                                                                                |
| Q Serve(g_s), s              | 2.7                                                                               | 6.8                                                                               | 3.2                                                                               | 2.6                                                                               | 7.3                                                                               | 1.6                                                                               | 4.3                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 2.4                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Cycle Q Clear(g_c), s        | 10.0                                                                              | 6.8                                                                               | 3.2                                                                               | 9.4                                                                               | 7.3                                                                               | 1.6                                                                               | 10.2                                                                                | 0.0                                                                                 | 4.0                                                                                 | 6.4                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.45                                                                                | 1.00                                                                                |                                                                                     | 0.55                                                                                |
| Lane Grp Cap(c), veh/h       | 463                                                                               | 1974                                                                              | 859                                                                               | 460                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 0                                                                                   | 571                                                                                 | 449                                                                                 | 0                                                                                   | 561                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.26                                                                              | 0.14                                                                              | 0.09                                                                              | 0.28                                                                              | 0.07                                                                              | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                | 0.10                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 463                                                                               | 1974                                                                              | 859                                                                               | 460                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 0                                                                                   | 571                                                                                 | 449                                                                                 | 0                                                                                   | 561                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.1                                                                              | 10.4                                                                              | 9.6                                                                               | 12.8                                                                              | 10.5                                                                              | 9.3                                                                               | 25.7                                                                                | 0.0                                                                                 | 21.3                                                                                | 23.6                                                                                | 0.0                                                                                 | 22.0                                                                                |
| Incr Delay (d2), s/veh       | 0.4                                                                               | 0.3                                                                               | 0.3                                                                               | 0.4                                                                               | 0.4                                                                               | 0.2                                                                               | 1.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 2.4                                                                               | 1.1                                                                               | 0.5                                                                               | 2.6                                                                               | 0.5                                                                               | 1.4                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 2.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 13.5                                                                              | 10.7                                                                              | 9.9                                                                               | 13.2                                                                              | 10.9                                                                              | 9.4                                                                               | 26.7                                                                                | 0.0                                                                                 | 22.1                                                                                | 24.1                                                                                | 0.0                                                                                 | 23.1                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 677                                                                               |                                                                                   |                                                                                   | 653                                                                               |                                                                                   |                                                                                   | 184                                                                                 |                                                                                     |                                                                                     | 196                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 10.8                                                                              |                                                                                   |                                                                                   | 10.9                                                                              |                                                                                   |                                                                                   | 24.0                                                                                |                                                                                     |                                                                                     | 23.4                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 11.4                                                                              |                                                                                   |                                                                                   | 12.2                                                                              |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     | 8.4                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.6                                                                               |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   | 3.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.7 |
| HCM 7th LOS                  | B    |

Notes

User approved pedestrian interval to be less than phase max green.

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.6                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 10                                                                                | 4      | 7     | 173                                                                               | 160                                                                               | 1                                                                                 |
| Future Vol, veh/h        | 10                                                                                | 4      | 7     | 173                                                                               | 160                                                                               | 1                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 11                                                                                | 4      | 8     | 192                                                                               | 178                                                                               | 1                                                                                 |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 392                                                                               | 184    | 185   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 184                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 208                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 613                                                                               | 859    | 1390  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 848                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 827                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 605                                                                               | 854    | 1382  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 605                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 838                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 827                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 10.58                                                                             | 0.3    |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 70                                                                                | -      | 660   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.006                                                                             | -      | 0.024 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.6                                                                               | 0      | 10.6  | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |                                                                                   |

### Intersection

Int Delay, s/veh 3.1

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 2    | 7                                                                                 | 3                                                                                 | 5    | 7                                                                                 | 0    |
| Future Vol, veh/h        | 2    | 7                                                                                 | 3                                                                                 | 5    | 7                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 2    | 8                                                                                 | 3                                                                                 | 5    | 8                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 9      | 0      | 0 18 6        |
| Stage 1              | -      | -      | - 6 -         |
| Stage 2              | -      | -      | - 12 -        |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1611   | -      | - 1000 1077   |
| Stage 1              | -      | -      | - 1017 -      |
| Stage 2              | -      | -      | - 1011 -      |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1611   | -      | - 998 1077    |
| Mov Cap-2 Maneuver   | -      | -      | - 998 -       |
| Stage 1              | -      | -      | - 1016 -      |
| Stage 2              | -      | -      | - 1011 -      |

| Approach          | EB   | WB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 1.61 | 0  | 8.63 |
| HCM LOS           |      |    | A    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 400   | -   | -   | -   | 998   |
| HCM Lane V/C Ratio    | 0.001 | -   | -   | -   | 0.008 |
| HCM Ctrl Dly (s/v)    | 7.2   | 0   | -   | -   | 8.6   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |

Intersection

Int Delay, s/veh 0.2

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 8                                                                                 | 0    | 0    | 164                                                                               | 161                                                                               | 46   |
| Future Vol, veh/h        | 8                                                                                 | 0    | 0    | 164                                                                               | 161                                                                               | 46   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 9                                                                                 | 0    | 0    | 178                                                                               | 175                                                                               | 50   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 378    | 200    | 225    |
| Stage 1              | 200    | -      | -      |
| Stage 2              | 178    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 624    | 841    | 1344   |
| Stage 1              | 834    | -      | -      |
| Stage 2              | 853    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 624    | 841    | 1344   |
| Mov Cap-2 Maneuver   | 624    | -      | -      |
| Stage 1              | 834    | -      | -      |
| Stage 2              | 853    | -      | -      |

| Approach          | EB    | NB | SB |
|-------------------|-------|----|----|
| HCM Ctrl Dly, s/v | 10.86 | 0  | 0  |
| HCM LOS           | B     |    |    |

| Minor Lane/Major Mvmt | NBL  | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h)      | 1344 | -   | 624   | -   | -   |
| HCM Lane V/C Ratio    | -    | -   | 0.014 | -   | -   |
| HCM Ctrl Dly (s/v)    | 0    | -   | 10.9  | -   | -   |
| HCM Lane LOS          | A    | -   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0    | -   | 0     | -   | -   |



|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 40                                                                                | 487                                                                               | 109                                                                               | 39                                                                                | 518                                                                               | 57                                                                                | 71                                                                                  | 55                                                                                  | 46                                                                                  | 43                                                                                  | 63                                                                                  | 78                                                                                  |
| Future Volume (veh/h)        | 40                                                                                | 487                                                                               | 109                                                                               | 39                                                                                | 518                                                                               | 57                                                                                | 71                                                                                  | 55                                                                                  | 46                                                                                  | 43                                                                                  | 63                                                                                  | 78                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 43                                                                                | 518                                                                               | 116                                                                               | 41                                                                                | 551                                                                               | 61                                                                                | 76                                                                                  | 59                                                                                  | 49                                                                                  | 46                                                                                  | 67                                                                                  | 83                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 463                                                                               | 1974                                                                              | 859                                                                               | 460                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 312                                                                                 | 259                                                                                 | 449                                                                                 | 251                                                                                 | 310                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 809                                                                               | 3554                                                                              | 1546                                                                              | 793                                                                               | 3554                                                                              | 1547                                                                              | 1233                                                                                | 936                                                                                 | 777                                                                                 | 1280                                                                                | 752                                                                                 | 931                                                                                 |
| Grp Volume(v), veh/h         | 43                                                                                | 518                                                                               | 116                                                                               | 41                                                                                | 551                                                                               | 61                                                                                | 76                                                                                  | 0                                                                                   | 108                                                                                 | 46                                                                                  | 0                                                                                   | 150                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 809                                                                               | 1777                                                                              | 1546                                                                              | 793                                                                               | 1777                                                                              | 1547                                                                              | 1233                                                                                | 0                                                                                   | 1714                                                                                | 1280                                                                                | 0                                                                                   | 1683                                                                                |
| Q Serve(g_s), s              | 2.7                                                                               | 6.8                                                                               | 3.2                                                                               | 2.6                                                                               | 7.3                                                                               | 1.6                                                                               | 4.3                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 2.4                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Cycle Q Clear(g_c), s        | 10.0                                                                              | 6.8                                                                               | 3.2                                                                               | 9.4                                                                               | 7.3                                                                               | 1.6                                                                               | 10.2                                                                                | 0.0                                                                                 | 4.0                                                                                 | 6.4                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.45                                                                                | 1.00                                                                                |                                                                                     | 0.55                                                                                |
| Lane Grp Cap(c), veh/h       | 463                                                                               | 1974                                                                              | 859                                                                               | 460                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 0                                                                                   | 571                                                                                 | 449                                                                                 | 0                                                                                   | 561                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.26                                                                              | 0.14                                                                              | 0.09                                                                              | 0.28                                                                              | 0.07                                                                              | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                | 0.10                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 463                                                                               | 1974                                                                              | 859                                                                               | 460                                                                               | 1974                                                                              | 859                                                                               | 410                                                                                 | 0                                                                                   | 571                                                                                 | 449                                                                                 | 0                                                                                   | 561                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.1                                                                              | 10.4                                                                              | 9.6                                                                               | 12.8                                                                              | 10.5                                                                              | 9.3                                                                               | 25.7                                                                                | 0.0                                                                                 | 21.3                                                                                | 23.6                                                                                | 0.0                                                                                 | 22.0                                                                                |
| Incr Delay (d2), s/veh       | 0.4                                                                               | 0.3                                                                               | 0.3                                                                               | 0.4                                                                               | 0.4                                                                               | 0.2                                                                               | 1.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 2.4                                                                               | 1.1                                                                               | 0.5                                                                               | 2.6                                                                               | 0.5                                                                               | 1.4                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 2.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 13.5                                                                              | 10.7                                                                              | 9.9                                                                               | 13.2                                                                              | 10.9                                                                              | 9.4                                                                               | 26.7                                                                                | 0.0                                                                                 | 22.1                                                                                | 24.1                                                                                | 0.0                                                                                 | 23.1                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 677                                                                               |                                                                                   |                                                                                   | 653                                                                               |                                                                                   |                                                                                   | 184                                                                                 |                                                                                     |                                                                                     | 196                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 10.8                                                                              |                                                                                   |                                                                                   | 10.9                                                                              |                                                                                   |                                                                                   | 24.0                                                                                |                                                                                     |                                                                                     | 23.4                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 11.4                                                                              |                                                                                   |                                                                                   | 12.2                                                                              |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     | 8.4                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.6                                                                               |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   | 3.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     |

#### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.7 |
| HCM 7th LOS                  | B    |

#### Notes

User approved pedestrian interval to be less than phase max green.

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.3                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 6                                                                                 | 3      | 2     | 178                                                                               | 161                                                                               | 1                                                                                 |
| Future Vol, veh/h        | 6                                                                                 | 3      | 2     | 178                                                                               | 161                                                                               | 1                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 7                                                                                 | 3      | 2     | 198                                                                               | 179                                                                               | 1                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 387                                                                               | 185    | 186   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 185                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 202                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 616                                                                               | 857    | 1388  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 847                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 832                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 612                                                                               | 852    | 1381  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 612                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 840                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 832                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 10.41                                                                             | 0.08   |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 20                                                                                | -      | 675   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.002                                                                             | -      | 0.015 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.6                                                                               | 0      | 10.4  | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |                                                                                   |

### Intersection

Int Delay, s/veh 0

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 0    | 9                                                                                 | 3                                                                                 | 0    | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0    | 9                                                                                 | 3                                                                                 | 0    | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 10                                                                                | 3                                                                                 | 0    | 0                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 3      | 0      | 13     |
| Stage 1              | -      | -      | 3      |
| Stage 2              | -      | -      | 10     |
| Critical Hdwy        | 4.12   | -      | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | 5.42   |
| Follow-up Hdwy       | 2.218  | -      | 3.518  |
| Pot Cap-1 Maneuver   | 1619   | -      | 1006   |
| Stage 1              | -      | -      | 1020   |
| Stage 2              | -      | -      | 1013   |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1619   | -      | 1006   |
| Mov Cap-2 Maneuver   | -      | -      | 1006   |
| Stage 1              | -      | -      | 1020   |
| Stage 2              | -      | -      | 1013   |

| Approach          | EB | WB | SB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | EBL  | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1619 | -   | -   | -   | -     |
| HCM Lane V/C Ratio    | -    | -   | -   | -   | -     |
| HCM Ctrl Dly (s/v)    | 0    | -   | -   | -   | 0     |
| HCM Lane LOS          | A    | -   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -   | -     |

### Intersection

Int Delay, s/veh 0.6

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 14                                                                                | 1    | 7    | 158                                                                               | 161                                                                               | 46   |
| Future Vol, veh/h        | 14                                                                                | 1    | 7    | 158                                                                               | 161                                                                               | 46   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 15                                                                                | 1    | 8    | 172                                                                               | 175                                                                               | 50   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 387    | 200    | 225    |
| Stage 1              | 200    | -      | -      |
| Stage 2              | 187    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 616    | 841    | 1344   |
| Stage 1              | 834    | -      | -      |
| Stage 2              | 845    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 613    | 841    | 1344   |
| Mov Cap-2 Maneuver   | 613    | -      | -      |
| Stage 1              | 828    | -      | -      |
| Stage 2              | 845    | -      | -      |

| Approach          | EB    | NB   | SB |
|-------------------|-------|------|----|
| HCM Ctrl Dly, s/v | 10.93 | 0.33 | 0  |
| HCM LOS           | B     |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 76    | -   | 624   | -   | -   |
| HCM Lane V/C Ratio    | 0.006 | -   | 0.026 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.7   | 0   | 10.9  | -   | -   |
| HCM Lane LOS          | A     | A   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.1   | -   | -   |

HCM 7th Signalized Intersection Summary  
1: 1100 & 3900

Dual Access parking  
06/26/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 63                                                                                | 634                                                                               | 65                                                                                | 31                                                                                | 676                                                                               | 55                                                                                | 129                                                                                 | 110                                                                                 | 63                                                                                  | 53                                                                                  | 86                                                                                  | 86                                                                                  |
| Future Volume (veh/h)        | 63                                                                                | 634                                                                               | 65                                                                                | 31                                                                                | 676                                                                               | 55                                                                                | 129                                                                                 | 110                                                                                 | 63                                                                                  | 53                                                                                  | 86                                                                                  | 86                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 67                                                                                | 674                                                                               | 69                                                                                | 33                                                                                | 719                                                                               | 59                                                                                | 137                                                                                 | 117                                                                                 | 67                                                                                  | 56                                                                                  | 91                                                                                  | 91                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 387                                                                               | 1974                                                                              | 859                                                                               | 403                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 369                                                                                 | 211                                                                                 | 384                                                                                 | 283                                                                                 | 283                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 693                                                                               | 3554                                                                              | 1546                                                                              | 716                                                                               | 3554                                                                              | 1547                                                                              | 1198                                                                                | 1108                                                                                | 634                                                                                 | 1195                                                                                | 850                                                                                 | 850                                                                                 |
| Grp Volume(v), veh/h         | 67                                                                                | 674                                                                               | 69                                                                                | 33                                                                                | 719                                                                               | 59                                                                                | 137                                                                                 | 0                                                                                   | 184                                                                                 | 56                                                                                  | 0                                                                                   | 182                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 693                                                                               | 1777                                                                              | 1546                                                                              | 716                                                                               | 1777                                                                              | 1547                                                                              | 1198                                                                                | 0                                                                                   | 1742                                                                                | 1195                                                                                | 0                                                                                   | 1699                                                                                |
| Q Serve(g_s), s              | 5.4                                                                               | 9.4                                                                               | 1.9                                                                               | 2.4                                                                               | 10.1                                                                              | 1.6                                                                               | 8.7                                                                                 | 0.0                                                                                 | 7.1                                                                                 | 3.3                                                                                 | 0.0                                                                                 | 7.2                                                                                 |
| Cycle Q Clear(g_c), s        | 15.5                                                                              | 9.4                                                                               | 1.9                                                                               | 11.7                                                                              | 10.1                                                                              | 1.6                                                                               | 15.9                                                                                | 0.0                                                                                 | 7.1                                                                                 | 10.4                                                                                | 0.0                                                                                 | 7.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.36                                                                                | 1.00                                                                                |                                                                                     | 0.50                                                                                |
| Lane Grp Cap(c), veh/h       | 387                                                                               | 1974                                                                              | 859                                                                               | 403                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 0                                                                                   | 581                                                                                 | 384                                                                                 | 0                                                                                   | 566                                                                                 |
| V/C Ratio(X)                 | 0.17                                                                              | 0.34                                                                              | 0.08                                                                              | 0.08                                                                              | 0.36                                                                              | 0.07                                                                              | 0.36                                                                                | 0.00                                                                                | 0.32                                                                                | 0.15                                                                                | 0.00                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        | 387                                                                               | 1974                                                                              | 859                                                                               | 403                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 0                                                                                   | 581                                                                                 | 384                                                                                 | 0                                                                                   | 566                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 11.0                                                                              | 9.3                                                                               | 14.2                                                                              | 11.1                                                                              | 9.2                                                                               | 28.3                                                                                | 0.0                                                                                 | 22.4                                                                                | 26.2                                                                                | 0.0                                                                                 | 22.4                                                                                |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.5                                                                               | 0.2                                                                               | 0.4                                                                               | 0.5                                                                               | 0.2                                                                               | 2.6                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 1.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.9                                                                               | 3.4                                                                               | 0.6                                                                               | 0.4                                                                               | 3.6                                                                               | 0.5                                                                               | 2.7                                                                                 | 0.0                                                                                 | 3.1                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.4                                                                              | 11.4                                                                              | 9.5                                                                               | 14.6                                                                              | 11.7                                                                              | 9.4                                                                               | 30.9                                                                                | 0.0                                                                                 | 23.8                                                                                | 27.0                                                                                | 0.0                                                                                 | 23.9                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 810                                                                               |                                                                                   |                                                                                   | 811                                                                               |                                                                                   |                                                                                   | 321                                                                                 |                                                                                     |                                                                                     | 238                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 11.7                                                                              |                                                                                   |                                                                                   | 11.6                                                                              |                                                                                   |                                                                                   | 26.8                                                                                |                                                                                     |                                                                                     | 24.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 13.7                                                                              |                                                                                   |                                                                                   | 17.9                                                                              |                                                                                   |                                                                                   | 17.5                                                                                |                                                                                     |                                                                                     | 12.4                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 4.8                                                                               |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   | 4.8                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |                                                                                     |

Intersection Summary

HCM 7th Control Delay, s/veh 15.3  
HCM 7th LOS B

Notes

User approved pedestrian interval to be less than phase max green.



| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.7                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 20                                                                                | 6      | 4     | 227                                                                               | 180                                                                               | 2                                                                                 |
| Future Vol, veh/h        | 20                                                                                | 6      | 4     | 227                                                                               | 180                                                                               | 2                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 22                                                                                | 7      | 4     | 252                                                                               | 200                                                                               | 2                                                                                 |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 467                                                                               | 206    | 208   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 206                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 261                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 554                                                                               | 835    | 1363  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 829                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 783                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 549                                                                               | 830    | 1355  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 549                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 821                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 783                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 11.36                                                                             | 0.13   |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 31                                                                                | -      | 595   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.003                                                                             | -      | 0.049 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.7                                                                               | 0      | 11.4  | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.2   | -                                                                                 | -                                                                                 |                                                                                   |

### Intersection

Int Delay, s/veh 6.1

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 1    | 4                                                                                 | 4                                                                                 | 2    | 22                                                                                | 2    |
| Future Vol, veh/h        | 1    | 4                                                                                 | 4                                                                                 | 2    | 22                                                                                | 2    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 1    | 4                                                                                 | 4                                                                                 | 2    | 24                                                                                | 2    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 7      | 0      | 0 12 5        |
| Stage 1              | -      | -      | - 5 -         |
| Stage 2              | -      | -      | - 7 -         |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1614   | -      | - 1008 1078   |
| Stage 1              | -      | -      | - 1018 -      |
| Stage 2              | -      | -      | - 1017 -      |
| Platoon blocked, %   |        | -      | -             |
| Mov Cap-1 Maneuver   | 1614   | -      | - 1007 1078   |
| Mov Cap-2 Maneuver   | -      | -      | - 1007 -      |
| Stage 1              | -      | -      | - 1017 -      |
| Stage 2              | -      | -      | - 1017 -      |

| Approach          | EB   | WB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 1.45 | 0  | 8.65 |
| HCM LOS           |      |    | A    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 360   | -   | -   | -   | 1012  |
| HCM Lane V/C Ratio    | 0.001 | -   | -   | -   | 0.026 |
| HCM Ctrl Dly (s/v)    | 7.2   | 0   | -   | -   | 8.6   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

Intersection

Int Delay, s/veh 0.7

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 25                                                                                | 2    | 0    | 277                                                                               | 180                                                                               | 15   |
| Future Vol, veh/h        | 25                                                                                | 2    | 0    | 277                                                                               | 180                                                                               | 15   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 27                                                                                | 2    | 0    | 301                                                                               | 196                                                                               | 16   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 505    | 204    | 212    |
| Stage 1              | 204    | -      | -      |
| Stage 2              | 301    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 527    | 837    | 1358   |
| Stage 1              | 830    | -      | -      |
| Stage 2              | 751    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 527    | 837    | 1358   |
| Mov Cap-2 Maneuver   | 527    | -      | -      |
| Stage 1              | 830    | -      | -      |
| Stage 2              | 751    | -      | -      |

| Approach          | EB    | NB | SB |
|-------------------|-------|----|----|
| HCM Ctrl Dly, s/v | 12.03 | 0  | 0  |
| HCM LOS           | B     |    |    |

| Minor Lane/Major Mvmt | NBL  | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h)      | 1358 | -   | 542   | -   | -   |
| HCM Lane V/C Ratio    | -    | -   | 0.054 | -   | -   |
| HCM Ctrl Dly (s/v)    | 0    | -   | 12    | -   | -   |
| HCM Lane LOS          | A    | -   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0    | -   | 0.2   | -   | -   |

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 63                                                                                | 634                                                                               | 65                                                                                | 31                                                                                | 676                                                                               | 55                                                                                | 129                                                                                 | 110                                                                                 | 63                                                                                  | 53                                                                                  | 86                                                                                  | 86                                                                                  |
| Future Volume (veh/h)        | 63                                                                                | 634                                                                               | 65                                                                                | 31                                                                                | 676                                                                               | 55                                                                                | 129                                                                                 | 110                                                                                 | 63                                                                                  | 53                                                                                  | 86                                                                                  | 86                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 67                                                                                | 674                                                                               | 69                                                                                | 33                                                                                | 719                                                                               | 59                                                                                | 137                                                                                 | 117                                                                                 | 67                                                                                  | 56                                                                                  | 91                                                                                  | 91                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 387                                                                               | 1974                                                                              | 859                                                                               | 403                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 369                                                                                 | 211                                                                                 | 384                                                                                 | 283                                                                                 | 283                                                                                 |
| Arrive On Green              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Sat Flow, veh/h              | 693                                                                               | 3554                                                                              | 1546                                                                              | 716                                                                               | 3554                                                                              | 1547                                                                              | 1198                                                                                | 1108                                                                                | 634                                                                                 | 1195                                                                                | 850                                                                                 | 850                                                                                 |
| Grp Volume(v), veh/h         | 67                                                                                | 674                                                                               | 69                                                                                | 33                                                                                | 719                                                                               | 59                                                                                | 137                                                                                 | 0                                                                                   | 184                                                                                 | 56                                                                                  | 0                                                                                   | 182                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 693                                                                               | 1777                                                                              | 1546                                                                              | 716                                                                               | 1777                                                                              | 1547                                                                              | 1198                                                                                | 0                                                                                   | 1742                                                                                | 1195                                                                                | 0                                                                                   | 1699                                                                                |
| Q Serve(g_s), s              | 5.4                                                                               | 9.4                                                                               | 1.9                                                                               | 2.4                                                                               | 10.1                                                                              | 1.6                                                                               | 8.7                                                                                 | 0.0                                                                                 | 7.1                                                                                 | 3.3                                                                                 | 0.0                                                                                 | 7.2                                                                                 |
| Cycle Q Clear(g_c), s        | 15.5                                                                              | 9.4                                                                               | 1.9                                                                               | 11.7                                                                              | 10.1                                                                              | 1.6                                                                               | 15.9                                                                                | 0.0                                                                                 | 7.1                                                                                 | 10.4                                                                                | 0.0                                                                                 | 7.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.36                                                                                | 1.00                                                                                |                                                                                     | 0.50                                                                                |
| Lane Grp Cap(c), veh/h       | 387                                                                               | 1974                                                                              | 859                                                                               | 403                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 0                                                                                   | 581                                                                                 | 384                                                                                 | 0                                                                                   | 566                                                                                 |
| V/C Ratio(X)                 | 0.17                                                                              | 0.34                                                                              | 0.08                                                                              | 0.08                                                                              | 0.36                                                                              | 0.07                                                                              | 0.36                                                                                | 0.00                                                                                | 0.32                                                                                | 0.15                                                                                | 0.00                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        | 387                                                                               | 1974                                                                              | 859                                                                               | 403                                                                               | 1974                                                                              | 859                                                                               | 383                                                                                 | 0                                                                                   | 581                                                                                 | 384                                                                                 | 0                                                                                   | 566                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 11.0                                                                              | 9.3                                                                               | 14.2                                                                              | 11.1                                                                              | 9.2                                                                               | 28.3                                                                                | 0.0                                                                                 | 22.4                                                                                | 26.2                                                                                | 0.0                                                                                 | 22.4                                                                                |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.5                                                                               | 0.2                                                                               | 0.4                                                                               | 0.5                                                                               | 0.2                                                                               | 2.6                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 1.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.9                                                                               | 3.4                                                                               | 0.6                                                                               | 0.4                                                                               | 3.6                                                                               | 0.5                                                                               | 2.7                                                                                 | 0.0                                                                                 | 3.1                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.4                                                                              | 11.4                                                                              | 9.5                                                                               | 14.6                                                                              | 11.7                                                                              | 9.4                                                                               | 30.9                                                                                | 0.0                                                                                 | 23.8                                                                                | 27.0                                                                                | 0.0                                                                                 | 23.9                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | C                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          | 810                                                                               |                                                                                   |                                                                                   | 811                                                                               |                                                                                   |                                                                                   | 321                                                                                 |                                                                                     |                                                                                     | 238                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 11.7                                                                              |                                                                                   |                                                                                   | 11.6                                                                              |                                                                                   |                                                                                   | 26.8                                                                                |                                                                                     |                                                                                     | 24.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 55.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                                |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 50.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 13.7                                                                              |                                                                                   |                                                                                   | 17.9                                                                              |                                                                                   |                                                                                   | 17.5                                                                                |                                                                                     |                                                                                     | 12.4                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 4.8                                                                               |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   | 4.8                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |                                                                                     |

#### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 15.3 |
| HCM 7th LOS                  | B    |

#### Notes

User approved pedestrian interval to be less than phase max green.

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.2                                                                               |        |       |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |        |       |  |  |  |
| Traffic Vol, veh/h       | 2                                                                                 | 3      | 2     | 229                                                                               | 183                                                                               | 4                                                                                 |
| Future Vol, veh/h        | 2                                                                                 | 3      | 2     | 229                                                                               | 183                                                                               | 4                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 6     | 0                                                                                 | 0                                                                                 | 6                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | 50                                                                                |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90     | 90    | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 2                                                                                 | 3      | 2     | 254                                                                               | 203                                                                               | 4                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 468                                                                               | 209    | 214   | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 209                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 259                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 553                                                                               | 831    | 1356  | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 826                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 784                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 549                                                                               | 826    | 1349  | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 549                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 819                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 784                                                                               | -      | -     | -                                                                                 | -                                                                                 | -                                                                                 |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 10.28                                                                             | 0.07   |       | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |                                                                                   |
| Capacity (veh/h)         | 16                                                                                | -      | 687   | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.002                                                                             | -      | 0.008 | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | 7.7                                                                               | 0      | 10.3  | -                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |                                                                                   |

Intersection

Int Delay, s/veh 0

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 0    | 5                                                                                 | 6                                                                                 | 0    | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0    | 5                                                                                 | 6                                                                                 | 0    | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 5                                                                                 | 7                                                                                 | 0    | 0                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 7      | 0      | 0 12 7        |
| Stage 1              | -      | -      | - 7 -         |
| Stage 2              | -      | -      | - 5 -         |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1614   | -      | - 1008 1076   |
| Stage 1              | -      | -      | - 1017 -      |
| Stage 2              | -      | -      | - 1018 -      |
| Platoon blocked, %   |        | -      | - -           |
| Mov Cap-1 Maneuver   | 1614   | -      | - 1008 1076   |
| Mov Cap-2 Maneuver   | -      | -      | - 1008 -      |
| Stage 1              | -      | -      | - 1017 -      |
| Stage 2              | -      | -      | - 1018 -      |

| Approach          | EB | WB | SB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | EBL  | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1614 | -   | -   | -   | -     |
| HCM Lane V/C Ratio    | -    | -   | -   | -   | -     |
| HCM Ctrl Dly (s/v)    | 0    | -   | -   | -   | 0     |
| HCM Lane LOS          | A    | -   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -   | -     |



### Intersection

Int Delay, s/veh 1.3

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 44                                                                                | 7    | 3    | 258                                                                               | 180                                                                               | 15   |
| Future Vol, veh/h        | 44                                                                                | 7    | 3    | 258                                                                               | 180                                                                               | 15   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 48                                                                                | 8    | 3    | 280                                                                               | 196                                                                               | 16   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 491    | 204    | 212    |
| Stage 1              | 204    | -      | -      |
| Stage 2              | 287    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 537    | 837    | 1358   |
| Stage 1              | 830    | -      | -      |
| Stage 2              | 762    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 535    | 837    | 1358   |
| Mov Cap-2 Maneuver   | 535    | -      | -      |
| Stage 1              | 828    | -      | -      |
| Stage 2              | 762    | -      | -      |

| Approach          | EB    | NB   | SB |
|-------------------|-------|------|----|
| HCM Ctrl Dly, s/v | 12.09 | 0.09 | 0  |
| HCM LOS           | B     |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 21    | -   | 563   | -   | -   |
| HCM Lane V/C Ratio    | 0.002 | -   | 0.098 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.7   | 0   | 12.1  | -   | -   |
| HCM Lane LOS          | A     | A   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.3   | -   | -   |



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ZM-26-003

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## Staff Report

**Meeting Date:** 7/15/2026

**Applicant:** Tyler Brady

**Re:** Rezone to MD

**Property Address:** 4244 S State St

**Zone:** Manufacturing (M)

**Prepared By:** Sean Murray

**Scope of Decision:** **Discretionary.** This is a legislative matter, to be decided by the Millcreek City Council upon receiving a recommendation from staff and the Millcreek Planning Commission. Your recommendation can be broad in scope, but should consider prior adopted policies, especially the Millcreek General Plan.

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## REQUEST AND SYNOPSIS

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Tyler Brady (applicant) has filed a rezone application for 4244 S State Street to change the zoning designation from its current Manufacturing (M) zone to the Mixed Development (MD) zone. This rezone request is to accommodate an 115-unit affordable housing project on the site that will be named Stonebrook Apartments.

The property is currently an auto body shop that spans two parcels and is roughly 0.95 acres in total size. These parcels will be combined as part of this project to create one contiguous parcel. The applicant has conducted an environmental site assessment for the property which did not find any concerning environmental conditions on site.

The applicant is proposing to build an 115-unit affordable housing project with ground floor commercial space fronting onto State Street. The project aims to accommodate moderate income households in the 60%-80% Area Median Income (AMI) range. Due to this, a reduced parking calculation can be applied for the project which requires 0.75 stalls per one-bedroom unit, 1 stall per two-bedroom unit, and 0.25 stalls per unit for guest parking. Commercial parking is calculated at 1 space per 150 square feet of space. The building will include 159 parking stalls to accommodate residents, guests, and commercial space users.

The building is proposed to be 85 feet tall which is the max height as allowed in the MD zone. The lower three stories will consist of parking and commercial space, while the upper five floors will consist of a mix of one and two bedroom apartments. Amenity decks and balconies will be included for resident access around

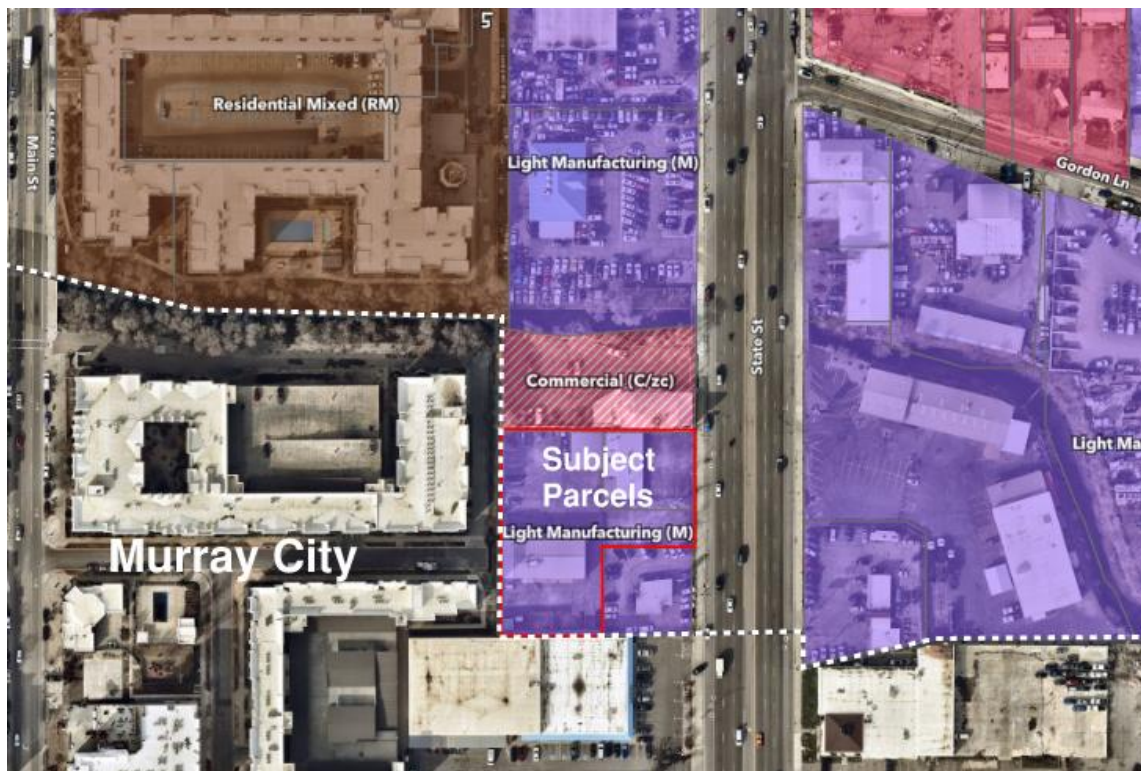
the building. Conceptual renderings of the building can be found attached at the end of this document.

To achieve affordable housing status for the project, the applicant has reached out to the Utah Housing Corporation to receive Low Income Housing Tax Credits (LIHTC). The Utah Housing Corporation has stated their support for the project and willingness to work with the applicant to access LIHTC.

Affordable housing is a permitted use in the MD zone meaning if the rezone is approved, the applicant will have to apply for and receive site plan approval through Millcreek before any building permits can be applied for. The applicant and Millcreek have entered into a development agreement to ensure that the development matches the proposed elevations, site plan, and use of the site as an affordable housing project.

### **Existing Zoning**

The two parcels are currently zoned Manufacturing and are used as an auto body shop. The area is largely commercial and residential with the Fireclay neighborhood of Murray immediately west of the subject parcels. An image of the existing zoning can be found below.



### **Traffic Impact Study**

A Traffic Impact Study (TIS) was conducted for this project due to the size of the development and the impact it could have on the surrounding road network and neighborhood. The TIS only made a few recommendations for this application.

The first recommendation is for additional striping on State Street for a left turn lane, however, this is something that will need to be approved and likely done by UDOT as State Street is managed by UDOT. The second recommendation is for a left turn pocket within the development for vehicles existing the development. This turn pocket will help reduce backed up traffic within the site when exiting onto State Street.

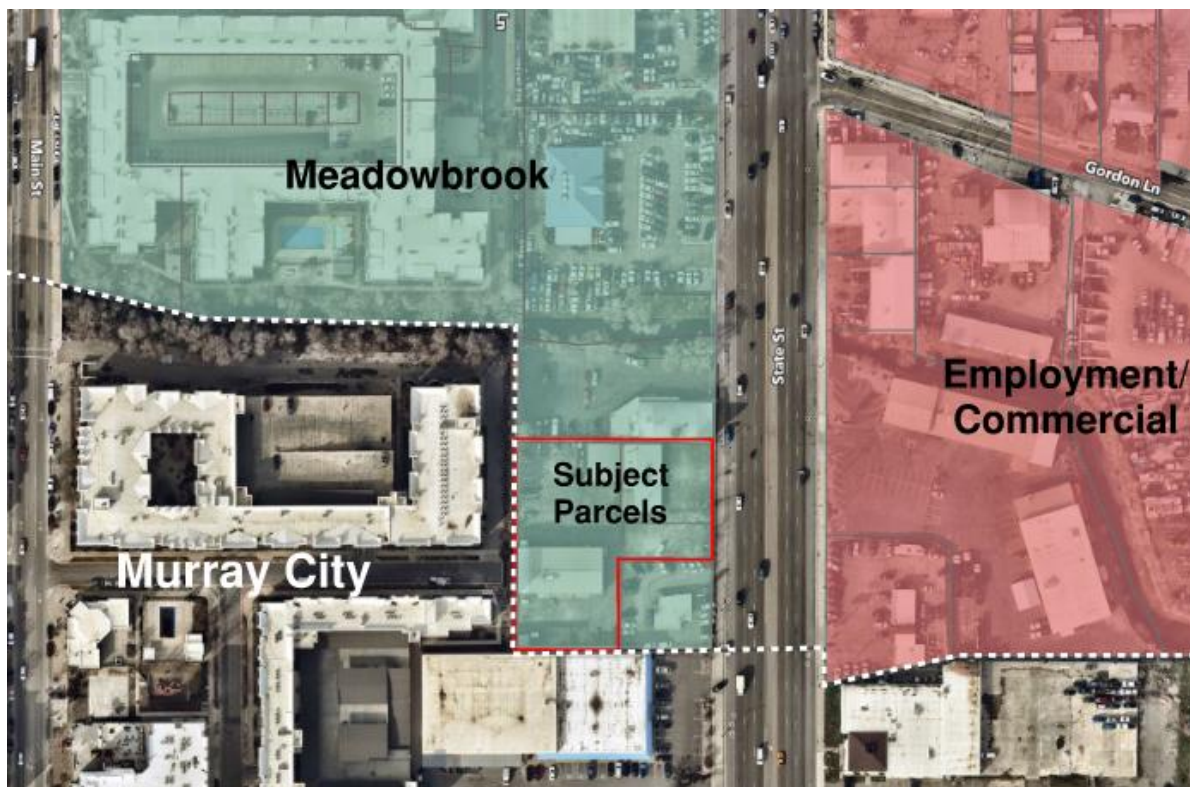
## GENERAL PLAN CONSIDERATIONS

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### Future Land Use Map

The Millcreek future land use map designates this area as 'Meadowbrook Center' which designates land uses primarily as a diverse mix of uses, including multifamily condominiums or apartments, office, retail, and restaurants. Secondary uses include cultural and public facilities, health services, plazas, squares, pocket parks, community gardens, and other gathering spaces. The Meadowbrook Center designation also states that developments within the area will have heights ranging from 2-6 stories with potentially increased heights near transit and major streets.

The Meadowbrook Center area is the highest allowable density area in Millcreek and allows for high rise buildings and affordable housing at scale. The proposed Stonebrook Apartments aligns well with this future land use designation for the area. An image of the future land use map for the area can be found below.



### Vibrant Gathering Places

Subchapter 3.3

**MEADOWBROOK. GOAL GP-6:** Continue to grow and support the Meadowbrook/Main Street Urban Center.

**Strategy 6.1:** Continue to develop new transit oriented development (TOD) and mixed use supportive base zoning and/or overlays to support the continued development and redevelopment of key corridors and centers.

The proposed development is located roughly ¼ mile from the Murray North Trax station as the crow flies.



Walking from this development to the Murray North Trax and bus station is about .38 miles and would likely take around 7 minutes to walk to. State Street is a key corridor in the area making this development align well with the goals of new development along major corridors and near transit in the Meadowbrook Center area.

## **MASTER PLAN CONSIDERATIONS**

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The proposed development falls within the area outlined in the adopted Murray North Station Area Plan (MNSAP). The MNSAP is a small area plan focused on land uses and infrastructure improvements within a ½ mile radius of existing fixed rail transit systems. Goals of this station area plan include enhanced walking and transit connections, a diverse mix of uses, and housing affordability to list a few.

While the proposed development is not part of the ‘core area’ outlined in the MNSAP, it is still within the study area and meets many of the goals and objectives found throughout the plan. The proposed development specifically furthers the goals of increasing housing affordability and access in the area as well as contributing to a more walkable area. The developments proximity to the nearby Trax station, bus routes, and State Street (a major corridor) all align with transportation goals found in the MNSAP, Millcreek General Plan, and Millcreek Transportation Master Plan.

## **PROPOSED DEVELOPMENT AGREEMENT**

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Millcreek and the applicant have entered into a development agreement to ensure that the final project follows the plans shown in this staff report. At the time of writing this staff report, the development agreement is still being drafted so a reviewable version is not attached to this report.

The development agreement outlines the land use, affordability aspect, elevations, and more for the site so that Millcreek can make sure this project is built with these characteristics in line no matter who the builder is. A development agreement runs with the land it is tied to meaning that if the applicant wishes to sell this property to a different developer, they would also be beholden to the plans and standards found in the development agreement.

## **NEIGHBORHOOD MEETING**

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The applicant held a neighborhood meeting on October 13, 2025, and only had one resident attend. Discussion of commercial uses, approval process for the project, and proximity to the nearby Trax station were all examined without any concerns voiced.

## **PLANNING OPEN HOUSE**

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During the planning open house on July 7<sup>th</sup>, representatives for the property attended the meeting with renderings and site plans in hand. No residents attended the meeting and a majority of the discussion came from staff talking with the representatives and Millcreek Community Council members.

## **PLANNING STAFF RECOMMENDATIONS AND FINDINGS**

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Planning staff have reviewed the proposed plans and have found them to meet standards found in Millcreeks code. More detail on these plans will be required before this development can begin building. Finalized civil plans, landscape plans, and architectural plans will be reviewed against Millcreeks code as well the eligibility for low income housing tax credits to ensure the affordability aspect of this project.

### **Findings**

1. The property is currently zoned (M) Manufacturing,
2. The current use of the property is commercial for an auto body shop,
3. The future land use map designates this area as 'Meadowbrook Center',
4. The applicant is seeking to build an affordable housing development,
5. The proposed plans call for 159 total parking stalls,
6. A development agreement has been entered into for this project.

### **Conclusions**

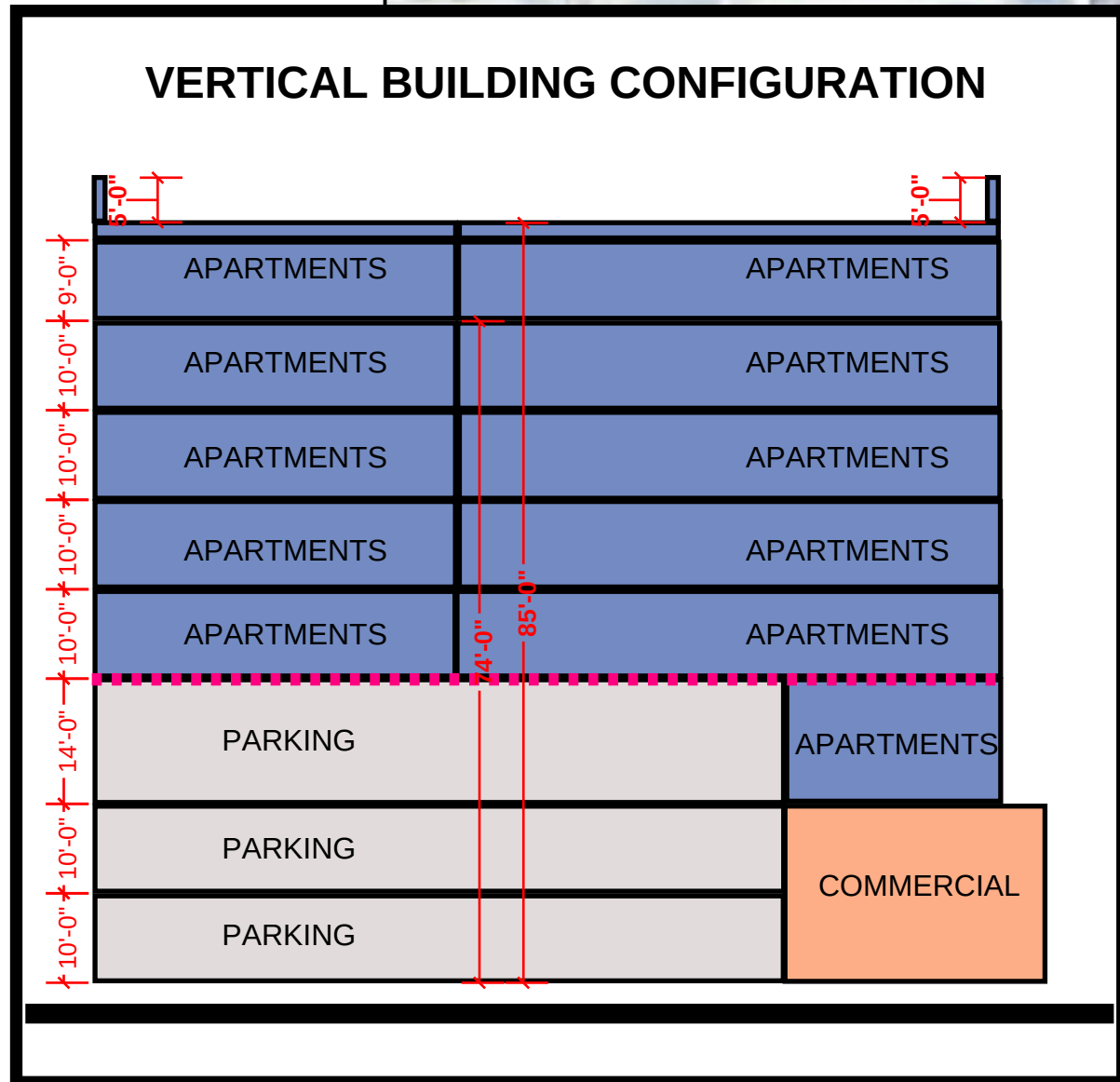
1. The applicant is seeking an MD (Mixed Development) zoning designation,
2. An MD designation permits residential housing development,
3. The MD zone is only allowed with the Meadowbrook Center area of Millcreek,
4. The MD zone permits affordable housing and the Utah Housing Corporation supports affordable housing in this area,
5. The minimum required parking for this project is 134 spaces for commercial businesses, residents, and guest parking,
6. Millcreek and the applicant will draft and adopt a development agreement for this project.

## **SUPPORTING DOCUMENTS**

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- **Proposed Site Plan**
- **Proposed Elevations**
- **Letter of Intent**
- **Neighborhood Meeting Summary**
- **UHC Letter**
- **Traffic Impact Study**





**Key Zoning Requirements:**  
Proposed Zoning: MD (current = M)

Setbacks:  
Front: 10'  
Side: 10'  
Rear: 10'

Maximum Building Height: 85'.  
Maximum Lot coverage 80%  
State Street to have Commercial Space along frontage.

**Project Summary**

| Unit mix          | Unit Count | Required Parking |
|-------------------|------------|------------------|
| 2-bed             | 22         | x 1.00 = 22.0    |
| 1-bed (regular)   | 19         | x 0.75 = 14.25   |
| 1-bed+ (large)    | 34         | x 0.75 = 25.5    |
| 1-bed jr. (small) | 40         | x 0.75 = 30.0    |
| Total             | 115        | 91.75            |

Guest Parking: 0.25 stalls / unit = 28.75

Commercial space: ~2,091 sq. ft.  
Restaurant: 1 space/150 sq. ft. of seating area. = 13.94

Total Parking Stalls Required = **134.44\***

\*Using 1/150 scenario for commercial space use. And  
\*Affordable Housing Incentives to reduce required parking.

**Parking Provided:**

|              |            |
|--------------|------------|
| Ground Level | 52 stalls  |
| 2nd Level    | 53 stalls  |
| 3rd Level    | 54 stalls  |
| Total        | 159 stalls |

Note: at least 20 percent of the required minimum parking spaces shall provide Level 2 EV charging infrastructure to accommodate the potential future hardwire installation of a Level-2 EV charging station. If a dwelling unit has a dedicated parking space or spaces, at least one dedicated Level 1 or Level 2 outlet shall be provided at the dedicated parking space for the dwelling unit's use.

**NOTE:** Fire Code Modification for increased density of fire sprinklers and modified fire access as shown. This has been approved by the fire department.

**Required open space:**  
250 sq. ft. per unit: 115 units x 250 sq. ft. = 28,750 sq. ft. (something seems way off here as this is almost 70% of the site area).  
- 100 sq. ft. per unit can be private open space: assuming decks?  
- 150 sq. ft. per unit needs to be common open space.  
- 20% reduction in open space requirement if project is affordable and has trail access within 1/4 mile. Nearby Cottonwood Creek Trail qualifies. 28,750 sq. ft. required is reduced to 23,000 sq. ft.

**Site Area Calculations**

|                    |                |             |       |
|--------------------|----------------|-------------|-------|
| Total Site Area    | 41,421 sq. ft. | 0.951 Acres |       |
| Open Space         | 20,931 sq. ft. | 0.481 Acres | 50.5% |
| Plaza              | 7,636 sq. ft.  |             |       |
| Landscaping        | 7,462 sq. ft.  |             |       |
| Private Decks      | 5,833 sq. ft.  |             |       |
| Building Footprint | 28,960 sq. ft. | 0.665 Acres | 69.9% |
| Drive              | 3,087 sq. ft.  | 0.071 Acres | 7.5%  |

**SITE PLAN: Scale 1:20**  
**(Plotted on 24x36)**





**CITY REQUIREMENTS ACKNOWLEDGED:**

A Code Modification was submitted and must be applied for the construction of this project.

Provide Fire Protection Engineering Analysis and Design for Fire Sprinkler System, Fire Alarm System and all other code requirements & life safety protection regarding EV charging and parking throughout the garage.

EV charging stations must meet all building & fire codes, including NEC & NFPA 70 & all required UL listings.

Work with the local Water Department to provide a fire flow report in gallons per minute at 20psi to submit to Unified Fire Authority for the proposed building site.

Engineers Water Supply Analysis: The engineer's water supply analysis will identify the characteristics of the water supply for this area, and will identify the existing and proposed water main size and location that will supply this site. The engineer's water supply analysis will also identify the water supply capacity for fire flow and duration and reliability of the water supply system for this area. Design team will also identify the available fire flow at this site, measured at a residual pressure of 20 p.s.i.



# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

19 JUNE, 2026





## STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR VIEW 1

D101

30 APRIL, 2026





## STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR VIEW 2

D102

30 APRIL, 2026





## STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR VIEW 3

**D103**

30 APRIL, 2026





# STONEBROOK MU APARTMENTS

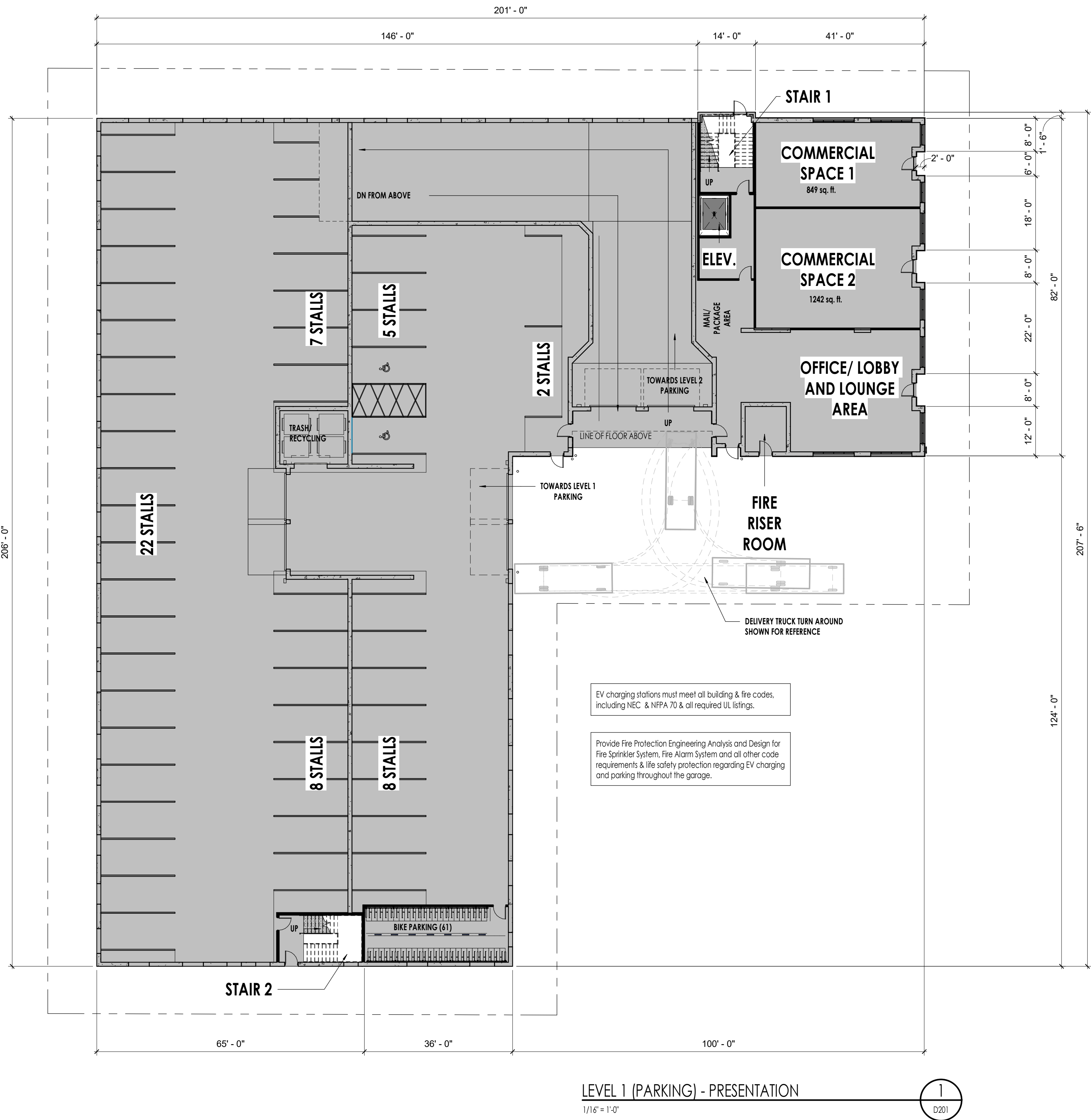
4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR VIEW 4

D104

30 APRIL, 2026





| GROSS BUILDING AREAS |                             |             |
|----------------------|-----------------------------|-------------|
| LEVEL                | NAME                        | AREA        |
| LEVEL 1              | BIKE PARKING - L01          | 535 ft²     |
| LEVEL 1              | CIRCULATION SPACE-L01       | 207 ft²     |
| LEVEL 1              | COMMERCIAL SPACE 1 -L01     | 890 ft²     |
| LEVEL 1              | COMMERCIAL SPACE 2 -L01     | 1,201 ft²   |
| LEVEL 1              | FIRE RISER ROOM             | 156 ft²     |
| LEVEL 1              | OFFICE/ LOBBY AND LOUNGE    | 1,605 ft²   |
| LEVEL 1              | PARKING-L01                 | 23,691 ft²  |
| LEVEL 1              |                             | 28,285 ft²  |
| LEVEL 2              | CIRCULATION SPACE-L02       | 371 ft²     |
| LEVEL 2              | FITNESS SPACE               | 1,567 ft²   |
| LEVEL 2              | PARKING-L02                 | 24,332 ft²  |
| LEVEL 2              |                             | 26,270 ft²  |
| LEVEL 3              | CIRCULATION SPACE-L03       | 365 ft²     |
| LEVEL 3              | PARKING-L03                 | 23,447 ft²  |
| LEVEL 3              | RESIDENTIAL AREA-L03        | 2,371 ft²   |
| LEVEL 3              | RESIDENTIAL CORRIDOR        | 1,283 ft²   |
| LEVEL 3              | SHARED / CO-WORKING SPACE   | 1,283 ft²   |
| LEVEL 3              |                             | 28,750 ft²  |
| LEVEL 4              | CORRIDOR-L04                | 2,434 ft²   |
| LEVEL 4              | ELEV.                       | 84 ft²      |
| LEVEL 4              | LOUNGE / GATHERING ROOM-L04 | 1,588 ft²   |
| LEVEL 4              | PLAZA ABOVE GARAGE          | 6,587 ft²   |
| LEVEL 4              | RESIDENTIAL AREA-L04        | 15,179 ft²  |
| LEVEL 4              | STAIR 1                     | 280 ft²     |
| LEVEL 4              | STAIR 2                     | 276 ft²     |
| LEVEL 4              | TRASH ROOM - L04            | 140 ft²     |
| LEVEL 4              |                             | 26,569 ft²  |
| LEVEL 5              | CORRIDOR-L05                | 2,416 ft²   |
| LEVEL 5              | ELEV.                       | 84 ft²      |
| LEVEL 5              | RESIDENTIAL AREA-L05        | 16,896 ft²  |
| LEVEL 5              | STAIR 1                     | 280 ft²     |
| LEVEL 5              | STAIR 2                     | 276 ft²     |
| LEVEL 5              | TRASH ROOM - L05            | 140 ft²     |
| LEVEL 5              |                             | 20,091 ft²  |
| LEVEL 6              | CORRIDOR-L06                | 2,416 ft²   |
| LEVEL 6              | ELEV.                       | 84 ft²      |
| LEVEL 6              | RESIDENTIAL AREA-L06        | 16,895 ft²  |
| LEVEL 6              | STAIR 1                     | 280 ft²     |
| LEVEL 6              | STAIR 2                     | 276 ft²     |
| LEVEL 6              | TRASH ROOM - L06            | 140 ft²     |
| LEVEL 6              |                             | 20,090 ft²  |
| LEVEL 7              | CORRIDOR-L07                | 2,416 ft²   |
| LEVEL 7              | ELEV.                       | 84 ft²      |
| LEVEL 7              | RESIDENTIAL AREA-L07        | 16,895 ft²  |
| LEVEL 7              | STAIR 1                     | 280 ft²     |
| LEVEL 7              | STAIR 2                     | 276 ft²     |
| LEVEL 7              | TRASH ROOM - L07            | 140 ft²     |
| LEVEL 7              |                             | 20,090 ft²  |
| LEVEL 8              | CORRIDOR-L08                | 2,416 ft²   |
| LEVEL 8              | ELEV.                       | 84 ft²      |
| LEVEL 8              | RESIDENTIAL AREA-L08        | 16,293 ft²  |
| LEVEL 8              | STAIR 1                     | 280 ft²     |
| LEVEL 8              | STAIR 2                     | 276 ft²     |
| LEVEL 8              | TRASH ROOM - L08            | 140 ft²     |
| LEVEL 8              |                             | 19,488 ft²  |
| Building Grand Total |                             | 189,632 ft² |

| UNIT MIX                                                                                                                                                                                                                                                                                                                                                                                                 | UNIT COUNT         | GROSS SF      | NET SF        | # / UNIT      | REQUIRED PARKING |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------|---------------|---------------|------------------|
| 2 BD                                                                                                                                                                                                                                                                                                                                                                                                     | 22                 | 988           | 924           | 1.0           | 22.0             |
| 1 BD                                                                                                                                                                                                                                                                                                                                                                                                     | 19                 | 700           | 637           | 0.75          | 14.25            |
| 1 BD+                                                                                                                                                                                                                                                                                                                                                                                                    | 34                 | 753           | 689           | 0.75          | 25.5             |
| 1 BD JR                                                                                                                                                                                                                                                                                                                                                                                                  | 40                 | 603           | 550           | 0.75          | 30.0             |
| GUEST                                                                                                                                                                                                                                                                                                                                                                                                    | Based on 115 units |               |               |               | 28.75            |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                    | 115                |               |               |               | 120.5            |
| COMMERCIAL SPACE                                                                                                                                                                                                                                                                                                                                                                                         |                    | 1/150 SQ. FT. | 1/150 SQ. FT. | 1/150 SQ. FT. | 13.94            |
| TOTAL PARKING STALLS REQUIRED                                                                                                                                                                                                                                                                                                                                                                            |                    |               |               |               | 134.44           |
| PARKING PROVIDED                                                                                                                                                                                                                                                                                                                                                                                         |                    |               |               |               |                  |
| LEVEL 1                                                                                                                                                                                                                                                                                                                                                                                                  |                    | 52 STALLS     |               |               |                  |
| LEVEL 2                                                                                                                                                                                                                                                                                                                                                                                                  |                    | 53 STALLS     |               |               |                  |
| LEVEL 3                                                                                                                                                                                                                                                                                                                                                                                                  |                    | 54 STALLS     |               |               |                  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                    |                    | 159 STALLS    |               |               |                  |
| Note: at least 20 percent of the required minimum parking spaces shall provide Level 2 EV charging infrastructure to accommodate the potential future hardwire installation of a Level 2 EV charging station. If a dwelling unit has a dedicated parking space or spaces, at least one dedicated Level 1 or Level 2 outlet shall be provided at the dedicated parking space for the dwelling unit's use. |                    |               |               |               |                  |

# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

PARKING LEVEL 1

D201

19 JUNE, 2026



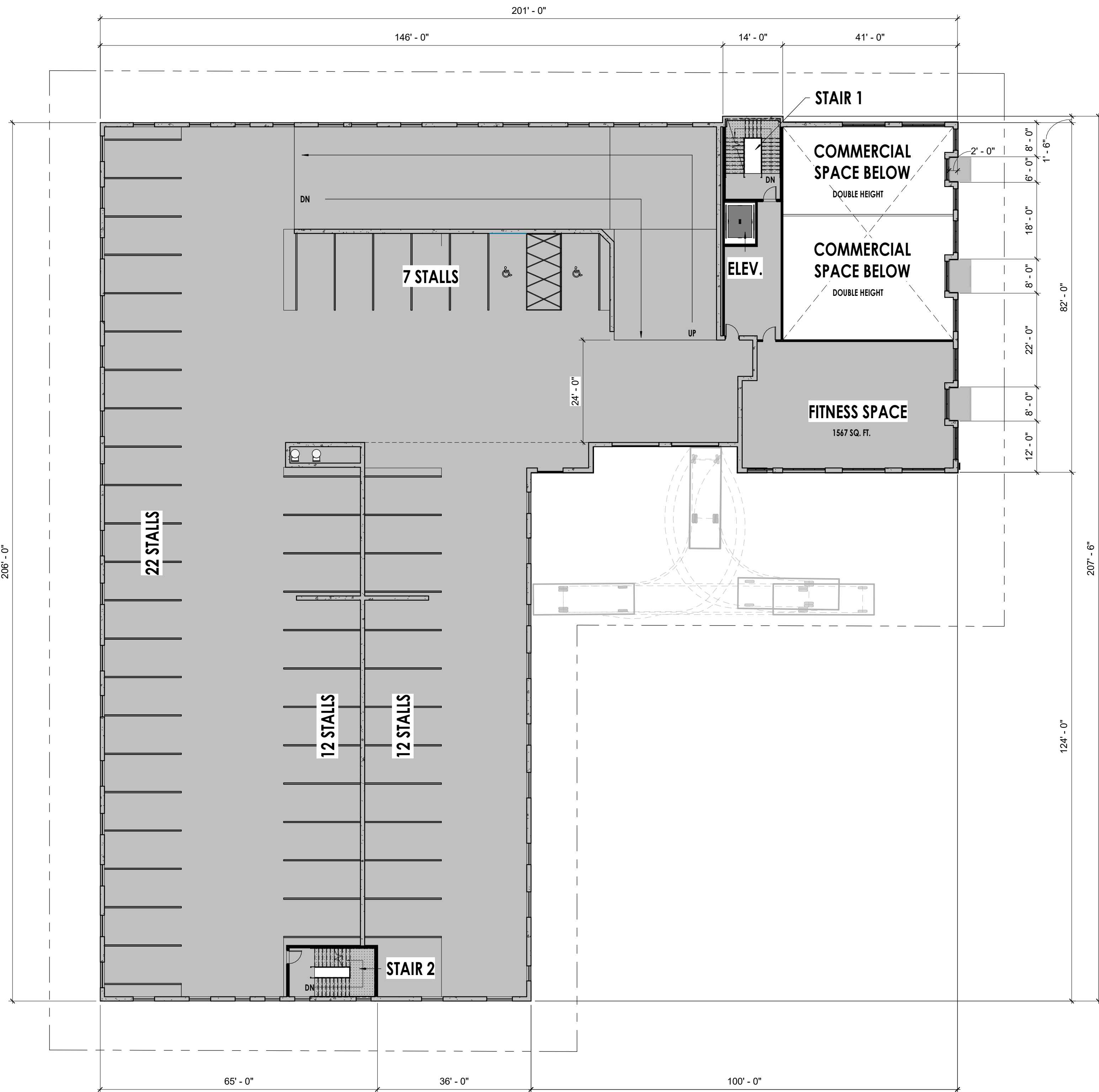
# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

PARKING LEVEL 2

D202

1 MAY, 2026



LEVEL 2 (PARKING) - PRESENTATION

1/16" = 1'-0"

1  
D202

## GROSS BUILDING AREAS

| LEVEL   | NAME                     | AREA      |
|---------|--------------------------|-----------|
| LEVEL 1 | BIKE PARKING - L01       | 535 SF    |
| LEVEL 1 | CIRCULATION SPACE-L01    | 207 SF    |
| LEVEL 1 | COMMERCIAL SPACE 1 -L01  | 849 SF    |
| LEVEL 1 | COMMERCIAL SPACE 2 -L01  | 1,242 SF  |
| LEVEL 1 | FIRE RISER ROOM          | 156 SF    |
| LEVEL 1 | OFFICE/ LOBBY AND LOUNGE | 1,605 SF  |
| LEVEL 1 | PARKING-L01              | 23,691 SF |
| LEVEL 1 |                          | 28,285 SF |

|         |                       |           |
|---------|-----------------------|-----------|
| LEVEL 2 | CIRCULATION SPACE-L02 | 371 SF    |
| LEVEL 2 | COMMERCIAL SPACE-L02  | 2,091 SF  |
| LEVEL 2 | FITNESS SPACE         | 1,567 SF  |
| LEVEL 2 | PARKING-L02           | 24,332 SF |
| LEVEL 2 |                       | 28,361 SF |

|         |                           |           |
|---------|---------------------------|-----------|
| LEVEL 3 | CIRCULATION SPACE-L03     | 365 SF    |
| LEVEL 3 | PARKING-L03               | 23,447 SF |
| LEVEL 3 | RESIDENTIAL AREA-L03      | 2,371 SF  |
| LEVEL 3 | RESIDENTIAL CORRIDOR      | 1,283 SF  |
| LEVEL 3 | SHARED / CO-WORKING SPACE | 1,283 SF  |
| LEVEL 3 |                           | 28,750 SF |

|         |                             |           |
|---------|-----------------------------|-----------|
| LEVEL 4 | CORRIDOR-L04                | 2,434 SF  |
| LEVEL 4 | ELEV.                       | 84 SF     |
| LEVEL 4 | LOUNGE / GATHERING ROOM-L04 | 1,588 SF  |
| LEVEL 4 | PLAZA ABOVE GARAGE          | 6,387 SF  |
| LEVEL 4 | RESIDENTIAL AREA-L04        | 15,179 SF |
| LEVEL 4 | STAIR 1                     | 280 SF    |
| LEVEL 4 | STAIR 2                     | 276 SF    |
| LEVEL 4 | TRASH ROOM - L04            | 140 SF    |
| LEVEL 4 |                             | 26,569 SF |

|         |                      |           |
|---------|----------------------|-----------|
| LEVEL 5 | CORRIDOR-L05         | 2,414 SF  |
| LEVEL 5 | ELEV.                | 84 SF     |
| LEVEL 5 | RESIDENTIAL AREA-L05 | 16,896 SF |
| LEVEL 5 | STAIR 1              | 280 SF    |
| LEVEL 5 | STAIR 2              | 276 SF    |
| LEVEL 5 | TRASH ROOM - L05     | 140 SF    |
| LEVEL 5 |                      | 20,091 SF |

|         |                      |           |
|---------|----------------------|-----------|
| LEVEL 6 | CORRIDOR-L06         | 2,414 SF  |
| LEVEL 6 | ELEV.                | 84 SF     |
| LEVEL 6 | RESIDENTIAL AREA-L06 | 16,895 SF |
| LEVEL 6 | STAIR 1              | 280 SF    |
| LEVEL 6 | STAIR 2              | 276 SF    |
| LEVEL 6 | TRASH ROOM - L06     | 140 SF    |
| LEVEL 6 |                      | 20,090 SF |

|         |                      |           |
|---------|----------------------|-----------|
| LEVEL 7 | CORRIDOR-L07         | 2,414 SF  |
| LEVEL 7 | ELEV.                | 84 SF     |
| LEVEL 7 | RESIDENTIAL AREA-L07 | 16,895 SF |
| LEVEL 7 | STAIR 1              | 280 SF    |
| LEVEL 7 | STAIR 2              | 276 SF    |
| LEVEL 7 | TRASH ROOM - L07     | 140 SF    |
| LEVEL 7 |                      | 20,090 SF |

|         |                      |           |
|---------|----------------------|-----------|
| LEVEL 8 | CORRIDOR-L08         | 2,414 SF  |
| LEVEL 8 | ELEV.                | 84 SF     |
| LEVEL 8 | RESIDENTIAL AREA-L08 | 16,293 SF |
| LEVEL 8 | STAIR 1              | 280 SF    |
| LEVEL 8 | STAIR 2              | 276 SF    |
| LEVEL 8 | TRASH ROOM - L08     | 140 SF    |
| LEVEL 8 |                      | 19,488 SF |

Building Grand Total 191,723 SF

| UNIT MIX | UNIT COUNT         | GROSS SF | NET SF | # / UNIT | REQUIRED PARKING |
|----------|--------------------|----------|--------|----------|------------------|
| 2 BD     | 22                 | 988      | 924    | 1.0      | 22.0             |
| 1 BD     | 19                 | 700      | 637    | 0.75     | 14.25            |
| 1 BD+    | 34                 | 753      | 689    | 0.75     | 25.5             |
| 1 BD JR  | 40                 | 603      | 550    | 0.75     | 30.0             |
| GUEST    | Based on 115 units |          |        | 0.25     | 28.75            |
| TOTAL    | 115                |          |        |          | 120.5            |

|                               |               |               |               |        |
|-------------------------------|---------------|---------------|---------------|--------|
| COMMERCIAL SPACE              | 1/150 SQ. FT. | 1/150 SQ. FT. | 1/150 SQ. FT. | 13.94  |
| TOTAL PARKING STALLS REQUIRED |               |               |               | 134.44 |

| PARKING PROVIDED |            |
|------------------|------------|
| LEVEL 1          | 52 STALLS  |
| LEVEL 2          | 53 STALLS  |
| LEVEL 3          | 54 STALLS  |
| TOTAL            | 159 STALLS |

Note: at least 20 percent of the required minimum parking spaces shall provide Level 2 Ev charging infrastructure to accommodate the potential future hardware installation of a Level 2 EV charging station. If a dwelling unit has a dedicated parking space or spaces, at least one dedicated Level 1 or Level 2 outlet shall be provided at the dedicated parking space for the dwelling unit's use.



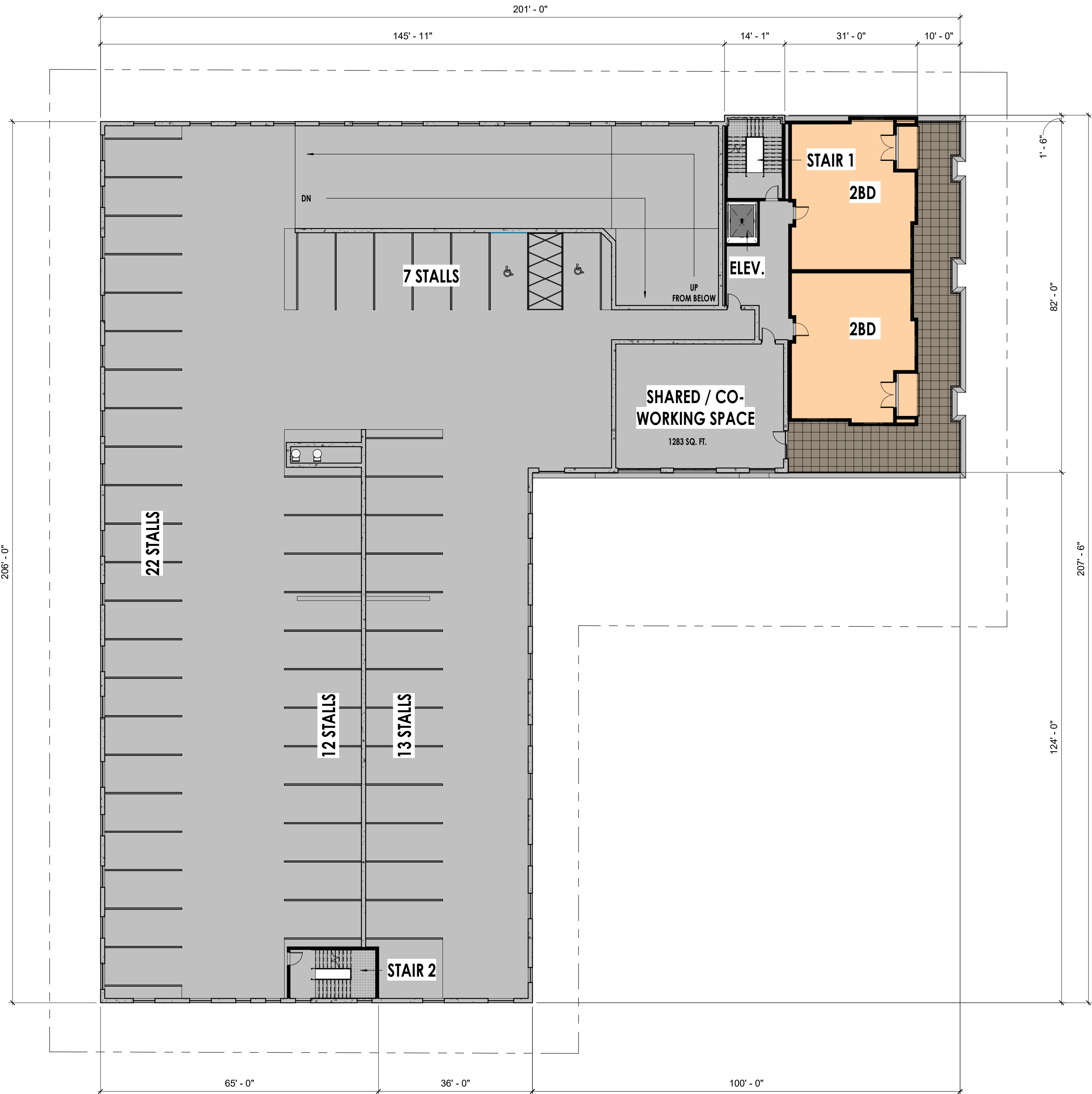
STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

PARKING LEVEL 3

D203

1 MAY, 2026



LEVEL 3 (PARKING) - PRESENTATION

1/16" = 1'-0"

1  
D203

| GROSS BUILDING AREAS |                             |            |
|----------------------|-----------------------------|------------|
| LEVEL                | NAME                        | AREA       |
| LEVEL 1              | BIKE PARKING - L01          | 535 SF     |
| LEVEL 1              | CIRCULATION SPACE-L01       | 207 SF     |
| LEVEL 1              | COMMERCIAL SPACE 1 -L01     | 849 SF     |
| LEVEL 1              | COMMERCIAL SPACE 2 -L01     | 1,242 SF   |
| LEVEL 1              | FIRE RISER ROOM             | 156 SF     |
| LEVEL 1              | OFFICE/ LOBBY AND LOUNGE    | 1,605 SF   |
| LEVEL 1              | PARKING-L01                 | 23,691 SF  |
| LEVEL 1              |                             | 28,285 SF  |
| LEVEL 2              | CIRCULATION SPACE-L02       | 371 SF     |
| LEVEL 2              | COMMERCIAL SPACE-L02        | 2,091 SF   |
| LEVEL 2              | FITNESS SPACE               | 1,567 SF   |
| LEVEL 2              | PARKING-L02                 | 24,332 SF  |
| LEVEL 2              |                             | 28,361 SF  |
| LEVEL 3              | CIRCULATION SPACE-L03       | 365 SF     |
| LEVEL 3              | PARKING-L03                 | 23,447 SF  |
| LEVEL 3              | RESIDENTIAL AREA-L03        | 2,371 SF   |
| LEVEL 3              | RESIDENTIAL CORRIDOR        | 1,283 SF   |
| LEVEL 3              | SHARED / CO-WORKING SPACE   | 1,283 SF   |
| LEVEL 3              |                             | 28,750 SF  |
| LEVEL 4              | CORRIDOR-L04                | 2,434 SF   |
| LEVEL 4              | ELEV.                       | 84 SF      |
| LEVEL 4              | LOUNGE / GATHERING ROOM-L04 | 1,588 SF   |
| LEVEL 4              | PLAZA ABOVE GARAGE          | 6,387 SF   |
| LEVEL 4              | RESIDENTIAL AREA-L04        | 15,179 SF  |
| LEVEL 4              | STAIR 1                     | 280 SF     |
| LEVEL 4              | STAIR 2                     | 276 SF     |
| LEVEL 4              | TRASH ROOM - L04            | 140 SF     |
| LEVEL 4              |                             | 26,569 SF  |
| LEVEL 5              | CORRIDOR-L05                | 2,414 SF   |
| LEVEL 5              | ELEV.                       | 84 SF      |
| LEVEL 5              | RESIDENTIAL AREA-L05        | 16,896 SF  |
| LEVEL 5              | STAIR 1                     | 280 SF     |
| LEVEL 5              | STAIR 2                     | 276 SF     |
| LEVEL 5              | TRASH ROOM - L05            | 140 SF     |
| LEVEL 5              |                             | 20,091 SF  |
| LEVEL 6              | CORRIDOR-L06                | 2,414 SF   |
| LEVEL 6              | ELEV.                       | 84 SF      |
| LEVEL 6              | RESIDENTIAL AREA-L06        | 16,895 SF  |
| LEVEL 6              | STAIR 1                     | 280 SF     |
| LEVEL 6              | STAIR 2                     | 276 SF     |
| LEVEL 6              | TRASH ROOM - L06            | 140 SF     |
| LEVEL 6              |                             | 20,090 SF  |
| LEVEL 7              | CORRIDOR-L07                | 2,414 SF   |
| LEVEL 7              | ELEV.                       | 84 SF      |
| LEVEL 7              | RESIDENTIAL AREA-L07        | 16,895 SF  |
| LEVEL 7              | STAIR 1                     | 280 SF     |
| LEVEL 7              | STAIR 2                     | 276 SF     |
| LEVEL 7              | TRASH ROOM - L07            | 140 SF     |
| LEVEL 7              |                             | 20,090 SF  |
| LEVEL 8              | CORRIDOR-L08                | 2,414 SF   |
| LEVEL 8              | ELEV.                       | 84 SF      |
| LEVEL 8              | RESIDENTIAL AREA-L08        | 16,293 SF  |
| LEVEL 8              | STAIR 1                     | 280 SF     |
| LEVEL 8              | STAIR 2                     | 276 SF     |
| LEVEL 8              | TRASH ROOM - L08            | 140 SF     |
| LEVEL 8              |                             | 19,488 SF  |
| Building Grand Total |                             | 191,723 SF |

| UNIT MIX                                                                                                                                                                                                                                                                                                                                                                                                | UNIT COUNT         | GROSS SF      | NET SF        | # / UNIT      | REQUIRED PARKING |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------|---------------|---------------|------------------|-------|
| 2 BD                                                                                                                                                                                                                                                                                                                                                                                                    | 22                 | 988           | 924           | 1.0           | 22.0             |       |
| 1 BD                                                                                                                                                                                                                                                                                                                                                                                                    | 19                 | 700           | 637           | 0.75          | 14.25            |       |
| 1 BD+                                                                                                                                                                                                                                                                                                                                                                                                   | 34                 | 753           | 689           | 0.75          | 25.5             |       |
| 1 BD JR                                                                                                                                                                                                                                                                                                                                                                                                 | 40                 | 603           | 550           | 0.75          | 30.0             |       |
| GUEST                                                                                                                                                                                                                                                                                                                                                                                                   | Based on 115 units |               |               |               | 0.25             | 28.75 |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                   | 115                |               |               |               | 120.5            |       |
| COMMERCIAL SPACE                                                                                                                                                                                                                                                                                                                                                                                        |                    | 1/150 SQ. FT. | 1/150 SQ. FT. | 1/150 SQ. FT. | 13.94            |       |
| TOTAL PARKING STALLS REQUIRED                                                                                                                                                                                                                                                                                                                                                                           |                    |               |               |               | 134.44           |       |
| PARKING PROVIDED                                                                                                                                                                                                                                                                                                                                                                                        |                    |               |               |               |                  |       |
| LEVEL 1                                                                                                                                                                                                                                                                                                                                                                                                 |                    | 52 STALLS     |               |               |                  |       |
| LEVEL 2                                                                                                                                                                                                                                                                                                                                                                                                 |                    | 53 STALLS     |               |               |                  |       |
| LEVEL 3                                                                                                                                                                                                                                                                                                                                                                                                 |                    | 54 STALLS     |               |               |                  |       |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                   |                    | 159 STALLS    |               |               |                  |       |
| Note: at least 20 percent of the required minimum parking spaces shall provide Level 2 EV charging infrastructure to accommodate the potential future hardwire installation of a Level2 EV charging station. If a dwelling unit has a dedicated parking space or spaces, at least one dedicated Level 1 or Level 2 outlet shall be provided at the dedicated parking space for the dwelling unit's use. |                    |               |               |               |                  |       |

| UNIT MIX (LEVEL 3) |            |
|--------------------|------------|
| UNIT MIX           | UNIT COUNT |
| 2 BD               | 2          |
| 1 BD               | -          |
| 1 BD+              | -          |
| 1 BD JR            | -          |
| TOTAL              | 2          |



STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

RESIDENTIAL LEVEL 4

D204

1 MAY, 2026



| GROSS BUILDING AREAS |                             |            |
|----------------------|-----------------------------|------------|
| LEVEL                | NAME                        | AREA       |
| LEVEL 1              | BIKE PARKING - L01          | 535 SF     |
| LEVEL 1              | CIRCULATION SPACE-L01       | 207 SF     |
| LEVEL 1              | COMMERCIAL SPACE 1 -L01     | 849 SF     |
| LEVEL 1              | COMMERCIAL SPACE 2 -L01     | 1,242 SF   |
| LEVEL 1              | FIRE RISER ROOM             | 156 SF     |
| LEVEL 1              | OFFICE / LOBBY AND LOUNGE   | 1,605 SF   |
| LEVEL 1              | PARKING-L01                 | 23,691 SF  |
| LEVEL 1              |                             | 28,285 SF  |
| LEVEL 2              | CIRCULATION SPACE-L02       | 371 SF     |
| LEVEL 2              | COMMERCIAL SPACE-L02        | 2,091 SF   |
| LEVEL 2              | FITNESS SPACE               | 1,567 SF   |
| LEVEL 2              | PARKING-L02                 | 24,332 SF  |
| LEVEL 2              |                             | 28,361 SF  |
| LEVEL 3              | CIRCULATION SPACE-L03       | 365 SF     |
| LEVEL 3              | PARKING-L03                 | 23,447 SF  |
| LEVEL 3              | RESIDENTIAL AREA-L03        | 2,371 SF   |
| LEVEL 3              | RESIDENTIAL CORRIDOR        | 1,283 SF   |
| LEVEL 3              | SHARED / CO-WORKING SPACE   | 1,283 SF   |
| LEVEL 3              |                             | 28,750 SF  |
| LEVEL 4              | CORRIDOR-L04                | 2,434 SF   |
| LEVEL 4              | ELEV.                       | 84 SF      |
| LEVEL 4              | LOUNGE / GATHERING ROOM-L04 | 1,588 SF   |
| LEVEL 4              | PLAZA ABOVE GARAGE          | 6,587 SF   |
| LEVEL 4              | RESIDENTIAL AREA-L04        | 15,179 SF  |
| LEVEL 4              | STAIR 1                     | 280 SF     |
| LEVEL 4              | STAIR 2                     | 276 SF     |
| LEVEL 4              | TRASH ROOM - L04            | 140 SF     |
| LEVEL 4              |                             | 26,569 SF  |
| LEVEL 5              | CORRIDOR-L05                | 2,416 SF   |
| LEVEL 5              | ELEV.                       | 84 SF      |
| LEVEL 5              | RESIDENTIAL AREA-L05        | 16,896 SF  |
| LEVEL 5              | STAIR 1                     | 280 SF     |
| LEVEL 5              | STAIR 2                     | 276 SF     |
| LEVEL 5              | TRASH ROOM - L05            | 140 SF     |
| LEVEL 5              |                             | 20,091 SF  |
| LEVEL 6              | CORRIDOR-L06                | 2,416 SF   |
| LEVEL 6              | ELEV.                       | 84 SF      |
| LEVEL 6              | RESIDENTIAL AREA-L06        | 16,895 SF  |
| LEVEL 6              | STAIR 1                     | 280 SF     |
| LEVEL 6              | STAIR 2                     | 276 SF     |
| LEVEL 6              | TRASH ROOM - L06            | 140 SF     |
| LEVEL 6              |                             | 20,090 SF  |
| LEVEL 7              | CORRIDOR-L07                | 2,416 SF   |
| LEVEL 7              | ELEV.                       | 84 SF      |
| LEVEL 7              | RESIDENTIAL AREA-L07        | 16,895 SF  |
| LEVEL 7              | STAIR 1                     | 280 SF     |
| LEVEL 7              | STAIR 2                     | 276 SF     |
| LEVEL 7              | TRASH ROOM - L07            | 140 SF     |
| LEVEL 7              |                             | 20,090 SF  |
| LEVEL 8              | CORRIDOR-L08                | 2,416 SF   |
| LEVEL 8              | ELEV.                       | 84 SF      |
| LEVEL 8              | RESIDENTIAL AREA-L08        | 16,293 SF  |
| LEVEL 8              | STAIR 1                     | 280 SF     |
| LEVEL 8              | STAIR 2                     | 276 SF     |
| LEVEL 8              | TRASH ROOM - L08            | 140 SF     |
| LEVEL 8              |                             | 19,488 SF  |
| Building Grand Total |                             | 191,723 SF |

| UNIT MIX (LEVEL 4) |            |
|--------------------|------------|
| UNIT MIX           | UNIT COUNT |
| 2BD                | 4          |
| 1BD                | 3          |
| 1BD+               | 6          |
| 1BD-JR             | 8          |
| TOTAL              | 21         |

LEVEL 4 - PRESENTATION

1/16" = 1'-0"





# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

RESIDENTIAL LEVEL 5-8

D205

1 MAY, 2026

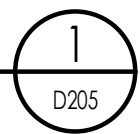


| GROSS BUILDING AREAS |                             |             |
|----------------------|-----------------------------|-------------|
| LEVEL                | NAME                        | AREA        |
| LEVEL 1              | BIKE PARKING - I01          | 535 ft²     |
| LEVEL 1              | CIRCULATION SPACE-I01       | 207 ft²     |
| LEVEL 1              | COMMERCIAL SPACE 1 -I01     | 849 ft²     |
| LEVEL 1              | COMMERCIAL SPACE 2 -I01     | 1,242 ft²   |
| LEVEL 1              | FIRE RISER ROOM             | 156 ft²     |
| LEVEL 1              | OFFICE/ LOBBY AND LOUNGE    | 1,605 ft²   |
| LEVEL 1              | PARKING-I01                 | 23,691 ft²  |
| LEVEL 1              |                             | 28,285 ft²  |
| LEVEL 2              | CIRCULATION SPACE-I02       | 371 ft²     |
| LEVEL 2              | COMMERCIAL SPACE-I02        | 2,091 ft²   |
| LEVEL 2              | FITNESS SPACE               | 1,567 ft²   |
| LEVEL 2              | PARKING-I02                 | 24,332 ft²  |
| LEVEL 2              |                             | 28,361 ft²  |
| LEVEL 3              | CIRCULATION SPACE-I03       | 345 ft²     |
| LEVEL 3              | PARKING-I03                 | 23,447 ft²  |
| LEVEL 3              | RESIDENTIAL AREA-I03        | 2,371 ft²   |
| LEVEL 3              | RESIDENTIAL CORRIDOR        | 1,283 ft²   |
| LEVEL 3              | SHARED / CO-WORKING SPACE   | 1,283 ft²   |
| LEVEL 3              |                             | 28,750 ft²  |
| LEVEL 4              | CORRIDOR-I04                | 2,434 ft²   |
| LEVEL 4              | ELEV.                       | 84 ft²      |
| LEVEL 4              | LOUNGE / GATHERING ROOM-I04 | 1,588 ft²   |
| LEVEL 4              | PLAZA ABOVE GARAGE          | 6,587 ft²   |
| LEVEL 4              | RESIDENTIAL AREA-I04        | 15,179 ft²  |
| LEVEL 4              | STAIR 1                     | 280 ft²     |
| LEVEL 4              | STAIR 2                     | 276 ft²     |
| LEVEL 4              | TRASH ROOM - I04            | 140 ft²     |
| LEVEL 4              |                             | 26,569 ft²  |
| LEVEL 5              | CORRIDOR-I05                | 2,416 ft²   |
| LEVEL 5              | ELEV.                       | 84 ft²      |
| LEVEL 5              | RESIDENTIAL AREA-I05        | 16,896 ft²  |
| LEVEL 5              | STAIR 1                     | 280 ft²     |
| LEVEL 5              | STAIR 2                     | 276 ft²     |
| LEVEL 5              | TRASH ROOM - I05            | 140 ft²     |
| LEVEL 5              |                             | 20,091 ft²  |
| LEVEL 6              | CORRIDOR-I06                | 2,416 ft²   |
| LEVEL 6              | ELEV.                       | 84 ft²      |
| LEVEL 6              | RESIDENTIAL AREA-I06        | 16,895 ft²  |
| LEVEL 6              | STAIR 1                     | 280 ft²     |
| LEVEL 6              | STAIR 2                     | 276 ft²     |
| LEVEL 6              | TRASH ROOM - I06            | 140 ft²     |
| LEVEL 6              |                             | 20,090 ft²  |
| LEVEL 7              | CORRIDOR-I07                | 2,416 ft²   |
| LEVEL 7              | ELEV.                       | 84 ft²      |
| LEVEL 7              | RESIDENTIAL AREA-I07        | 16,895 ft²  |
| LEVEL 7              | STAIR 1                     | 280 ft²     |
| LEVEL 7              | STAIR 2                     | 276 ft²     |
| LEVEL 7              | TRASH ROOM - I07            | 140 ft²     |
| LEVEL 7              |                             | 20,090 ft²  |
| LEVEL 8              | CORRIDOR-I08                | 2,416 ft²   |
| LEVEL 8              | ELEV.                       | 84 ft²      |
| LEVEL 8              | RESIDENTIAL AREA-I08        | 16,293 ft²  |
| LEVEL 8              | STAIR 1                     | 280 ft²     |
| LEVEL 8              | STAIR 2                     | 276 ft²     |
| LEVEL 8              | TRASH ROOM - I08            | 140 ft²     |
| LEVEL 8              |                             | 19,488 ft²  |
| Building Grand Total |                             | 191,723 ft² |

| UNIT MIX (LEVEL 5 TO 8) |            |
|-------------------------|------------|
| UNIT MIX                | UNIT COUNT |
| 2 BD                    | 4          |
| 1 BD                    | 4          |
| 1 BD+                   | 7          |
| 1 BD-JR                 | 8          |
| TOTAL                   | 23         |

LEVEL 5-8 - PRESENTATION

1/16" = 1'-0"





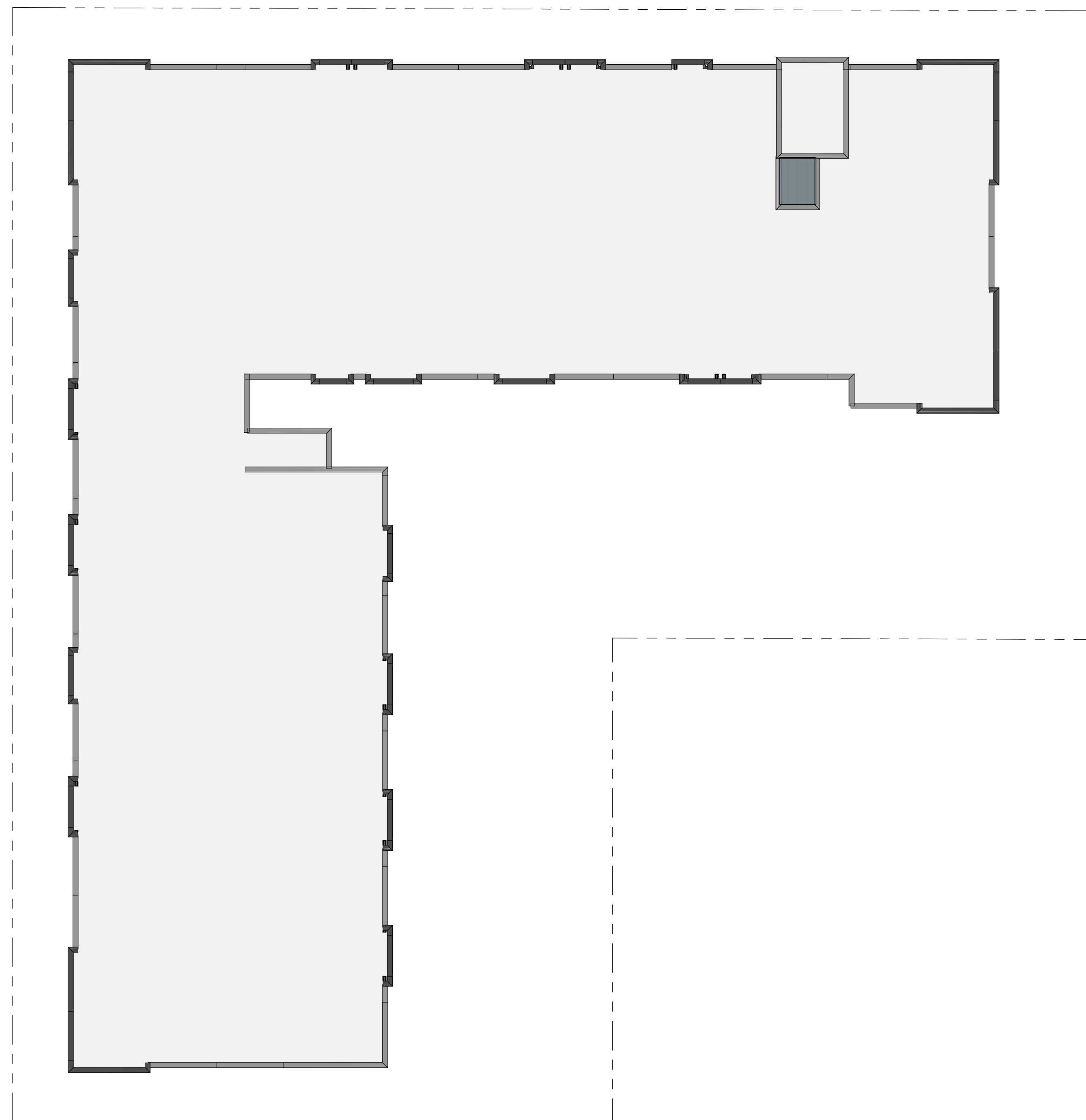
# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

ROOF PLAN

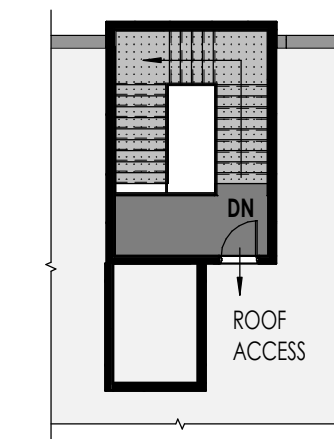
D206

1 MAY, 2026



ROOF BEARING - PRESENTATION

1/16" = 1'-0"



ROOF ACCESS PLAN - PRESENTATION

1/16" = 1'-0"

2

D206



| ELEVATION/ SECTION MATERIAL LEGEND |                                                                                      |
|------------------------------------|--------------------------------------------------------------------------------------|
| HATCH PATTERN                      | DESCRIPTION                                                                          |
|                                    | FIBER-CEMENT LAP SIDING<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                      |
|                                    | ARCHITECTURAL CONCRETE - SEE DETAIL FOR SNAP-TIE LAYOUT PATTERN                      |
|                                    | THIN BRICK MASONRY<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | STANDARD CONCRETE- FORMED WITH SYMON STEEL FLY FORMS                                 |
|                                    | FIBER CEMENT PANEL<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | 3/4" THICK 3-PART CEMENTITIOUS STUCCO SYSTEM<br>COLOR: SEE COLOR/MATERIAL SELECTIONS |



| PERCENTAGES OF OPENINGS |        |
|-------------------------|--------|
| LEVEL -1                | = 54 % |
| LEVEL -2                | = 53 % |
| LEVEL -3                | = 26 % |
| LEVEL -4                | = 28 % |
| LEVEL -5                | = 28 % |
| LEVEL -6                | = 28 % |
| LEVEL -7                | = 28 % |
| LEVEL -8                | = 27 % |

FRONT ELEVATION - PRESENTATION  
1/8" = 1'-0"

1  
D301



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# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR ELEVATIONS

D301

30 APRIL, 2026



| ELEVATION/ SECTION MATERIAL LEGEND |                                                                                      |
|------------------------------------|--------------------------------------------------------------------------------------|
| HATCH PATTERN                      | DESCRIPTION                                                                          |
|                                    | FIBER-CEMENT LAP SIDING<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                      |
|                                    | ARCHITECTURAL CONCRETE - SEE DETAIL FOR SNAP-TIE LAYOUT PATTERN                      |
|                                    | THIN BRICK MASONRY<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | STANDARD CONCRETE- FORMED WITH SYMON STEEL FLY FORMS                                 |
|                                    | FIBER CEMENT PANEL<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | 3/4" THICK 3-PART CEMENTITIOUS STUCCO SYSTEM<br>COLOR: SEE COLOR/MATERIAL SELECTIONS |



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# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR ELEVATIONS

D302

30 APRIL, 2026



| ELEVATION/ SECTION MATERIAL LEGEND |                                                                                      |
|------------------------------------|--------------------------------------------------------------------------------------|
| HATCH PATTERN                      | DESCRIPTION                                                                          |
|                                    | FIBER-CEMENT LAP SIDING<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                      |
|                                    | ARCHITECTURAL CONCRETE - SEE DETAIL FOR SNAP-TIE LAYOUT PATTERN                      |
|                                    | THIN BRICK MASONRY<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | STANDARD CONCRETE- FORMED WITH SYMON STEEL FLY FORMS                                 |
|                                    | FIBER CEMENT PANEL<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | 3/4" THICK 3-PART CEMENTITIOUS STUCCO SYSTEM<br>COLOR: SEE COLOR/MATERIAL SELECTIONS |



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# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR ELEVATIONS

D303

30 APRIL, 2026



| ELEVATION/ SECTION MATERIAL LEGEND |                                                                                      |
|------------------------------------|--------------------------------------------------------------------------------------|
| HATCH PATTERN                      | DESCRIPTION                                                                          |
|                                    | FIBER-CEMENT LAP SIDING<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                      |
|                                    | ARCHITECTURAL CONCRETE - SEE DETAIL FOR SNAP-TIE LAYOUT PATTERN                      |
|                                    | THIN BRICK MASONRY<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | STANDARD CONCRETE- FORMED WITH SYMON STEEL FLY FORMS                                 |
|                                    | FIBER CEMENT PANEL<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | 3/4" THICK 3-PART CEMENTITIOUS STUCCO SYSTEM<br>COLOR: SEE COLOR/MATERIAL SELECTIONS |



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# STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR ELEVATIONS

D304

30 APRIL, 2026



| ELEVATION/ SECTION MATERIAL LEGEND |                                                                                      |
|------------------------------------|--------------------------------------------------------------------------------------|
| HATCH PATTERN                      | DESCRIPTION                                                                          |
|                                    | FIBER-CEMENT LAP SIDING<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                      |
|                                    | ARCHITECTURAL CONCRETE - SEE DETAIL FOR SNAP-TIE LAYOUT PATTERN                      |
|                                    | THIN BRICK MASONRY<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | STANDARD CONCRETE- FORMED WITH SYMON STEEL FLY FORMS                                 |
|                                    | FIBER CEMENT PANEL<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | 3/4" THICK 3-PART CEMENTITIOUS STUCCO SYSTEM<br>COLOR: SEE COLOR/MATERIAL SELECTIONS |



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STONEBROOK MU APARTMENTS

4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR ELEVATIONS

D305

30 APRIL, 2026



| ELEVATION/ SECTION MATERIAL LEGEND |                                                                                      |
|------------------------------------|--------------------------------------------------------------------------------------|
| HATCH PATTERN                      | DESCRIPTION                                                                          |
|                                    | FIBER-CEMENT LAP SIDING<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                      |
|                                    | ARCHITECTURAL CONCRETE - SEE DETAIL FOR SNAP-TIE LAYOUT PATTERN                      |
|                                    | THIN BRICK MASONRY<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | STANDARD CONCRETE- FORMED WITH SYMON STEEL FLY FORMS                                 |
|                                    | FIBER CEMENT PANEL<br>COLOR: SEE COLOR/MATERIAL SELECTIONS                           |
|                                    | 3/4" THICK 3-PART CEMENTITIOUS STUCCO SYSTEM<br>COLOR: SEE COLOR/MATERIAL SELECTIONS |



| PERCENTAGES OF OPENINGS |        |
|-------------------------|--------|
| LEVEL -1                | = 22 % |
| LEVEL -2                | = 35 % |
| LEVEL -3                | = 28 % |
| LEVEL -4                | = 25 % |
| LEVEL -5                | = 26 % |
| LEVEL -6                | = 26 % |
| LEVEL -7                | = 26 % |
| LEVEL -8                | = 26 % |

RIGHT ELEVATION - PRESENTATION  
1/8" = 1'-0"

1  
D306



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# STONEBROOK MU APARTMENTS

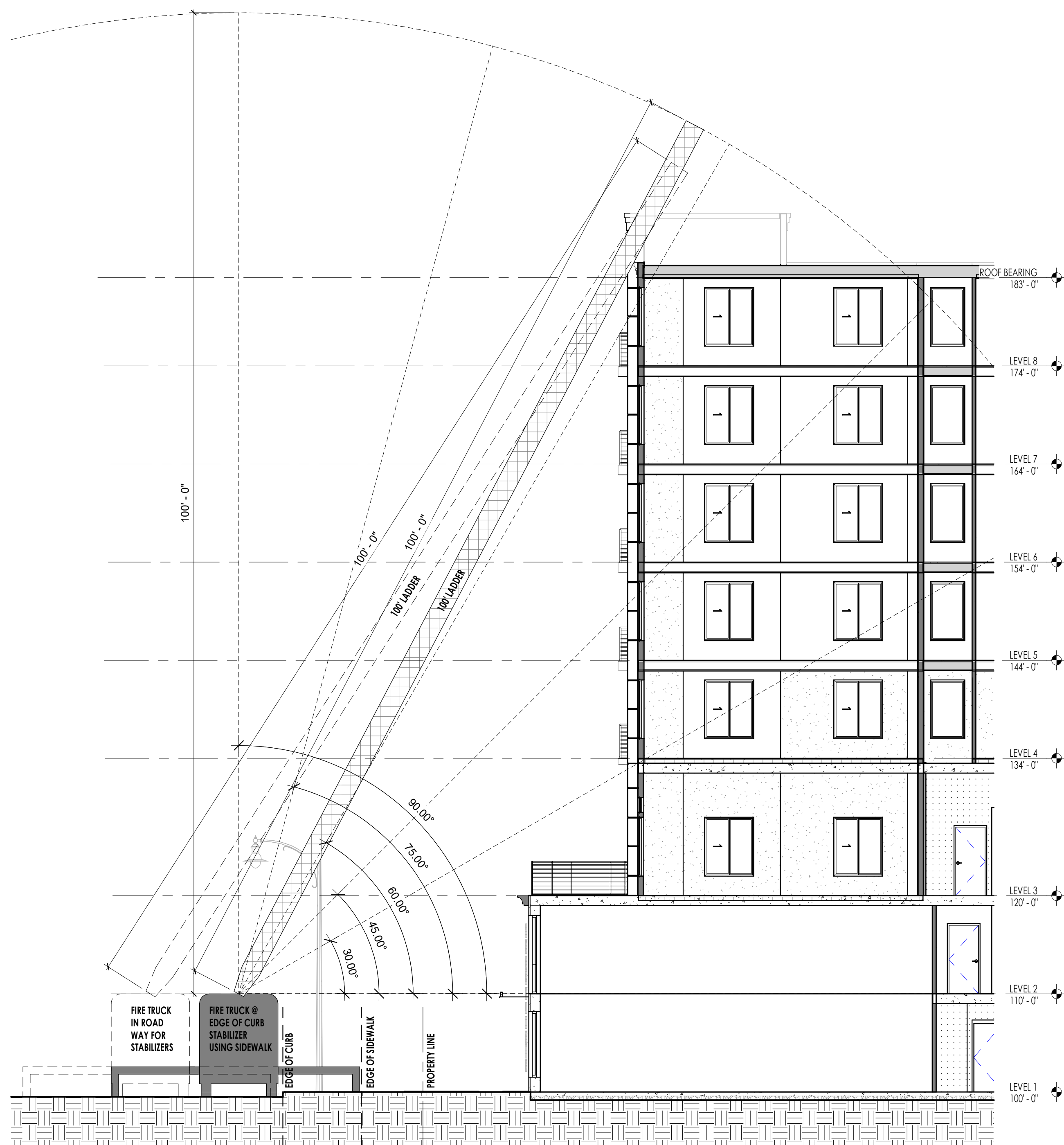
4244 S. STATE STREET, MILLCREEK, UTAH

EXTERIOR ELEVATIONS

D306

30 APRIL, 2026

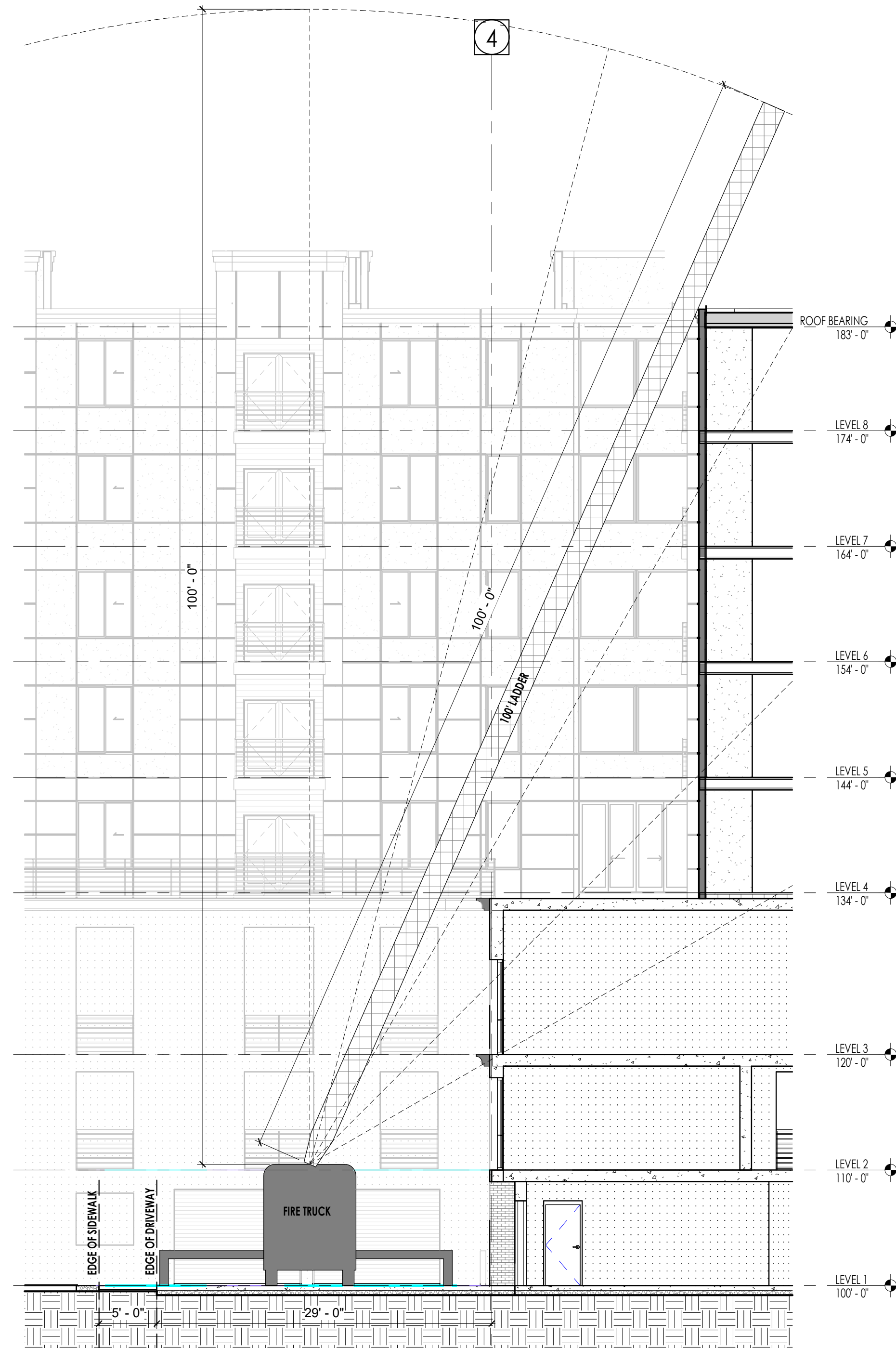




FIRE ACCESS EXHIBIT AT STATE STREET

1/8" = 1'-0"

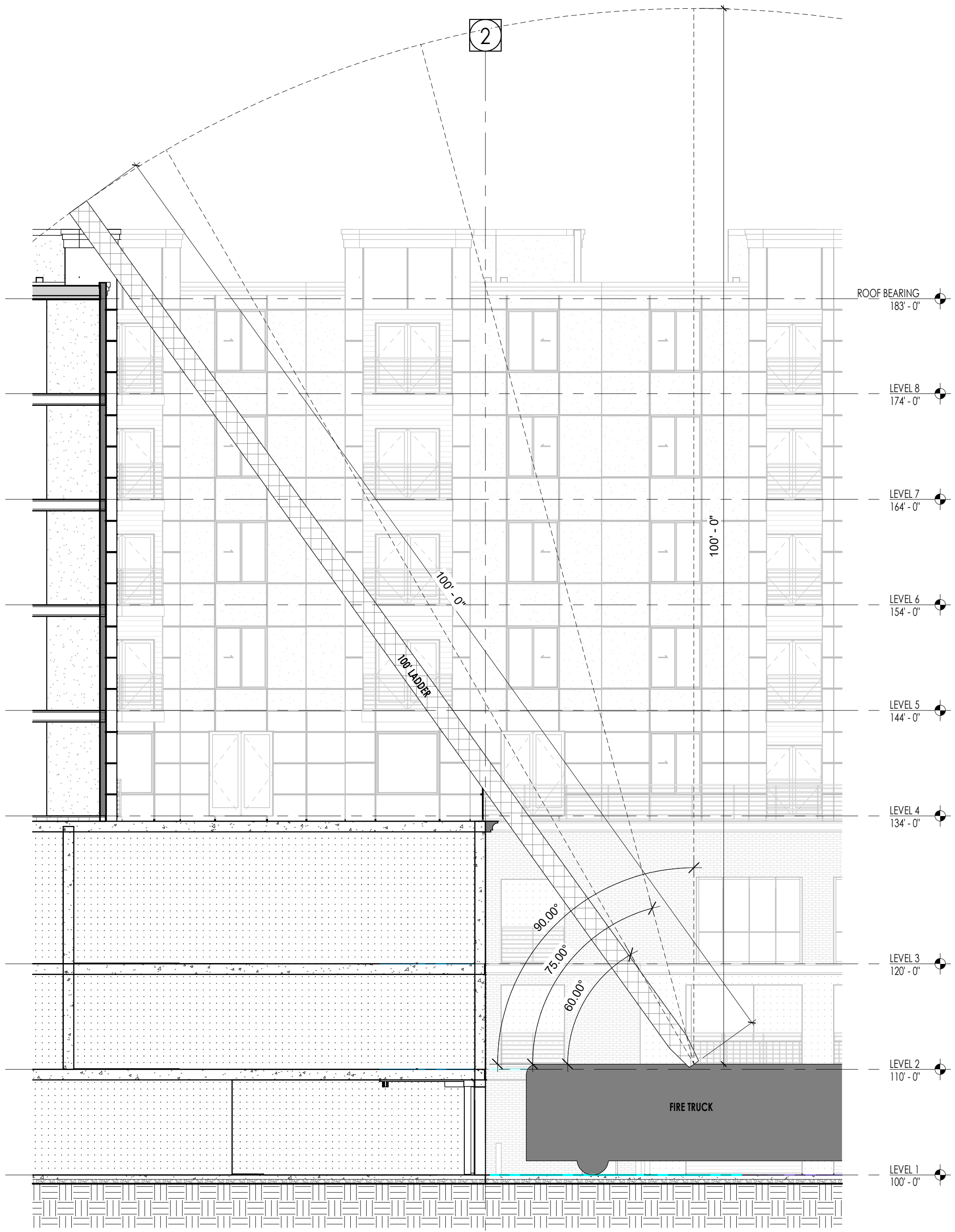
1  
D307



FIRE ACCESS EXHIBIT AT PRIVATE FIRE LANE

1/8" = 1'-0"

2  
D307

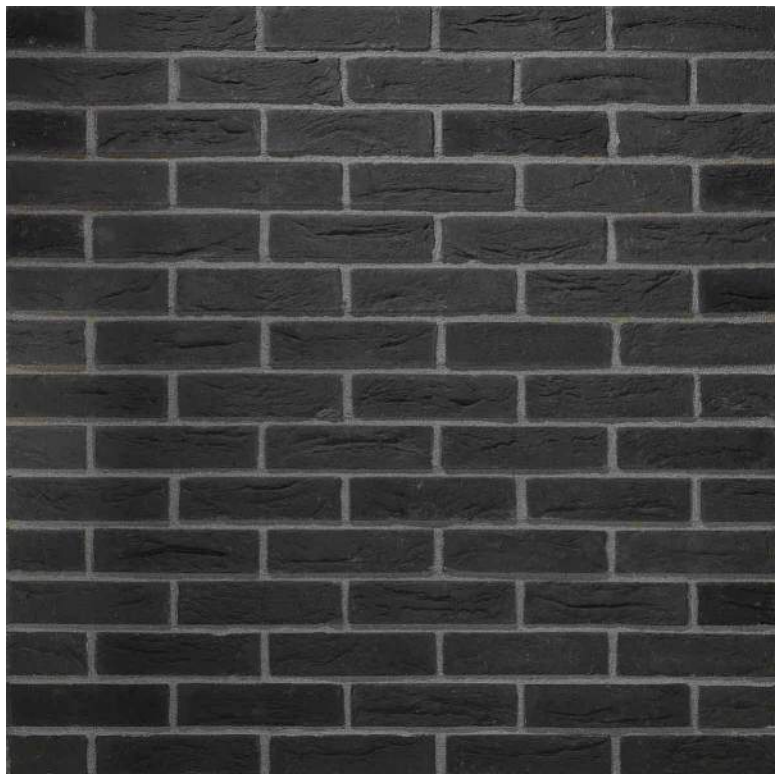


FIRE TRUCK ACCESS AT PRIVATE LANE BACK IN

1/8" = 1'-0"

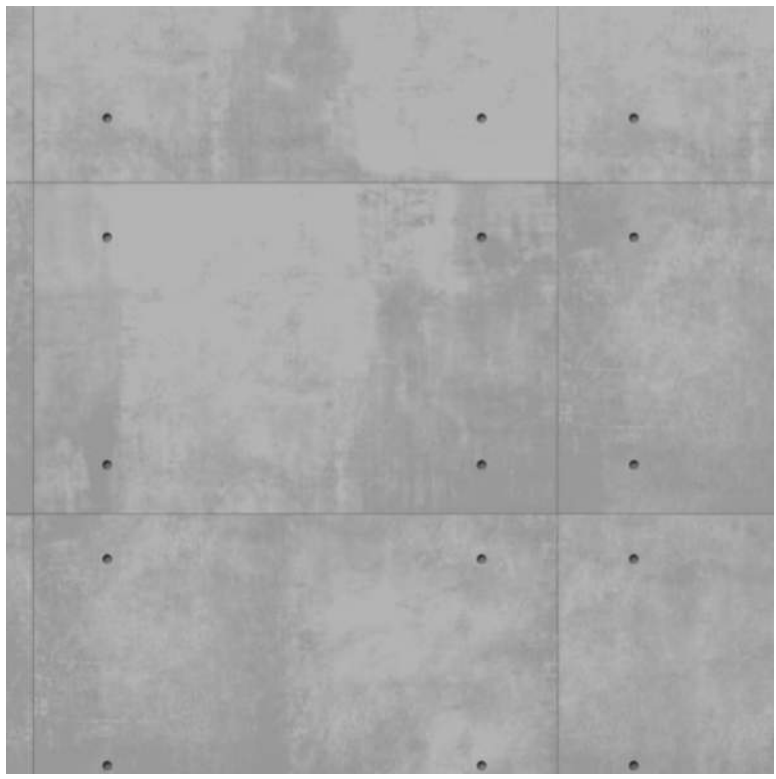
3  
D307





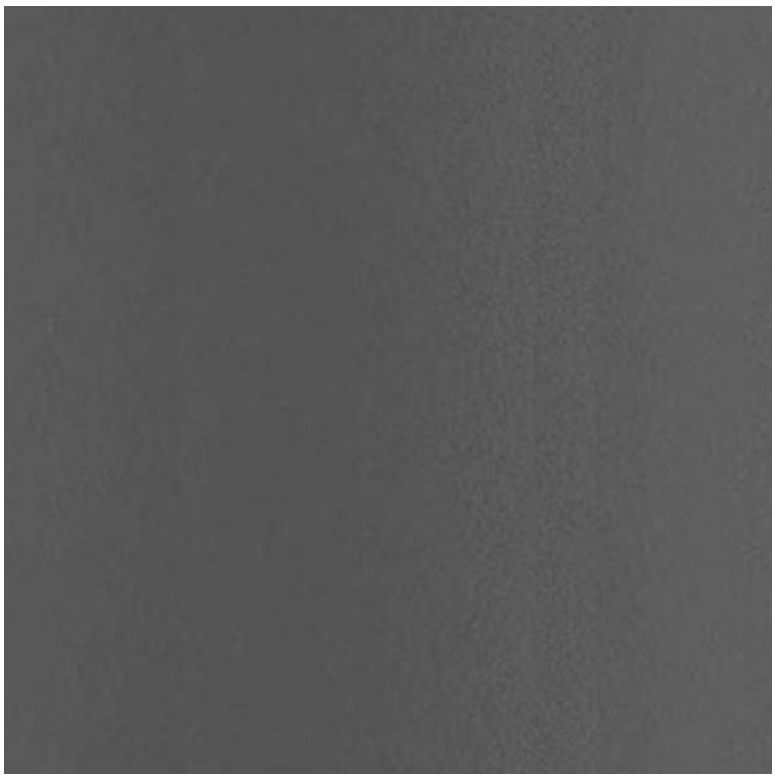
**BRICK**

MANUF: AURA BRICK OR EQUAL  
COLOR: SMOKY CHARCOAL



**CONCRETE PARKING STRUCT.**

MANUF: N/A  
COLOR: NATURAL GRAY CONCRETE



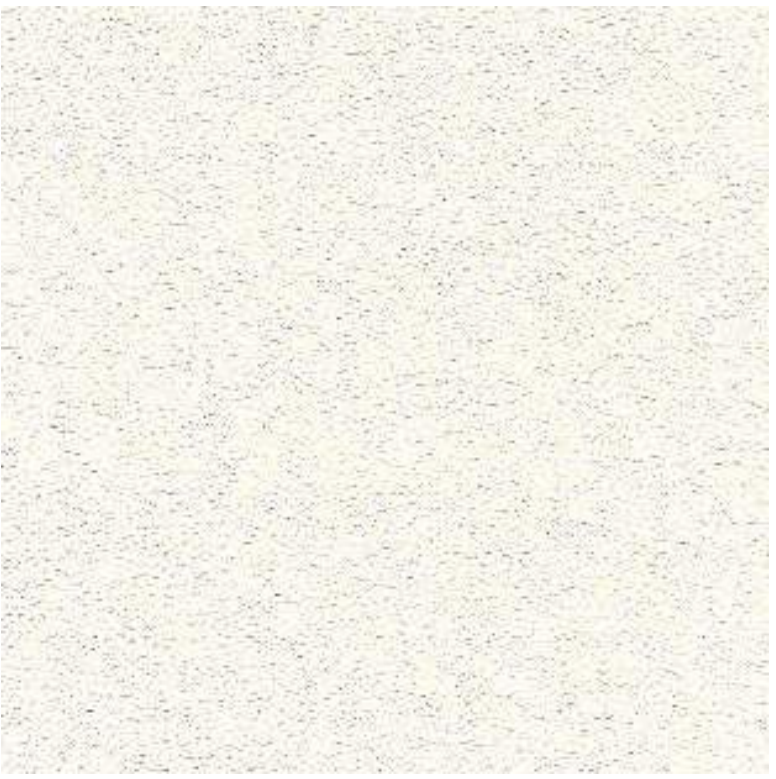
**FIBER CEMENT PANEL**

MANUF: JAMES HARDIE OR EQUAL  
COLOR: NIGHT GRAY



**FIBER CEMENT LAP SIDING**

MANUF: JAMES HARDIE OR EQUAL  
COLOR: WOOD TONE "SAND CASTLE"



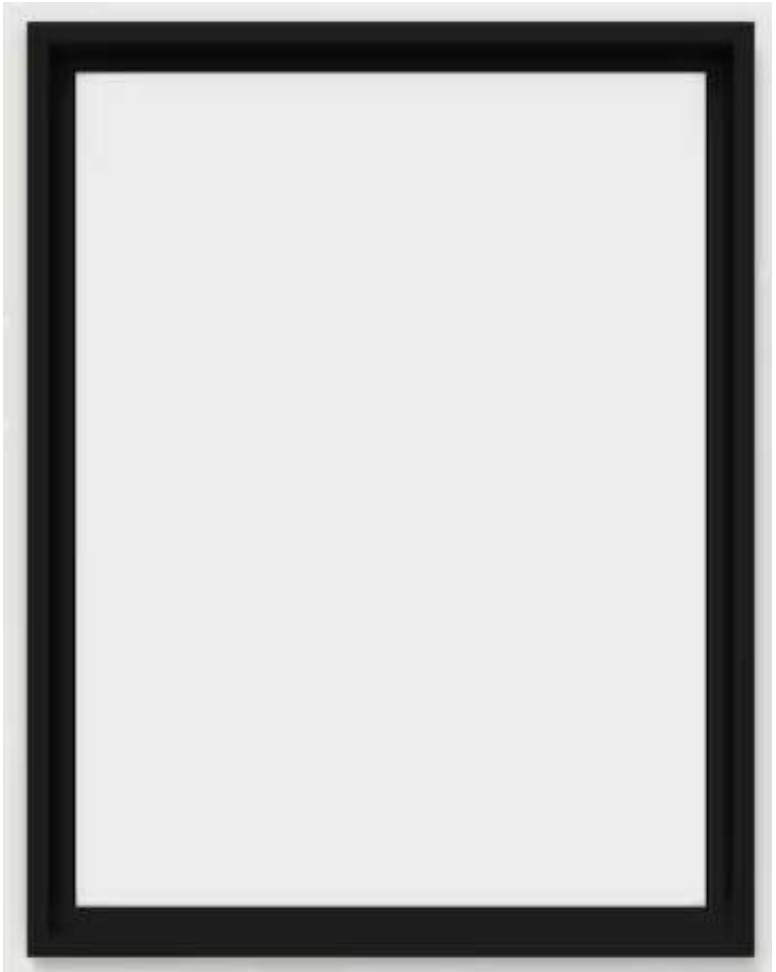
**STUCCO**

MANUF: DRYVIT OR WESTERN  
ONEKOTE OR EQ.  
COLOR: CHINA WHITE



**TRIM**

MANUF: JAMES HARDIE OR EQ.  
COLOR: IRON GRAY



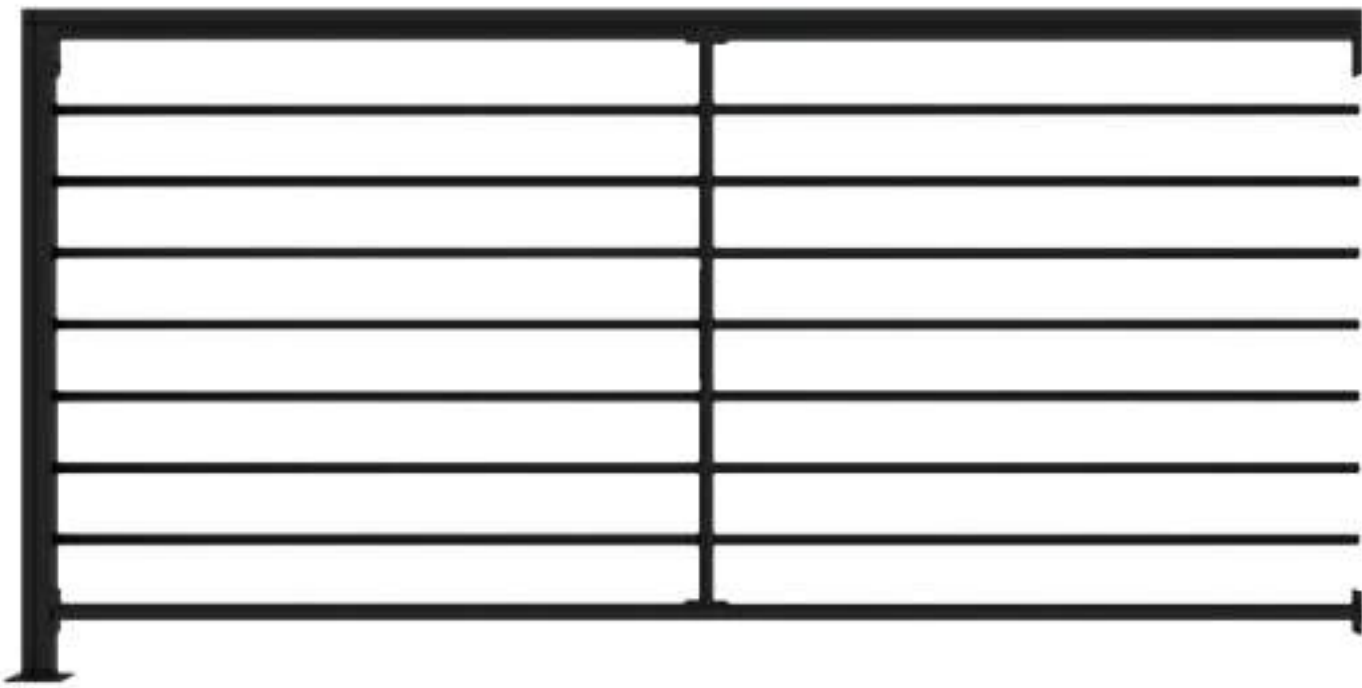
**WINDOWS**

MANUF: AMSCO OR EQ.  
COLOR: BLACK VINYL



**STOREFRONT**

MANUF: KAWNEER OR EQ.  
COLOR: BLACK



**RAILINGS**

MANUF: STEEL  
COLOR: BLACK



# LETTER OF INTENT

**Re: Zoning Map Amendment Request**

**Proposed Rezoning from M (Manufacturing) to MD (Mixed Development)**

**To:**

**Millcreek City Planning Department**

**1330 E Chambers Ave**

**Millcreek, Utah 84106**

---

Property Address: 4244 S State Street, Millcreek, Utah

Parcel Numbers: 22-06-103-003 & 22-06-103-004

Applicant: Stonebrook Apartments LLC

Dear Millcreek City Staff, Planning Commission, and City Council:

Stonebrook Apartments LLC respectfully submits this Letter of Intent in support of its request for a Zoning Map Amendment to rezone the above-referenced property from **M (Manufacturing)** to **MD (Mixed Development)**.

The requested zoning amendment is intended to allow a mixed-use development pattern that is better aligned with the subject property's location, surrounding land uses, access to transit, and the City's broader planning objectives for the State Street corridor. The proposed MD zoning would accommodate a vertical mixed-use project consisting of multifamily residential units above ground-floor commercial space, which is not permitted under the existing M zoning designation.

The subject property is located along State Street and in proximity to regional transit infrastructure, including the nearby Murray TRAX station. Given this context, the existing Manufacturing designation does not reflect the most appropriate long-term land use for the site. The proposed rezoning to MD would allow the property to transition to a more compatible urban form that supports housing opportunities, walkability, and corridor reinvestment in a transit-accessible location.

The proposed development is intended to provide **100% income-restricted affordable housing** through a financing structure utilizing **tax-exempt Private Activity Bonds** and **4% Low-Income Housing Tax Credits (LIHTC)**, to be administered through the Utah Housing Corporation. This financing model is designed to support a financially feasible affordable housing project by combining bond proceeding with tax credit equity, thereby reducing permanent debt and improving long-term project stability. The affordability program is anticipated to serve households earning between **60% and 80% of Area Median Income (AMI)**. This income range is intended to provide workforce housing opportunities for households employed in essential and service-oriented sectors, including education, healthcare, public safety, and related fields. The proposed affordability structure is intended to maintain full income restriction across the residential units while preserving the financial feasibility necessary for long-term ownership and operation.



Long-term affordability will be secured through a recorded **Land Use Restriction Agreement (LURA)** consistent with LIHTC requirements. That agreement will establish enforceable income and rent restrictions for the applicable compliance period, with annual income certifications and rent limits tied to HUD-published AMI data.

In addition to the residential component, the project includes **two ground-floor commercial units** intended for small-scale, neighborhood-serving uses such as retail, café, or coffee shop space. These commercial areas are intended to support an active street presence and provide amenities that are compatible with both the residential character of the project and the surrounding corridor. The site has been planned with sufficient parking space to satisfy anticipated parking demand for these commercial spaces, including typical retail or restaurant-related requirements.

The building is also being designed to efficiently utilize the site while remaining consistent with applicable building and life-safety standards. The proposed structure is intended to extend to **85 feet in height**, while remaining outside of high-rise standards. In addition, **no occupied floor will be located above 75 feet from the lowest level of fire department vehicle access**. This approach is intended to maximize the site's residential capacity while remaining responsive to fire access and code-related design parameters.

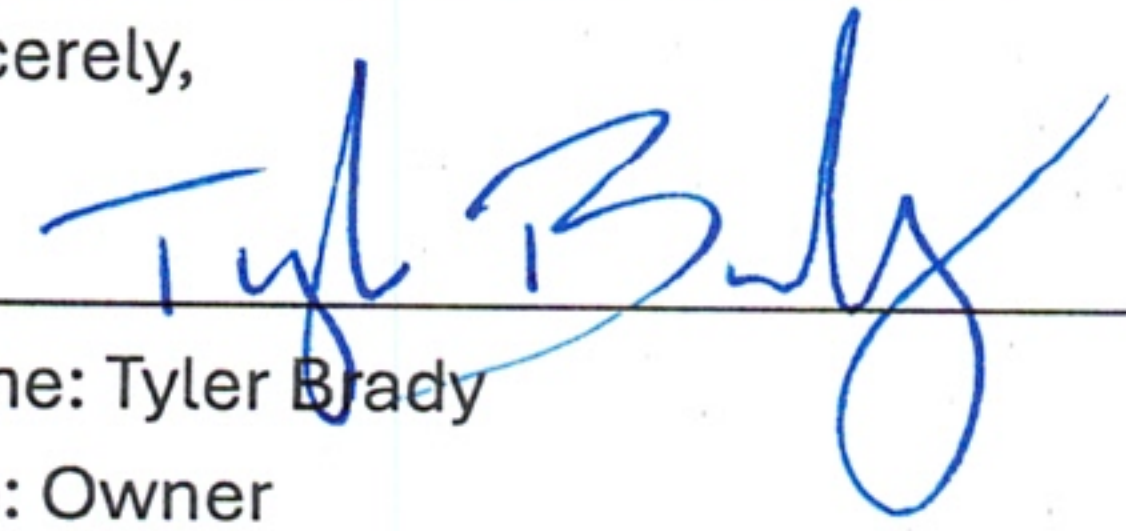
Compared to uses permitted under the existing M zoning designation, the proposed MD zoning would allow the site to develop in a manner that is more integrated with the surrounding urban context and more supportive of current community needs. The proposed mixed-use development would introduce housing, support corridor activity, and contribute to the continued evolution of State Street as a more active and transit-supportive environment.

The MD zone is well suited to this site because it provides the flexibility necessary to accommodate a mixed-use project with residential density appropriate for a transit-served corridor. That flexibility is important to achieving the project's affordable housing objectives while also allowing the site to develop in a manner that is consistent with the City's planning framework.

Stonebrook Apartments LLC remains committed to working collaboratively with Millcreek City staff, the Planning Commission, and the City Council throughout the review and entitlement process. The applicant appreciates the City's consideration of this request and looks forward to continuing to refine the proposal in a manner that aligns with applicable plans, ordinances, and community goals.

Thank you for your consideration.

Sincerely,

By: 

Name: Tyler Brady

Title: Owner

Email: Tyler@HighEquityHB.com



## **Neighborhood Meeting Summary**

Project: 4244 S State Street – Proposed Rezoning from M-1 to MD (Mixed Development)

Date of Meeting: October 13, 2025

Location: Millcreek City Conference Room

Time: 6pm

### **Attendees:**

- Developer / Applicant: Tyler Brady – Stonebrook Apartments LLC

Public Attendees:

1. Melissa Anderson

### **Meeting Overview:**

The required neighborhood meeting was held to inform nearby residents and property owners about the proposed zoning map amendment for 4244 S State Street, Millcreek, Utah. One community member attended the meeting.

During the meeting, the applicant explained the process and timeline for rezoning the property from M-1 (Manufacturing) to MD (Mixed Development) to allow for a mixed-use project consisting of residential units over ground-floor retail space.

### **The Discussion Included:**

- The steps required for the rezoning process, including Planning Commission and City Council review.
- The type of retail uses being considered along State Street, intended to activate the street frontage and provide neighborhood-serving businesses.
- The potential for including affordable or workforce housing units within the project and the benefits such housing brings to the community, particularly its proximity to the Murray TRAX station and location directly along the State Street corridor.
- The attendee expressed interest in the development process and the positive impact this project could have on improving the area's vibrancy and accessibility.

### **Conclusion:**

The meeting successfully provided an opportunity for community feedback and ensured that nearby property owners were informed of the proposed zoning change and overall project intent. Notes from the meeting will be submitted as part of the official rezoning application packet to the Millcreek Planning Commission.



2479 S. Lake Park Blvd, West Valley City, UT 84120  
[www.utahhousingcorp.org](http://www.utahhousingcorp.org)  
P: 801.902.8200

May 1, 2026

Francis Xavier Lilly, AICP  
Planning & Zoning Director  
1330 East Chambers Ave.  
Millcreek, UT 84106

**RE: PROPOSED STONEBROOK AFFORDABLE APARTMENTS**

Dear Mr. Lilly,

We have met with Tyler Brady and discussed his proposed Stonebrook affordable apartment project in Millcreek, Utah. Utah Housing Corporation is supportive of the proposed affordable multifamily project and would encourage Millcreek City to re-zone the property located at 4244 South State Street so that the owner may submit an application for Low Income Housing Tax Credits for Stonebrook Affordable Apartments in a future round.

Sincerely,

A handwritten signature in black ink, appearing to read "Anna Sullivan", with a long horizontal stroke extending to the right.

Anna Sullivan  
Housing Credit Allocation Manager  
Multifamily Finance & Development  
Utah Housing Corporation



# Stonebrook Apartments

## Traffic Impact Study



**Millcreek, Utah**

**July 2, 2026**

**UT26-3269**



## EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Stonebrook Apartments development located in Millcreek, Utah. The development is located 350 feet north of the Fireclay Avenue / State Street (US-89) intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2026) and future (2031) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

**Table ES-1: Peak Hour Level of Service Results**

| Intersection                                                                                                                                                                                                                                                                |                                  | Level of Service |    |              |    |              |    |               |    |              |    |              |    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------|----|--------------|----|--------------|----|---------------|----|--------------|----|--------------|----|
|                                                                                                                                                                                                                                                                             |                                  | Existing (2026)  |    |              |    |              |    | Future (2031) |    |              |    |              |    |
|                                                                                                                                                                                                                                                                             |                                  | Background       |    | BG Mitigated |    | Plus Project |    | Background    |    | BG Mitigated |    | Plus Project |    |
|                                                                                                                                                                                                                                                                             |                                  | AM               | PM | AM           | PM | AM           | PM | AM            | PM | AM           | PM | AM           | PM |
| 1                                                                                                                                                                                                                                                                           | 3900 South / US-89               | C                | D  | C            | D  | C            | D  | C             | E  | C            | D  | C            | D  |
| 2                                                                                                                                                                                                                                                                           | 4180 South (Gordon Lane) / US-89 | c                | f  | c            | f  | c            | f  | c             | f  | d            | f  | d            | f  |
| 3                                                                                                                                                                                                                                                                           | Existing North Access / US-89    | a                | a  | a            | a  | -            | -  | a             | a  | a            | a  | -            | -  |
| 4                                                                                                                                                                                                                                                                           | Existing South Access / US-89    | a                | a  | a            | c  | -            | -  | a             | c  | a            | b  | -            | -  |
| 5                                                                                                                                                                                                                                                                           | Project Access / US-89           | -                | -  | -            | -  | b            | e  | -             | -  | -            | -  | c            | e  |
| 6                                                                                                                                                                                                                                                                           | Fireclay Avenue / US-89          | c                | e  | c            | e  | c            | e  | c             | e  | c            | f  | c            | f  |
| 7                                                                                                                                                                                                                                                                           | 4500 South / State Street US-89  | C                | E  | C            | D  | C            | D  | C             | E  | C            | D  | C            | D  |
| 1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)<br>BG = Background |                                  |                  |    |              |    |              |    |               |    |              |    |              |    |
| Source: Hales Engineering, July 2026                                                                                                                                                                                                                                        |                                  |                  |    |              |    |              |    |               |    |              |    |              |    |

**Table ES-2: Recommended Storage Lengths**

| Intersection                                                                                                                                                 |                                 | Recommended Storage Lengths (feet) |   |     |     |           |   |     |     |           |   |     |     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------------------------|---|-----|-----|-----------|---|-----|-----|-----------|---|-----|-----|
|                                                                                                                                                              |                                 | Northbound                         |   |     |     | Eastbound |   |     |     | Westbound |   |     |     |
|                                                                                                                                                              |                                 | LT                                 |   | RT  |     | LT        |   | RT  |     | LT        |   | RT  |     |
|                                                                                                                                                              |                                 | E                                  | P | E   | P   | E         | P | E   | P   | E         | P | E   | P   |
| 1                                                                                                                                                            | 3900 South / US-89              | 375                                | - | 200 | 350 | 325       | - | 175 | -   | 125       | - | 150 | -   |
| 7                                                                                                                                                            | 4500 South / State Street US-89 | 300                                | - | 200 | 250 | 275       | - | -   | 275 | 375       | - | -   | 100 |
| 1. Storage lengths are based on 2031 95th percentile queue lengths and do not include required deceleration / taper distances                                |                                 |                                    |   |     |     |           |   |     |     |           |   |     |     |
| 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable |                                 |                                    |   |     |     |           |   |     |     |           |   |     |     |
| Source: Hales Engineering, July 2026                                                                                                                         |                                 |                                    |   |     |     |           |   |     |     |           |   |     |     |



## SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

| Project Conditions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                  |                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>The development will consist of multi-family residential dwelling units with ground-floor commercial space</li> <li>The project is anticipated to generate approximately 765 weekday daily trips, including 63 trips in the morning peak hour, and 86 trips in the evening peak hour</li> <li>The volume threshold is met for a northbound left-turn pocket at the Project Access / US-89 intersection. However, this may not be feasible with the current southbound left-turn pocket at the Fireclay Avenue / US-89 intersection and vehicles will use the current striped median to make that movement.</li> </ul> |                                                                                                                                                                                                                                                                                  |                                                                                                                                                                               |
| 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Background                                                                                                                                                                                                                                                                       | Plus Project                                                                                                                                                                  |
| <b>Findings</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>Poor LOS at the 4180 South, Fireclay Avenue and 4500 South / US-89 intersections</li> <li>Excessive queue lengths at the 4500 South and 3900 South / US-89 intersections</li> </ul>                                                       | <ul style="list-style-type: none"> <li>Poor LOS at the 4180 South, Fireclay Avenue and Project Access / US-89 intersections</li> </ul>                                        |
| <b>Mitigations</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li><b>4500 South / US-89:</b> Install an eastbound right-turn pocket and adjust signal timing splits for more eastbound green time</li> <li><b>3900 South / US-89:</b> Adjust signal timing splits for more southbound green time</li> </ul> | <ul style="list-style-type: none"> <li>None, it is anticipated that project traffic will reroute or utilize the center median turn lane to avoid excessive delays.</li> </ul> |
| 2031                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Background                                                                                                                                                                                                                                                                       | Plus Project                                                                                                                                                                  |
| <b>Findings</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>Poor LOS at the 4180 South, Fireclay Avenue, 4500 South, and 3900 South / US-89 intersections</li> </ul>                                                                                                                                  | <ul style="list-style-type: none"> <li>Poor LOS at the 4180 South, Fireclay Avenue and Project Access / US-89 intersections</li> </ul>                                        |
| <b>Mitigations</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li><b>4500 South / US-89:</b> Install a westbound right-turn pocket and dual northbound left-turn lanes</li> </ul>                                                                                                                           | <ul style="list-style-type: none"> <li>None additional</li> </ul>                                                                                                             |

**Figure ES-1: Mitigated Roadway Network**



## TABLE OF CONTENTS

|                                                            |           |
|------------------------------------------------------------|-----------|
| <b>EXECUTIVE SUMMARY .....</b>                             | <b>i</b>  |
| <b>SUMMARY OF KEY FINDINGS &amp; RECOMMENDATIONS .....</b> | <b>ii</b> |
| <b>TABLE OF CONTENTS .....</b>                             | <b>iv</b> |
| <b>LIST OF TABLES .....</b>                                | <b>vi</b> |
| <b>LIST OF FIGURES .....</b>                               | <b>vi</b> |
| <b>I. INTRODUCTION .....</b>                               | <b>1</b>  |
| A. Purpose .....                                           | 1         |
| B. Scope .....                                             | 2         |
| C. Analysis Methodology .....                              | 2         |
| D. Level of Service Standards .....                        | 2         |
| <b>II. EXISTING (2026) BACKGROUND CONDITIONS.....</b>      | <b>4</b>  |
| A. Purpose .....                                           | 4         |
| B. Roadway System .....                                    | 4         |
| C. Crash Data Summary.....                                 | 4         |
| D. Traffic Volumes .....                                   | 5         |
| E. Level of Service Analysis .....                         | 6         |
| F. Queuing Analysis .....                                  | 6         |
| G. Mitigation Measures .....                               | 6         |
| H. Mitigated Scenario .....                                | 7         |
| <b>III. PROJECT CONDITIONS .....</b>                       | <b>10</b> |
| A. Purpose .....                                           | 10        |
| B. Project Description .....                               | 10        |
| C. Trip Generation .....                                   | 10        |
| D. Trip Distribution and Assignment .....                  | 11        |
| E. Access.....                                             | 12        |
| F. Auxiliary Lanes .....                                   | 12        |
| <b>IV. EXISTING (2026) PLUS PROJECT CONDITIONS .....</b>   | <b>16</b> |
| A. Purpose .....                                           | 16        |
| B. Traffic Volumes .....                                   | 16        |
| C. Level of Service Analysis .....                         | 16        |
| D. Queuing Analysis .....                                  | 16        |
| E. Mitigation Measures .....                               | 16        |
| <b>V. FUTURE (2031) BACKGROUND CONDITIONS.....</b>         | <b>20</b> |
| A. Purpose .....                                           | 20        |
| B. Roadway Network .....                                   | 20        |
| C. Traffic Volumes .....                                   | 20        |
| D. Level of Service Analysis .....                         | 20        |
| E. Queuing Analysis .....                                  | 20        |
| F. Mitigation Measures .....                               | 20        |
| G. Mitigated Scenario .....                                | 21        |
| <b>VI. FUTURE (2031) PLUS PROJECT CONDITIONS.....</b>      | <b>24</b> |
| A. Purpose .....                                           | 24        |
| B. Traffic Volumes .....                                   | 24        |
| C. Level of Service Analysis .....                         | 24        |

|                                      |    |
|--------------------------------------|----|
| D. Queuing Analysis .....            | 24 |
| E. Mitigation Measures .....         | 27 |
| F. Recommended Storage Lengths ..... | 27 |

**Appendix A: Project Site Plan**

**Appendix B: Turning Movement Counts**

**Appendix C: LOS Results**

**Appendix D: Queuing Results**

**Appendix E: Crash Data Reports**

**Appendix F: Internal Capture Reduction Spreadsheet**



## LIST OF TABLES

|                                                                     |    |
|---------------------------------------------------------------------|----|
| Table 1: Level of Service Description .....                         | 3  |
| Table 2: Crash Severity by Intersection.....                        | 5  |
| Table 3: Crash Type by Intersection.....                            | 5  |
| Table 4: Existing (2026) Background Peak Hour LOS .....             | 6  |
| Table 5: Existing (2026) Background Peak Hour LOS - Mitigated ..... | 7  |
| Table 6: Project Land Uses.....                                     | 10 |
| Table 7: Trip Reductions.....                                       | 11 |
| Table 8: Trip Generation .....                                      | 11 |
| Table 9: New Trip Distribution.....                                 | 12 |
| Table 10: Pass-by Trip Distribution.....                            | 12 |
| Table 11: Existing (2026) Plus Project Peak Hour LOS .....          | 19 |
| Table 12: Future (2031) Background Peak Hour LOS .....              | 21 |
| Table 13: Future (2031) Background Peak Hour LOS - Mitigated .....  | 21 |
| Table 14: Future (2031) Plus Project Peak Hour LOS .....            | 24 |
| Table 15: Recommended Storage Lengths.....                          | 27 |

## LIST OF FIGURES

|                                                                              |    |
|------------------------------------------------------------------------------|----|
| Figure 1: Vicinity map showing the project location in Millcreek, Utah ..... | 1  |
| Figure 2: Existing (2026) background peak hour traffic volumes .....         | 8  |
| Figure 3: Trip assignment for the peak hours.....                            | 14 |
| Figure 4: Existing (2026) plus project peak hour traffic volumes .....       | 17 |
| Figure 5: Future (2031) background peak hour traffic volumes .....           | 22 |
| Figure 6: Future (2031) plus project peak hour traffic volumes.....          | 25 |

## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed Stonebrook Apartments development located in Millcreek, Utah. The proposed project is located 350 feet north of the Fireclay Avenue / State Street (US-89) intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2026) and future (2031) conditions with and without the proposed project and to recommend mitigation measures as needed.



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



## **B. Scope**

The study area was defined based on conversations with the development team, Millcreek City, and UDOT Region Two. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 3900 South / State Street (US-89)
- 4180 South (Gordon Lane) / State Street (US-89)
- Project Access / State Street (US-89)
- Fireclay Avenue / State Street (US-89)
- 4500 South / State Street (US-89)

## **C. Analysis Methodology**

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

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

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

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

## **D. Level of Service Standards**

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

**Table 1: Level of Service Description**

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

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7<sup>th</sup> Edition, 2022 Methodology (Transportation Research Board)



## **II. EXISTING (2026) BACKGROUND CONDITIONS**

### **A. Purpose**

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

### **B. Roadway System**

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

State Street (US-89) – is a state-maintained roadway (classified by UDOT access management standards as a “Regional Priority – Urban Importance” facility, or access category 5 roadway). The roadway has three travel lanes in each direction. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-half mile (2,640 feet), minimum unsignalized street spacing of 660 feet, and minimum driveway spacing of 350 feet. The posted speed limit is 40 mph in the study area.

### **C. Crash Data Summary**

Hales Engineering obtained crash data within 250 feet of the study intersection(s). Five years of crash data were collected between January 1, 2021, and December 31, 2025, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 416 crashes within the study area. The detailed crash data reports are provided in Appendix E. Due to the use of crash data, this report may be protected by 23 USC 407.

There were two fatal crashes reported in the study area, which are detailed below:

- In September 2023, a pedestrian died after being struck while crossing State Street at 3900 South by a northbound vehicle in nighttime conditions.
- In June 2023, a motorcycle on 4500 South making an eastbound left-turn onto State Street was struck in the intersection by a car traveling northbound straight through the intersection and died shortly after.

**Table 2: Crash Severity by Intersection**

| Intersection            | Crash Severity |                          |                        |                 |                      | Total Crashes at Intersection |
|-------------------------|----------------|--------------------------|------------------------|-----------------|----------------------|-------------------------------|
|                         | Fatal          | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | Property Damage Only |                               |
| 3900 South / US-89      | 1              | 7                        | 31                     | 31              | 95                   | <b>165</b>                    |
| 4180 South / US-89      | 0              | 3                        | 0                      | 6               | 13                   | <b>22</b>                     |
| Fireclay Avenue / US-89 | 0              | 1                        | 4                      | 1               | 12                   | <b>18</b>                     |
| 4500 South / US-89      | 1              | 6                        | 19                     | 31              | 154                  | <b>211</b>                    |
| <b>TOTAL</b>            | <b>2</b>       | <b>17</b>                | <b>54</b>              | <b>69</b>       | <b>274</b>           | <b>416</b>                    |

Source: UDOT Numetric AASHTOWare, July, 2026

**Table 3: Crash Type by Intersection**

| Intersection            | Crash Type    |                |            |           |           | Total Crashes at Intersection |
|-------------------------|---------------|----------------|------------|-----------|-----------|-------------------------------|
|                         | Front to Rear | Single Vehicle | Angle      | Sideswipe | Other     |                               |
| 3900 South / US-89      | 42            | 12             | 88         | 21        | 2         | <b>165</b>                    |
| 4180 South / US-89      | 4             | 1              | 13         | 2         | 2         | <b>22</b>                     |
| Fireclay Avenue / US-89 | 4             | 2              | 9          | 3         | 0         | <b>18</b>                     |
| 4500 South / US-89      | 74            | 7              | 76         | 43        | 11        | <b>211</b>                    |
| <b>TOTAL</b>            | <b>124</b>    | <b>22</b>      | <b>186</b> | <b>69</b> | <b>15</b> | <b>416</b>                    |

Source: UDOT Numetric AASHTOWare, July, 2026

## D. Traffic Volumes

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

- 3900 South / State Street (US-89)
- 4180 South (Gordon Lane) / State Street (US-89)
- Existing North Access / State Street (US-89)
- Existing South Access / State Street (US-89)
- Fireclay Avenue / State Street (US-89)
- 4500 South / State Street (US-89)

The counts were performed on Tuesday, June 10, 2026. The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 41% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. No vehicles were counted entering or exiting the Existing North Access. Detailed count data are included in Appendix B.



Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-71 (ATR #406). In recent years, traffic volumes in June have been equal to approximately 105% of average traffic volumes. The observed traffic volumes were left unadjusted as a conservative measure.

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

## E. Level of Service Analysis

Hales Engineering determined that the westbound left turns at the 4180 South / US-89 intersection and Fireclay Avenue / US-89 intersections as well as the eastbound movements at the 4500 South / US-89 intersection were observed to operate at a poor level of service during the evening peak hour, as shown in Table 4.

## F. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour were found. These queues include more than 1,000 feet of queuing on the eastbound approach at the 4500 South / US-89 Intersection and 800 feet of southbound queuing at the 3900 South / US-89 intersection.

**Table 4: Existing (2026) Background Peak Hour LOS**

| Intersection                                                                                                                                                                                                                                                                                           |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------------------------------------------------|----------------|
| Description                                                                                                                                                                                                                                                                                            | Control | Morning Peak                                    | Evening Peak   |
| 3900 South / US-89                                                                                                                                                                                                                                                                                     | Signal  | C (25.3)                                        | D (40.0)       |
| 4180 South / US-89                                                                                                                                                                                                                                                                                     | WB Stop | c (23.7) / WBL                                  | f (>50) / WBL  |
| Existing South Access / US-89                                                                                                                                                                                                                                                                          | EB Stop | a (1.5) / NBT                                   | a (9.2) / EBR  |
| Fireclay Avenue / US-89                                                                                                                                                                                                                                                                                | EB Stop | c (15.7) / EBL                                  | e (36.6) / EBL |
| 4500 South / US-89                                                                                                                                                                                                                                                                                     | Signal  | C (34.3)                                        | E (76.2)       |
| <sup>1</sup> Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.<br><sup>2</sup> Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections. |         |                                                 |                |
| Source: Hales Engineering, July 2026                                                                                                                                                                                                                                                                   |         |                                                 |                |

## G. Mitigation Measures

An eastbound right-turn pocket is recommended at the 4500 South / US-89 intersection. Additionally, it is anticipated that signal timing adjustments at 4500 South / US-89 and 3900 South / US-89 will lower the observed queue lengths. Additional improvements to consider are installing a westbound left-turn pocket at the 4180 South / US-89 intersection and an eastbound left-turn

pocket at the Fireclay Avenue / US-89 intersection, though these improvements were not assumed in the mitigated scenario.

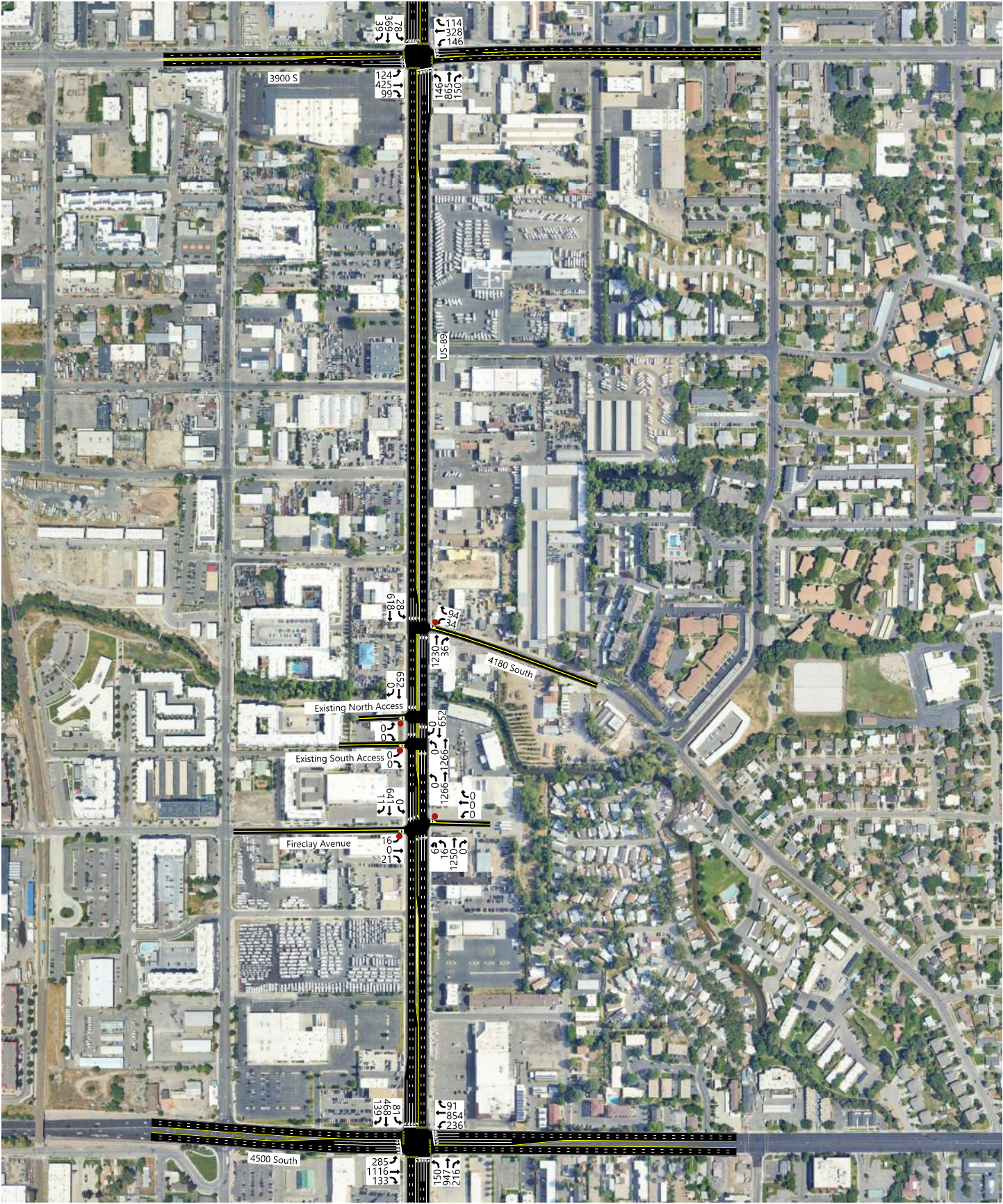
## H. Mitigated Scenario

Hales Engineering ran a mitigated scenario assuming an eastbound right-turn pocket as well as signal timing adjustments at the 4500 South / US-89 intersection. It is anticipated that 4500 South / US-89 will improve to an acceptable LOS. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2026) conditions.

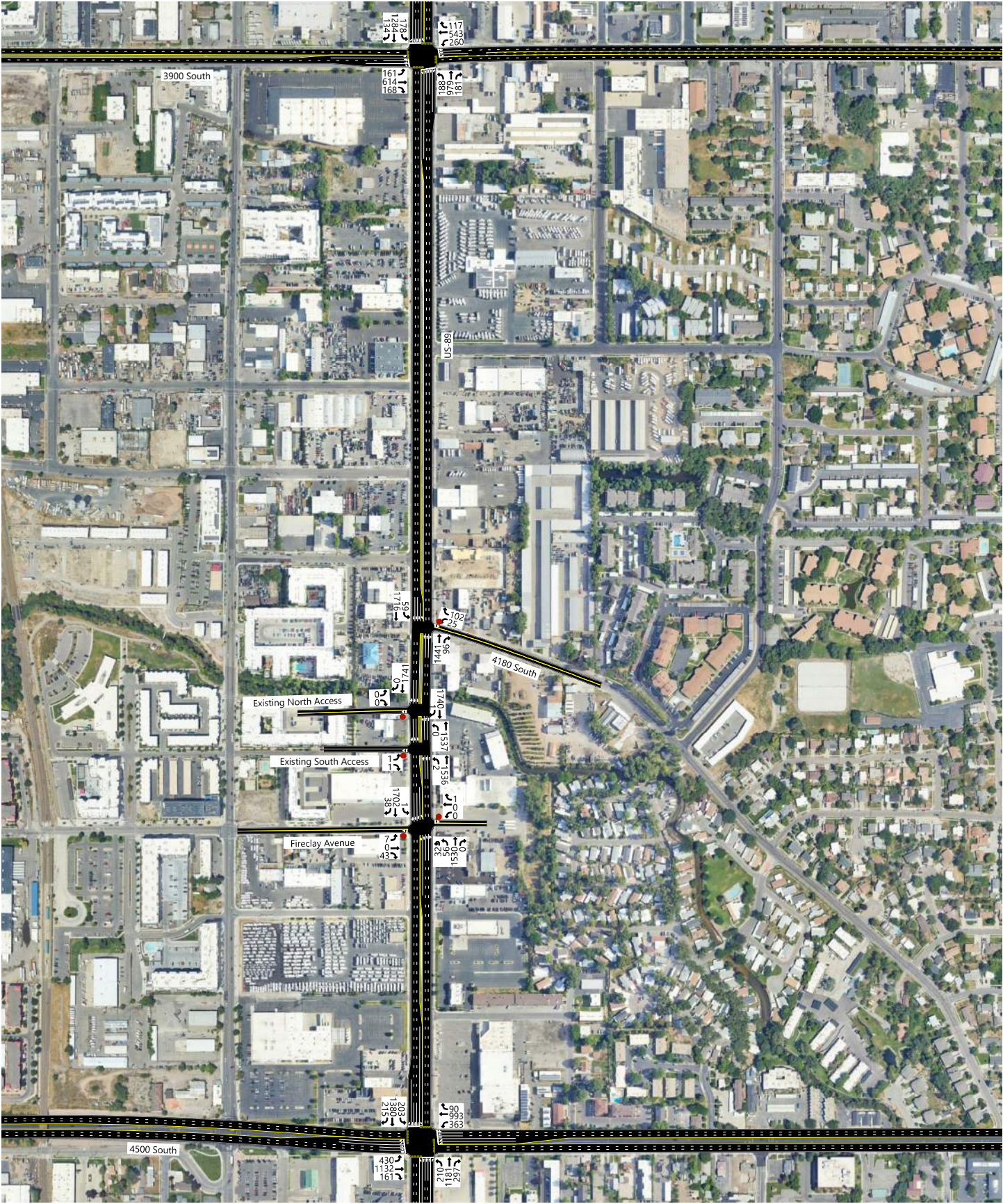
**Table 5: Existing (2026) Background Peak Hour LOS - Mitigated**

| Intersection                                                                                                                                                                                                                                                                                           |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------------------------------------------------|----------------|
| Description                                                                                                                                                                                                                                                                                            | Control | Morning Peak                                    | Evening Peak   |
| 3900 South / US-89                                                                                                                                                                                                                                                                                     | Signal  | C (24.7)                                        | D (45.3)       |
| 4180 South / US-89                                                                                                                                                                                                                                                                                     | WB Stop | c (23.9) / WBL                                  | f (>50) / WBL  |
| Existing South Access / US-89                                                                                                                                                                                                                                                                          | EB Stop | a (1.4) / NBT                                   | c (18.9) / EBR |
| Fireclay Avenue / US-89                                                                                                                                                                                                                                                                                | EB Stop | c (19.2) / EBL                                  | e (40.2) / EBL |
| 4500 South / US-89                                                                                                                                                                                                                                                                                     | Signal  | C (33.5)                                        | D (50.3)       |
| <sup>1</sup> Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.<br><sup>2</sup> Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections. |         |                                                 |                |
| Source: Hales Engineering, July 2026                                                                                                                                                                                                                                                                   |         |                                                 |                |











### III. PROJECT CONDITIONS

#### A. Purpose

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

#### B. Project Description

The proposed Stonebrook Apartments development is located 350 feet north of the Fireclay Avenue / State Street (US-89) intersection. The development will consist of multi-family residential dwelling units with ground-floor commercial space. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 6.

**Table 6: Project Land Uses**

| Land Use                 | Intensity     |
|--------------------------|---------------|
| Multi-family Residential | 115 Units     |
| Commercial / Retail      | 1,650 sq. ft. |

#### C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 12<sup>th</sup> Edition, 2025. Trip reductions for pass-by trips and internal capture were estimated and applied to the project.

Pass-by trips are trips already on the road that visit the site before continuing the original route. Hales Engineering referenced average ITE pass-by rates and assumed lower percentages to be conservative in the analysis, as shown in Table 7.

Internal capture trips are trips that stay within the development due to a mix of land uses instead of entering or exiting the site externally. Hales Engineering estimated internal capture based on ITE's Internal Trip Capture Estimation Tool and assumed lower percentages to be conservative in the analysis, as shown in Table 7. Printouts of the internal capture results from the tool are provided in Appendix F.

**Table 7: Trip Reductions**

| Time Period | Land Use           | Pass-by |         | Internal Capture |         |
|-------------|--------------------|---------|---------|------------------|---------|
|             |                    | ITE     | Assumed | ITE              | Assumed |
| Daily       | Strip Retail Plaza | -       | 5%      | 5%               | 5%      |
| Morning     | Strip Retail Plaza |         |         | 0%               | 0%      |
| Evening     | Strip Retail Plaza |         |         | 9%               | 5%      |

Trip generation for the proposed project is included in Table 8. The total trip generation for the development is as follows:

- Daily Trips: 765
- Morning Peak Hour Trips: 63
- Evening Peak Hour Trips: 86

**Table 8: Trip Generation**

| Trip Generation<br>Millcreek - Stonebrook Apartments TIS |            |           |                 |      |       |     |     |                  |         |           |     |       |  |
|----------------------------------------------------------|------------|-----------|-----------------|------|-------|-----|-----|------------------|---------|-----------|-----|-------|--|
| Land Use <sup>1</sup>                                    | # of Units | Unit Type | Trip Generation |      |       |     |     | Reductions       |         | New Trips |     |       |  |
|                                                          |            |           | Total           | % In | % Out | In  | Out | Internal Capture | Pass-by | In        | Out | Total |  |
| Weekday Daily                                            |            |           |                 |      |       |     |     |                  |         |           |     |       |  |
| Affordable Housing (223)                                 | 151        | DU        | 728             | 50%  | 50%   | 364 | 364 | 5%               | 0%      | 346       | 346 | 692   |  |
| Strip Retail Plaza, <40k (822)                           | 1.65       | KSF       | 90              | 50%  | 50%   | 45  | 45  | 5%               | 15%     | 37        | 36  | 73    |  |
| TOTAL                                                    |            |           | 818             |      |       | 409 | 409 |                  |         | 383       | 382 | 765   |  |
| AM Peak Hour                                             |            |           |                 |      |       |     |     |                  |         |           |     |       |  |
| Affordable Housing (223)                                 | 151        | DU        | 56              | 29%  | 71%   | 16  | 40  | 0%               | 0%      | 16        | 40  | 56    |  |
| Strip Retail Plaza, <40k (822)                           | 1.65       | KSF       | 8               | 55%  | 45%   | 4   | 4   | 0%               | 15%     | 4         | 3   | 7     |  |
| TOTAL                                                    |            |           | 64              |      |       | 20  | 44  |                  |         | 20        | 43  | 63    |  |
| PM Peak Hour                                             |            |           |                 |      |       |     |     |                  |         |           |     |       |  |
| Affordable Housing (223)                                 | 151        | DU        | 70              | 59%  | 41%   | 41  | 29  | 5%               | 0%      | 39        | 28  | 67    |  |
| Strip Retail Plaza, <40k (822)                           | 1.65       | KSF       | 24              | 50%  | 50%   | 12  | 12  | 5%               | 15%     | 9         | 10  | 19    |  |
| TOTAL                                                    |            |           | 94              |      |       | 53  | 41  |                  |         | 48        | 38  | 86    |  |

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 12th Edition, 2025.

SOURCE: Hales Engineering, June 2026

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 12th Edition, 2025.  
 SOURCE: Hales Engineering, June 2026

## D. Trip Distribution and Assignment

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the morning and evening peak hour is shown in Table 9.

Trip distribution percentages for pass-by trips were calculated based on the existing directional traffic on the major roads near the project, as summarized in Table 10.



**Table 9: New Trip Distribution**

| Direction | % To/From Project |
|-----------|-------------------|
| North     | 25%               |
| South     | 20%               |
| East      | 15%               |
| West      | 40%               |

**Table 10: Pass-by Trip Distribution**

| Direction  | %   |
|------------|-----|
| Northbound | 40% |
| Southbound | 60% |

These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

## **E. Access**

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

### US-89:

- The Project Access will be located approximately 350 feet north of the Fireclay Avenue / US-89 intersection. It will access the project on the west side of US-89. It is anticipated that the access will be stop-controlled. Because of an existing thrift store access to the south, this access does not meet UDOT's access spacing requirements and may require a variance request.

## **F. Auxiliary Lanes**

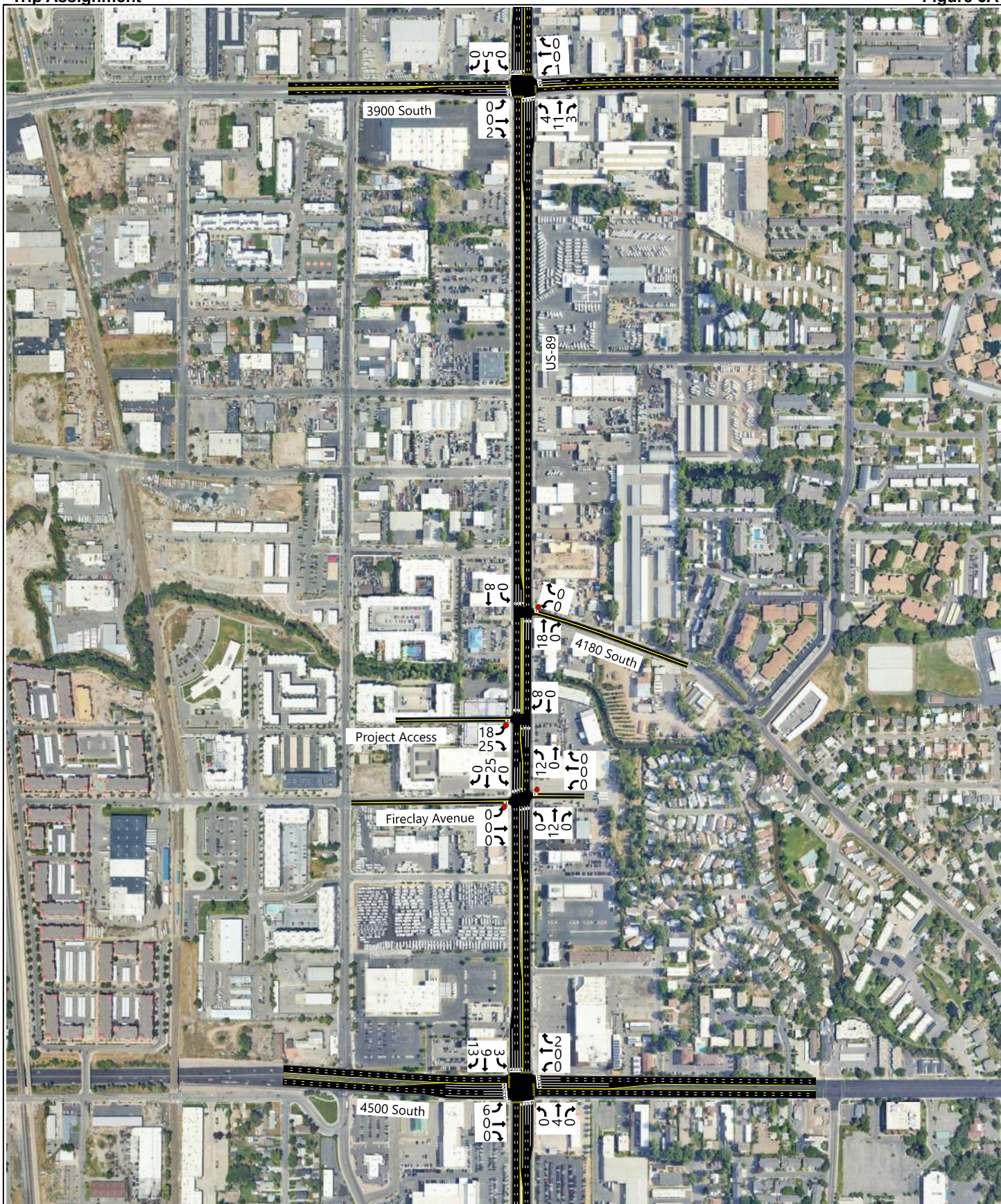
Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

UDOT Administrative Rule R930-6 outlines minimum peak hour turn volumes to warrant auxiliary lanes on UDOT roadways. The following are the minimum requirements for these lanes on US-89:

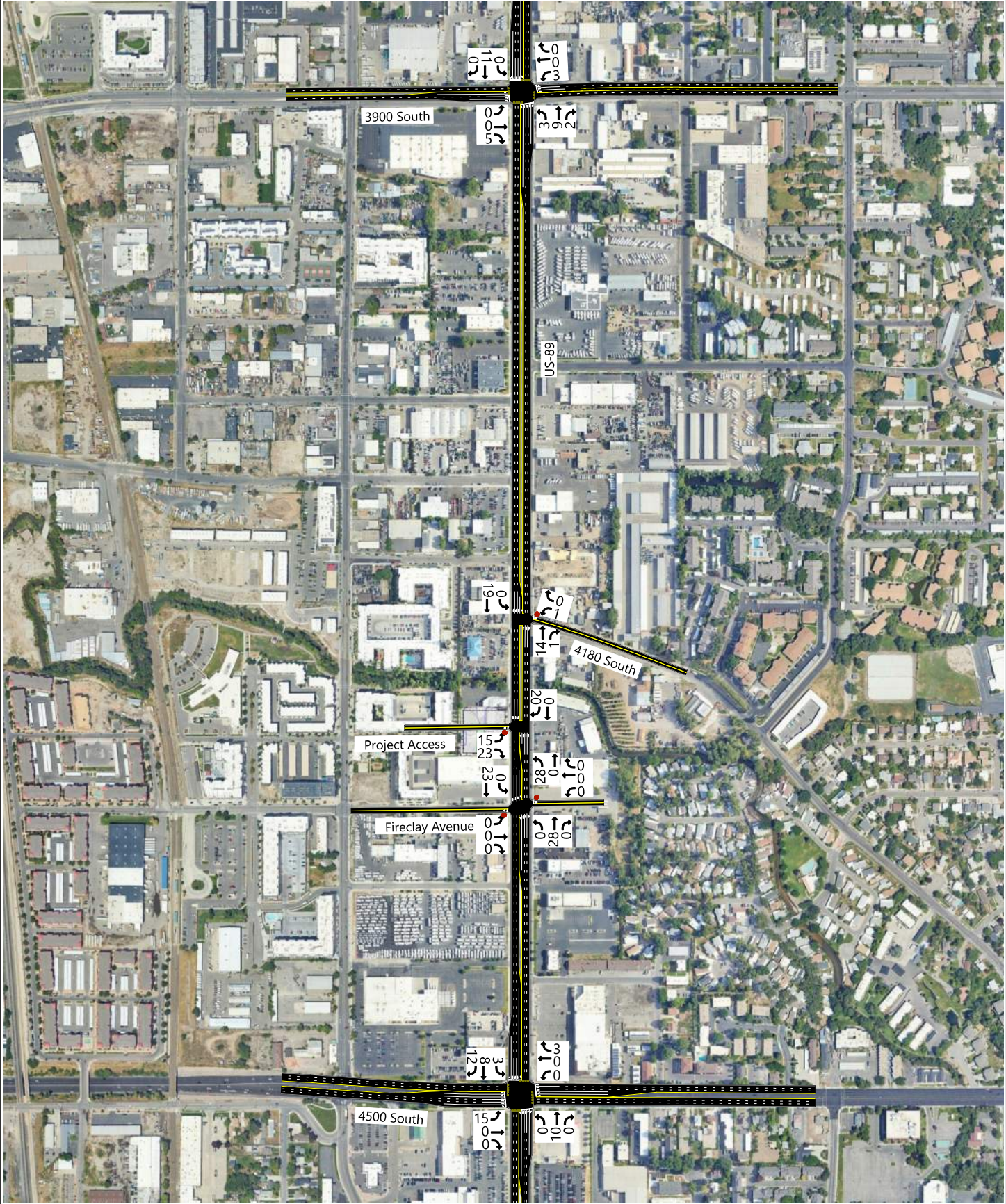
- Left-turn Deceleration (Ingress): 10 left-turn vehicles per hour
- Left-turn Acceleration (Egress): Is there a safety benefit?
- Right-turn Deceleration (Ingress): 25 right-turn vehicles per hour
- Right-turn Acceleration (Egress): 50 right-turn vehicles per hour

Based on these guidelines and the anticipated project traffic, it is recommended that a northbound left-turn lane be installed at the Project Access / US-89 intersection. This may not be feasible with the current southbound left-turn pocket at the Fireclay Avenue / US-89 intersection and vehicles will use the current striped median to make that movement.











## **IV. EXISTING (2026) PLUS PROJECT CONDITIONS**

### **A. Purpose**

The purpose of the existing (2026) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

### **B. Traffic Volumes**

Hales Engineering added the project trips discussed in Chapter III to the existing (2026) background traffic volumes to predict turning movement volumes for existing (2026) plus project conditions. Existing (2026) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

### **C. Level of Service Analysis**

Hales Engineering determined that the westbound and eastbound left-turning movements at the Fireclay Avenue / US-89, the Project Access / US-89, and 4180 South / US-89 intersections are anticipated to operate at a poor level of service during the morning and evening peak hours with project traffic added, as shown in Table 11.

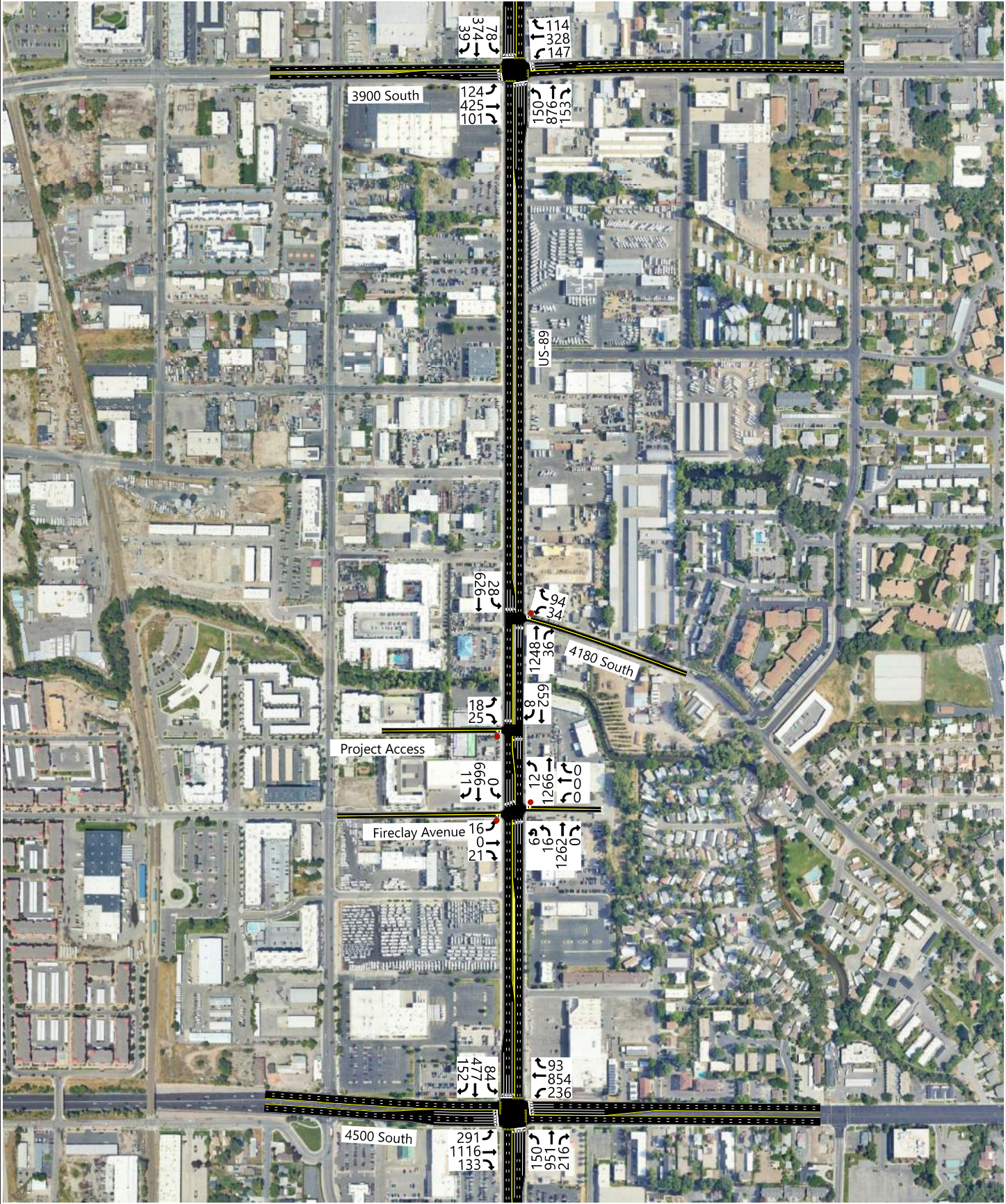
### **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. 95<sup>th</sup> percentile queue lengths of 800 feet are anticipated on the westbound approach at the 3900 South / US-89 intersection during the morning and evening peak hour.

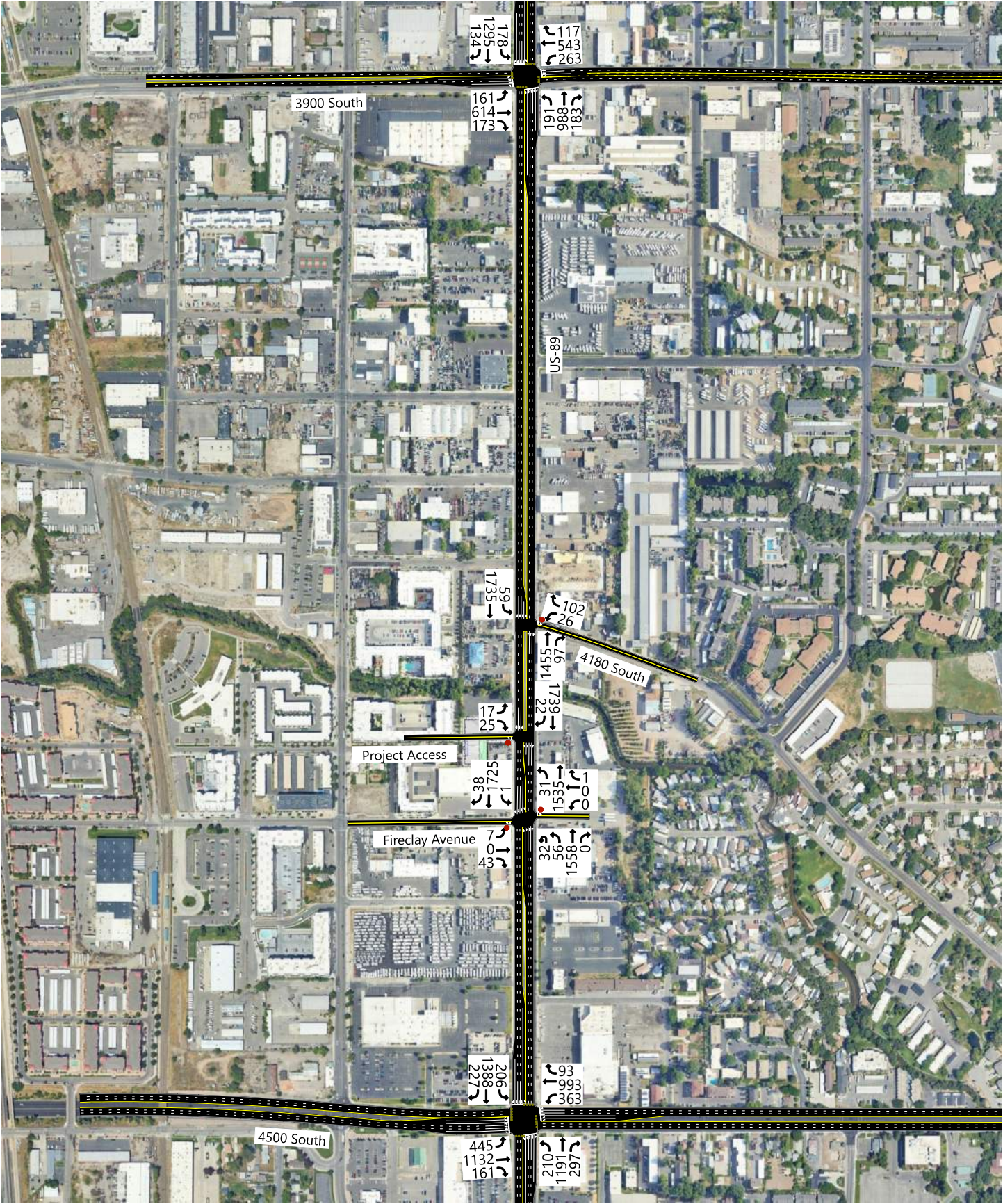
### **E. Mitigation Measures**

The City could consider installing a westbound left-turn pocket at 4180 South / US-89 and an eastbound left-turn pocket at the Fireclay Avenue / US-89 intersection. Additionally, an eastbound left-turn pocket should be considered at the project access to allow right-turning vehicles to pass delayed vehicles making a left turn.











**Table 11: Existing (2026) Plus Project Peak Hour LOS**

| Intersection            |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |                |
|-------------------------|---------|-------------------------------------------------|----------------|
| Description             | Control | Morning Peak                                    | Evening Peak   |
| 3900 South / US-89      | Signal  | C (22.7)                                        | D (40.6)       |
| 4180 South / US-89      | WB Stop | c (23.8) / WBL                                  | f (>50) / WBL  |
| Project Access / US-89  | EB Stop | b (15.0) / EBL                                  | e (40.7) / EBL |
| Fireclay Avenue / US-89 | EB Stop | c (18.9) / EBL                                  | e (40.0) / EBL |
| 4500 South / US-89      | Signal  | C (33.9)                                        | D (52.6)       |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, July 2026



## **V. FUTURE (2031) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the future (2031) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

### **B. Roadway Network**

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2031 in the study area. Therefore, no changes were made to the roadway network for the future (2031) analysis.

### **C. Traffic Volumes**

Hales Engineering obtained future (2031) forecasted volumes from the WFRC / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 and 765 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2031) morning and evening peak hour turning movement volumes are shown in Figure 5.

### **D. Level of Service Analysis**

Hales Engineering determined that the study intersections, except for the Existing North Access / US-89 and Existing South Access / US-89 are anticipated to operate at a poor level of service during the morning and evening peak hours in future (2031) background conditions, as shown in Table 12.

### **E. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the evening peak hour include more than 1000 feet of westbound queuing at the 3900 South / US-89 intersection.

### **F. Mitigation Measures**

The additional of a westbound right-turn pocket and dual northbound left-turn lanes is recommended at the 4500 South / US-89 intersection. Additional signal timing adjustments at the 3900 South / US-89 and 4500 South / US-89 intersections are also recommended.

**Table 12: Future (2031) Background Peak Hour LOS**

| Intersection                  |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |                |
|-------------------------------|---------|-------------------------------------------------|----------------|
| Description                   | Control | Morning Peak                                    | Evening Peak   |
| 3900 South / US-89            | Signal  | C (27.3)                                        | E (77.6)       |
| 4180 South / US-89            | WB Stop | c (24.5) / WBL                                  | f (>50) / WBL  |
| Existing South Access / US-89 | EB Stop | a (1.5) / NBT                                   | c (23.3) / NBL |
| Fireclay Avenue / US-89       | EB Stop | c (18.5) / EBL                                  | e (40.9) / EBL |
| 4500 South / US-89            | Signal  | C (34.2)                                        | E (63.1)       |

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

Source: Hales Engineering, July 2026

### G. Mitigated Scenario

Hales Engineering ran a mitigated scenario assuming signal timing adjustments at the 4500 South / US-89 and 3900 South / US-89 intersections and a westbound right-turn pocket and a second northbound left-turn pocket at the 4500 South / US-89 intersection. It is anticipated that 3900 South / US-89 and 4500 South / US-89 will improve to an acceptable LOS while the remaining intersections will persist with a poor LOS. These results serve as a baseline condition for the impact analysis of the proposed development for future (2031) conditions.

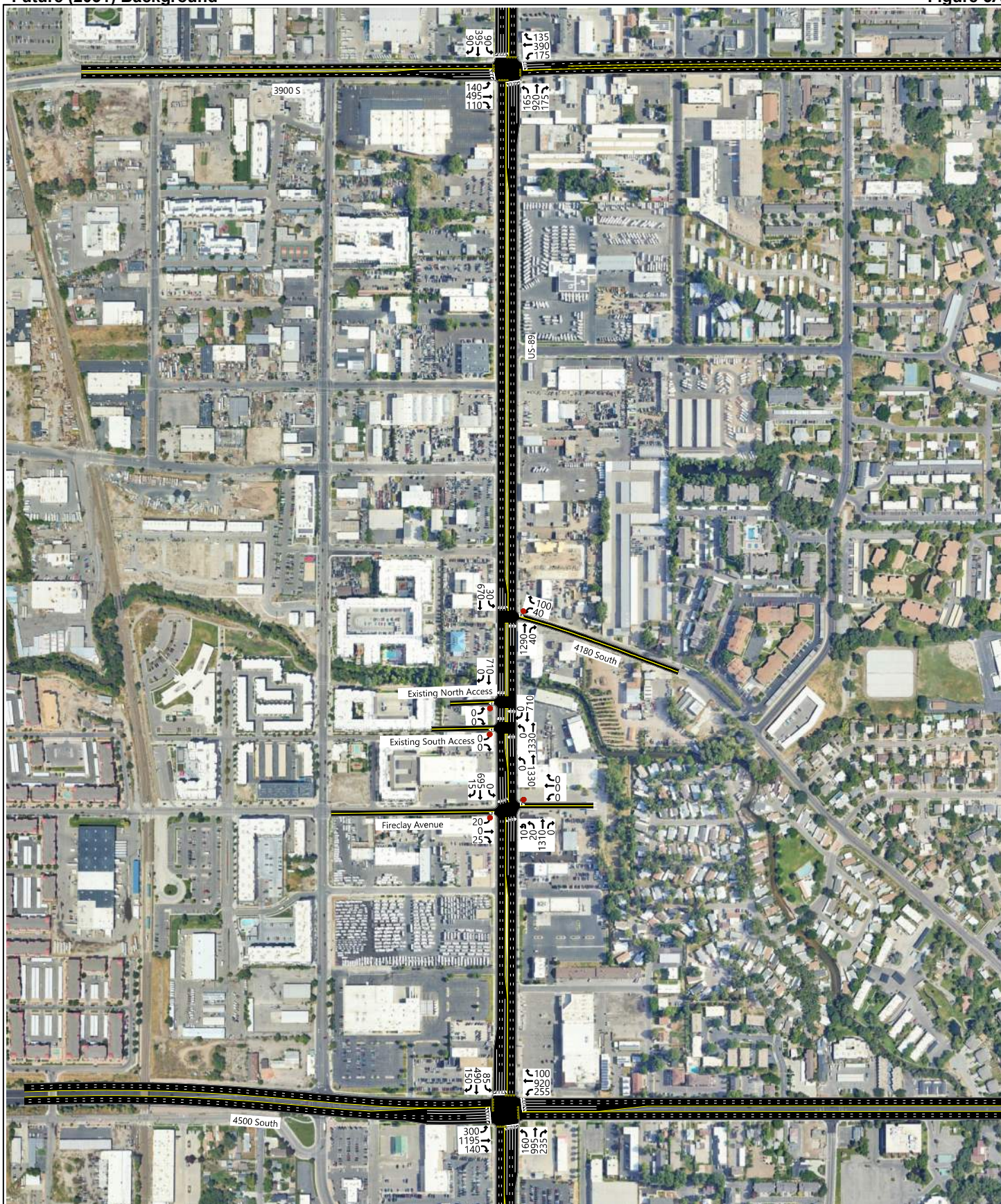
**Table 13: Future (2031) Background Peak Hour LOS - Mitigated**

| Intersection                  |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |                |
|-------------------------------|---------|-------------------------------------------------|----------------|
| Description                   | Control | Morning Peak                                    | Evening Peak   |
| 3900 South / US-89            | Signal  | C (28.6)                                        | D (47.3)       |
| 4180 South / US-89            | WB Stop | d (26.4) / WBL                                  | f (>50) / WBL  |
| Existing South Access / US-89 | EB Stop | a (1.6) / NBT                                   | b (13.3) / EBR |
| Fireclay Avenue / US-89       | EB Stop | c (19.8) / EBL                                  | f (>50) / EBL  |
| 4500 South / US-89            | Signal  | C (34.4)                                        | D (51.6)       |

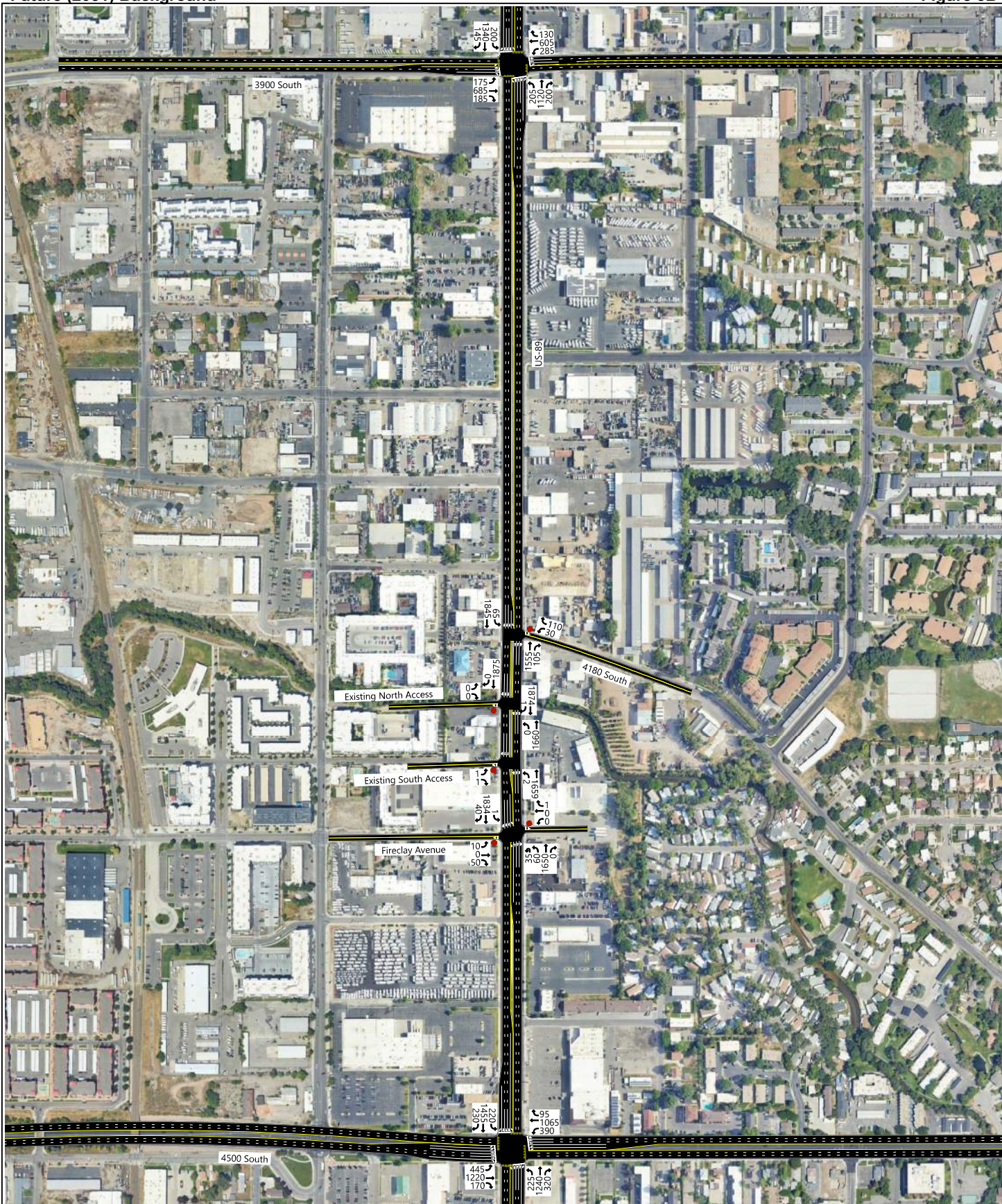
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.  
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, July 2026











## VI. FUTURE (2031) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the future (2031) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2031) background traffic volumes to predict turning movement volumes for future (2031) plus project conditions. Future (2031) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

### C. Level of Service Analysis

Hales Engineering determined that the signalized intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours and the 4180 South / US-89, Project Access / US-89 and Fireclay Avenue / US-89 intersections are expected to operate at a poor level of service in future (2031) plus project conditions, as shown in Table 14.

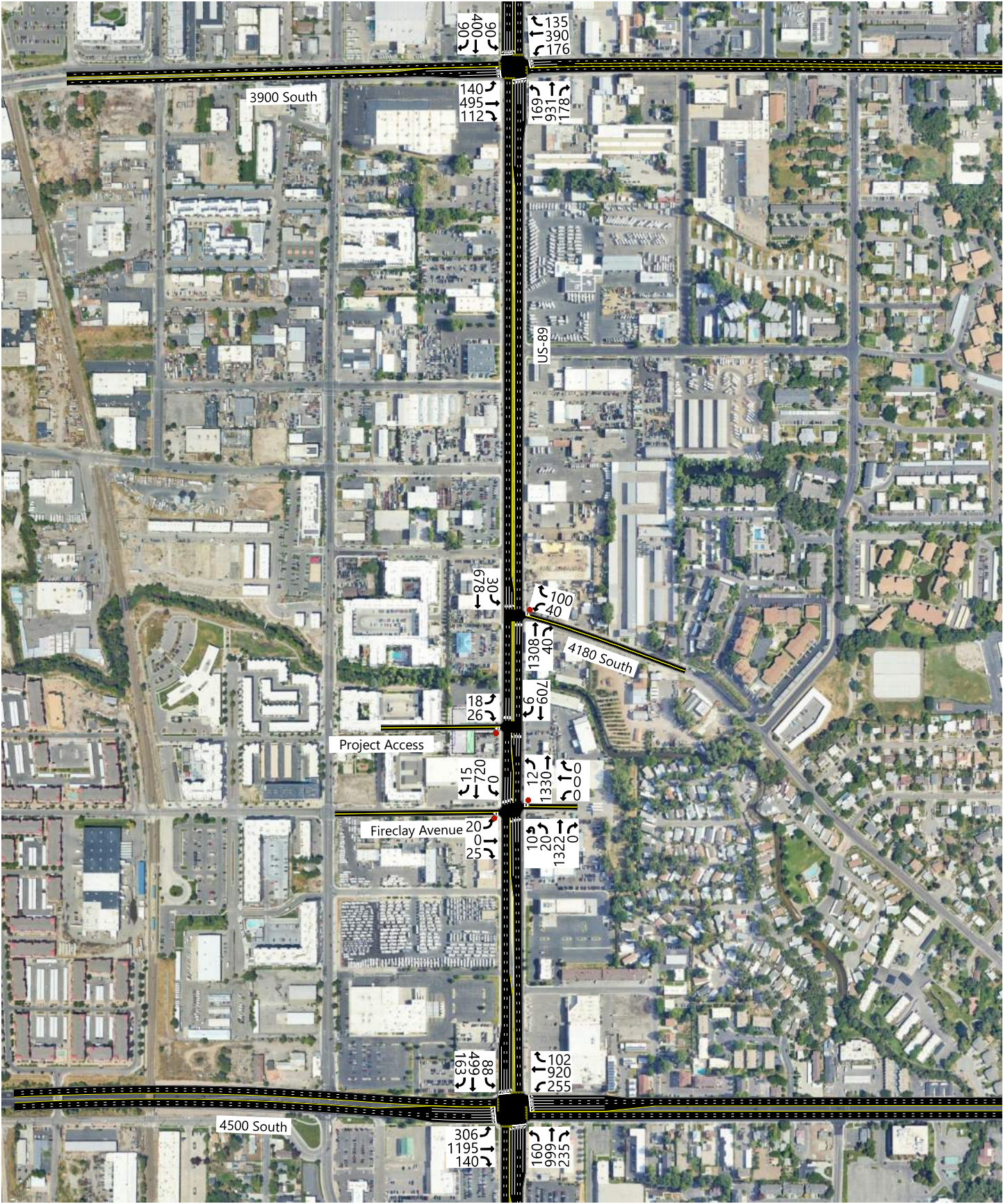
**Table 14: Future (2031) Plus Project Peak Hour LOS**

| Intersection                                                                                                                                                                                                                                                                                           |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------------------------------------------------|----------------|
| Description                                                                                                                                                                                                                                                                                            | Control | Morning Peak                                    | Evening Peak   |
| 3900 South / US-89                                                                                                                                                                                                                                                                                     | Signal  | C (26.4)                                        | D (42.7)       |
| 4180 South / US-89                                                                                                                                                                                                                                                                                     | WB Stop | d (32.7) / WBL                                  | f (>50) / WBL  |
| Project Access / US-89                                                                                                                                                                                                                                                                                 | EB Stop | c (18.0) / EBL                                  | e (45.7) / EBL |
| Fireclay Avenue / US-89                                                                                                                                                                                                                                                                                | EB Stop | c (21.5) / EBL                                  | f (>50) / EBL  |
| 4500 South / US-89                                                                                                                                                                                                                                                                                     | Signal  | C (33.5)                                        | D (54.0)       |
| <sup>1</sup> Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.<br><sup>2</sup> Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections. |         |                                                 |                |
| Source: Hales Engineering, July 2026                                                                                                                                                                                                                                                                   |         |                                                 |                |

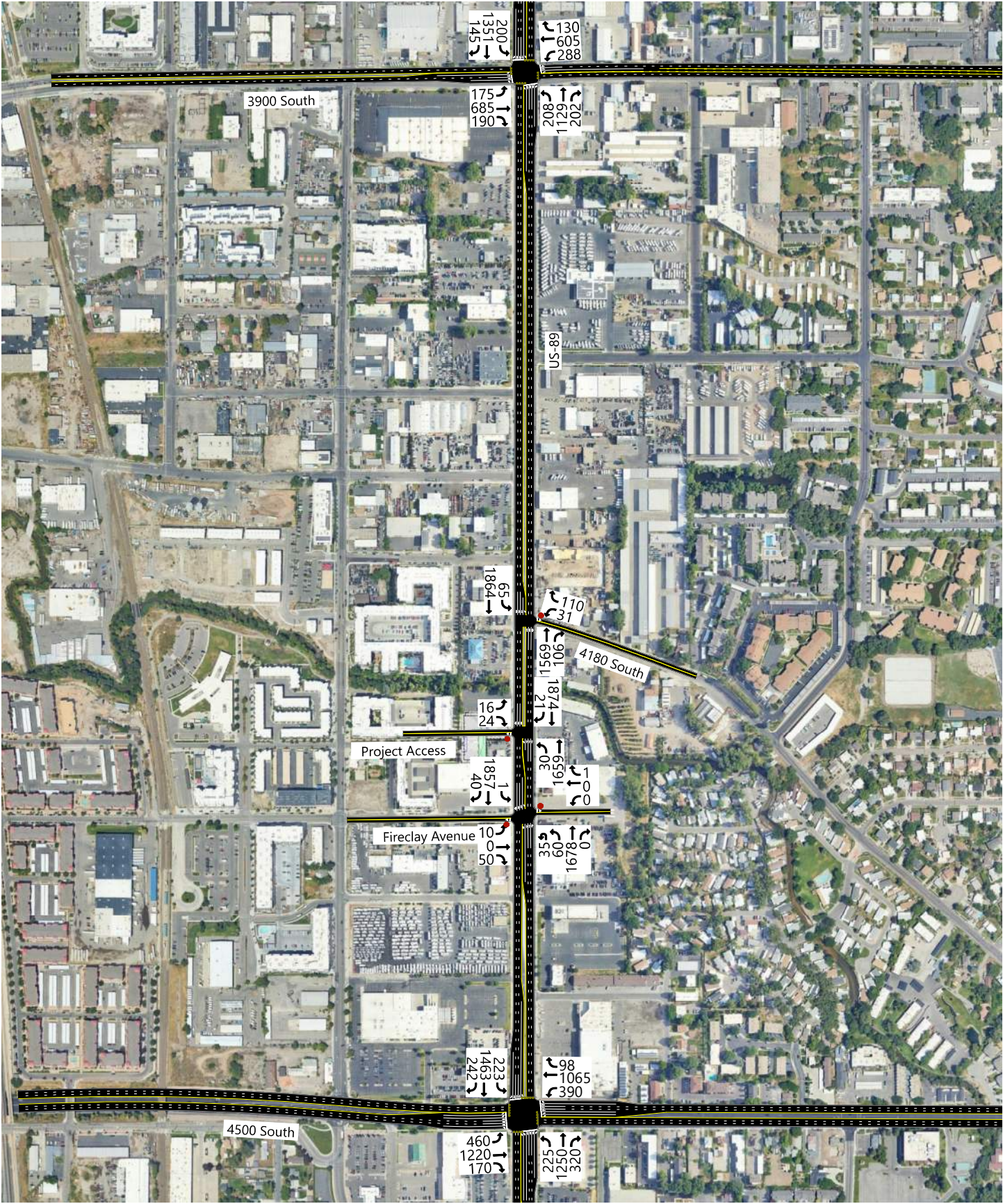
### D. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning and evening peak hours.











## E. Mitigation Measures

No additional mitigations are recommended.

## F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95<sup>th</sup> percentile queue lengths given in the future (2031) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 15. Intersections shown in Table 15 include new intersections and existing intersections that have recommended storage length changes.

**Table 15: Recommended Storage Lengths**

| Intersection                                                                                                                                                 |                                       | Recommended Storage Lengths (feet) |           |     |            |           |   |     |            |           |   |     |            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------------|-----------|-----|------------|-----------|---|-----|------------|-----------|---|-----|------------|
|                                                                                                                                                              |                                       | Northbound                         |           |     |            | Eastbound |   |     |            | Westbound |   |     |            |
|                                                                                                                                                              |                                       | LT                                 |           | RT  |            | LT        |   | RT  |            | LT        |   | RT  |            |
|                                                                                                                                                              |                                       | E                                  | P         | E   | P          | E         | P | E   | P          | E         | P | E   | P          |
| <b>1</b>                                                                                                                                                     | 3900 South / State Street (US-89)     | 375                                | -         | 200 | <b>350</b> | 325       | - | 175 | -          | 125       | - | 150 | -          |
| <b>5</b>                                                                                                                                                     | Project Access / State Street (US-89) | -                                  | <b>50</b> | -   | -          | -         | - | -   | -          | -         | - | -   | -          |
| <b>7</b>                                                                                                                                                     | 4500 South / State Street (US-89)     | 300                                | -         | 200 | <b>250</b> | 275       | - | -   | <b>275</b> | 375       | - | -   | <b>100</b> |
| 1. Storage lengths are based on 2031 95th percentile queue lengths and do not include required deceleration / taper distances                                |                                       |                                    |           |     |            |           |   |     |            |           |   |     |            |
| 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable |                                       |                                    |           |     |            |           |   |     |            |           |   |     |            |
| Source: Hales Engineering, June 2026                                                                                                                         |                                       |                                    |           |     |            |           |   |     |            |           |   |     |            |



**Millcreek City Hall**  
1330 E Chambers Ave  
Millcreek, Utah 84106  
millcreekut.gov



**Planning & Zoning**  
(801) 214-2700  
planner@millcreekut.gov

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CUP-26-004

---

## PLANNING COMMISSION STAFF REPORT

**Meeting Date:** 7/15/2026

**Applicant:** Millcreek Staff, PEG Development, and Ensign Design

**Re:** Conditional Use Permit/Site Plan

**Property Address:** 3210 South Highland Drive (approx.)

**Zone:** CCOZ-DA

**Prepared By:** Brad Sanderson, AICP

**Scope of Decision:** **Administrative.** This is an administrative matter, to be decided by the Millcreek Planning Commission. Your recommendation should be narrow in scope and should primarily be made on the basis of state statute and adopted local zoning land use development codes.

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### SYNOPSIS AND REQUEST

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The applicant has filed a land use application seeking a Conditional Use Permit and Site Plan approval to develop and construct a mixed-use building on a 0.5-acre property, generally located at 3232 South Highland Drive.

The development proposal includes a five-story mixed-use building, containing 11,300 square feet of ground floor commercial, a 111-unit hotel, a 207-stall private/public shared parking structure and 25-unit luxury residential condominiums. The mixed-use development also includes subterranean storage below the retail as well as some private roof top amenities for the hotel and residential condominiums.

The concept or vision of a mid-rise mixed-use building began with substantial public outreach prior to and leading up to 2019 as part of the Millcreek City Center Master Plan. More recently, throughout 2025/2026, various concept plans have been developed, and several applications have since been processed including the establishment of the CCOZ-DA Zone subject to a Development Agreement, along with subdivision plats that would consolidate parcels, dedicate and/or vacation property as right of way, and to create individual ownership. Additional geotechnical/hazards and traffic studies

have also been completed.

This application to review and consider both the site plan and conditional use permit application pertaining to the site plan layout, civil plans, architecture, lighting, landscaping, parking and access, amenities, signage, etc. as they relate to conformity to the Millcreek Zoning and Development Codes as established within Titles 14 and 18 and, to consider potential impacts, (if any) which may need to be mitigated by imposing conditions of approval per the Standards of Review, as set forth within Millcreek Code 19.84.060.B.

## **CONDITIONAL USE PERMIT REVIEW**

---

A Conditional Use Permit is required for those uses listed as a conditional use in the applicable zoning district regulations of this Code. A Conditional Use Permit that involves property development, redevelopment, construction, reconstruction, or alteration of a building or structure will also require a site plan approval as set forth in [MKZ 18.15.030 \(B\)](#).

The purpose of this Section is to provide standards for Conditional Use Permits, which are intended for a land use that, because of the unique characteristics or reasonably anticipated detrimental effects of the land use on Millcreek, surrounding neighbors, or adjacent land uses, require additional consideration subject to objective standards.

The additional consideration allows the Planning Commission to impose reasonable conditions to mitigate reasonably anticipated detrimental effects. The intent of the conditional use is to identify reasonably anticipated detrimental effects and impose reasonable conditions on a use, including but not limited to noise, pollution, traffic, or other similar harms to the general health, safety, and welfare of Millcreek. A summary of meeting and noticing requirements for applications for Conditional Use Permits is set forth in Table 18.15-8.

### **Approval Criteria [MKZ 18.15.030. A.4.:](#)**

The Planning Commission shall consider the following criteria in reviewing all conditional use applications:

- a. The proposed conditional use shall comply with Millcreek ordinances, Federal, and State Statutes, as applicable to the use and to the site where the conditional use will be located; and
- b. The Land Use Authority shall approve a Conditional Use Permit if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use. Detrimental effects of the proposed use include:
  - 1) Detrimental effects of decreased street service levels and/or traffic patterns including the need for street modifications such as dedicated turn lanes, traffic control devices, safety, street widening, curb, gutter and sidewalks, location of ingress/egress, parking lot surfacing and design of off-street parking and circulation, loading docks, as well as compliance with off-street parking standards, including other reasonable mitigation as determined by a qualified traffic engineer.
  - 2) Detrimental effects on the adequacy of utility systems, water and sewer, solid waste, snow removal, service delivery, and capacities, including the need for such items as relocating, upgrading, providing additional capacity, irrigation systems, or preserving existing systems, including other reasonable mitigation as determined by Millcreek's



- engineering staff, contracted engineers, and utility service providers.
- 3) Detrimental effects on connectivity and safety for pedestrians and bicyclists.
  - 4) Detrimental effects of the use due to its nature, including noise that exceeds sound levels normally found in residential areas, odors beyond what is normally considered acceptable, within a neighborhood including effects of environmental impacts, dust, fumes, smoke, odor, noise, vibrations; chemicals, toxins, pathogens, gases, heat, light, electromagnetic disturbances, and radiation. Detrimental effects of the use may include hours of operation and the potential to create an attractive nuisance.
  - 5) Detrimental effects that increase the risk of contamination of or damage to adjacent properties and injury or sickness to people arising from, but not limited to, waste disposal, fire safety, geologic hazards, soil or slope conditions, liquefaction potential, site grading/topography, storm drainage/flood control, the removal of dangerous or blighted structures, high ground water, environmental health hazards, or wetlands, as determined by the City Engineer, and/or other qualified specialists.
  - 6) Detrimental effects of modifications to exterior lighting conflict with abutting properties.
  - 7) Detrimental effects arising from site design and/or building design in terms of use, scale, intensity, height, mass, setbacks, character, construction, solar access, landscaping, fencing, screening, lighting (on-site and adjacent street lighting), signs, and architectural design and exterior detailing/finishes and colors within the area.
  - 8) Detrimental effects on emergency fire service and emergency vehicle access.
  - 9) Detrimental effects on usable/functional/accessible open space and sensitive lands.
  - 10) Detrimental effects from inadequate maintenance of the property and structures in perpetuity, including performance measures, compliance reviews, and monitoring.
  - 11) Detrimental effects of excessive storm water generation.

## FINDINGS:

---

### General items:

- In addition to Millcreek's development standards, the development of the property is subject to the standards set forth within the City Center Overlay Zone (CCOZ) and an approved Development Agreement.
- The CCOZ and Development Agreement have already been approved, establishing ownership, densities, allowed "uses", building height & architecture, parking & access, amenities.
- Staff is still coordinating some minor details such as utility sizing and timing.
- There are known geological hazards and/or sensitive lands located within the vicinity. A third party geotechnical and hazard study has been conducted and given to the design team for structural analysis and design implantation.
- Internal parking is managed by way of a separate parking agreement between the city and other parties.
- Most of the surface parking will be eliminated from the east woonerf.

### Offsite improvements:

- Prior to building completion, portions of Highland Drive and Chambers Avenue will be reconfigured. Highland Drive will receive a new center raised median and new lane striping to create better traffic flows and circulation.

- Prior to completion, Chambers Avenue will be reconfigured and will include removing the center median and shifting the lanes right and left out lines further to the north. The same number of lanes and lane widths will be the as what presently exists today.
- Prior to completion, the upper east woonerf will be reconfigured by adding a new mechanical enclosure and relocating the dumpster enclosure further to the south. Power, sewer, storm drain, and other utilities will be upsized and located the woonerf. New landscaping, lighting and seating will be installed within common areas.
- Highland Drive frontage improvements will include a wider sidewalk with street trees. Frontage improvements along Chambers Avenue will also include a new sidewalk and street trees. The upper east woonerf will include a small plaza with outdoor seating and some street trees.

On-Site improvements:

- Upon building completion, new on-street sidewalk, curb/gutter, street trees, lighting, plazas, and paseo will be installed immediately surrounding the building.
- The building will comprise of:
  - 11,300 square feet of ground floor commercial,
  - 111-unit hotel
  - 207-stall private/public shared parking structure
  - 25-unit luxury residential condominiums
  - Basement level storage
  - Roof top amenities
- The north commercial space will be sold to the Fine Arts Studio. All other commercial spaces will be owned and managed by the city. While tenants are to be determined, units will be designed with grease traps and vent hoods in anticipation of some tenant spaces being used for restaurant users.
- The commercial spaced will include basement level storage, to optimize ground floor commercial space.
- The hotel will primarily wrap the east and north facades with the main door being oriented towards the corner of Highland Drive and Chambers Ave, completely screening the parking structure from the public, as viewed from the public right-of-way.
- The west façade will be ground floor commercial spaces oriented towards Millcreek Common. The upper floors facing Millcreek Common will be 'for sale' residential condominiums; also, completely screening the parking structure from the public, as viewed from Millcreek Common.
- The basement level of the parking structure will be designed for the residential condominiums, while the ground floor and all upper floors of the parking structure will be primarily shared between the public, commercial and hotel users.
- Access to the residential condominiums will be directly from Chambers Ave. Access to the shared public portion of the parking structure will be directly from Highland Drive via shared access near the southeast corner of the site.
- Portions of the rooftop space will be divided into two primary amenity spaces; a portion will be designed for the residential condominiums and the other for the hotel.
- All exterior materials will be comprised of durable earth tone brick, stone, architectural metal panel, composite materials as depicted on the elevation's plans.
- Windows shall constitute at least 50 percent of first story street-facing facades, and windows shall be at least 50 percent transparent. Windows constitute at least 25 percent of all upper story street-facing facades. The overall percentage of window glazing meets the minimum standard as prescribed by CCOZ.



- All exterior lighting will be designed to meet Millcreek's lighting standards and requirements as set forth by Millcreek's zoning and development codes.
- The building meets all prescribed height, setback and stepback requirements as set forth by the CCOZ and/or as allowed by the approved development agreement.
- Unified Fire has stated that they will have adequate access and utilities to respond to emergencies based on the proposed design. The fire department will also be required to review all applicable building permits in greater detail.
- Additional hydrants will be installed surrounding the site. A new storm water drainage system, new sewer line, and power service, including transformers, will be installed within the woonerf, in order to provide adequate utilities.

Exceptions: - The following exceptions were granted by the City Council:

- The internal drive aisles within the parking structure have been reduced from the standard 24 feet wide to 23'-8" due to shear wall widening (4").
- The overhang located along the east woonerf has been reduced from 10 feet to 5-7 feet due to drive aisle clearances along the woonerf and thus allowing larger vehicles to adequate access the woonerf.
- The building stepback along Highland Drive is reduced from 20 feet to five feet.

Public Outreach:

- An Open House for the site plan and conditional use permit was held July 7<sup>th</sup>, 2026.

## **CONCLUSIONS:**

---

Based on the findings listed above, the following conclusions can be made:

- The CCOZ-DA allows for some exceptions to the design standards. All exceptions have been made legislatively through the development agreement.
- The plans meet all requirements of the Development Agreement.
- The plans have been reviewed by staff and have been found to be substantially in compliance with all primary requirements set forth within Title 14 and 18 including CCOZ. Staff continue to work with the design team and other utility providers and agencies to finalize minor details.
- The building is being designed based on recommendations listed within the geotechnical study.
- No conditions detrimental have been identified; and therefore, no conditions of approval are warranted for this project.

## **RECOMMENDATIONS:**

---

**Staff Recommendation:** Based on the findings and conclusions listed above, Staff recommend that the Planning Commission approve the site plan and conditional use permit application #CUP-26-004, as presented, unless during the hearing facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff.

## **SUPPORTING DOCUMENTS**

---

- **Aerial Image**
- **Proposed Civil & Architectural Plans**

# Aerial Map

Woodland Ave

Woodlan



1335 E

Highland Dr

Subject  
Property

Chambers Ave



Highland Dr

3300 S

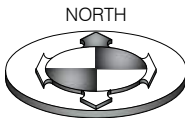
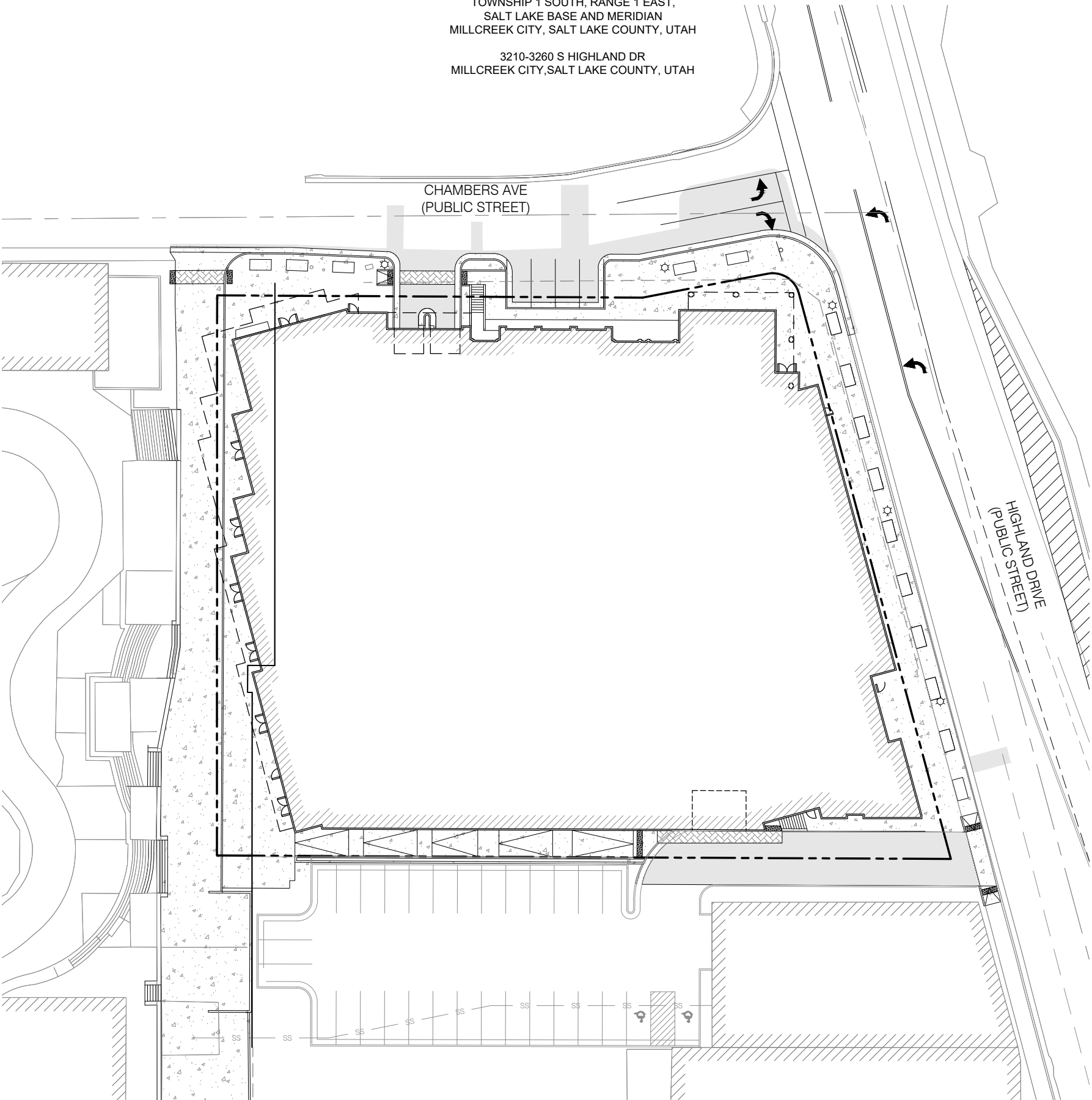
3300 S



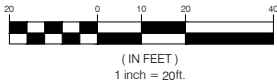
# MILLCREEK COMMON EAST

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 25,  
TOWNSHIP 1 SOUTH, RANGE 1 EAST,  
SALT LAKE BASE AND MERIDIAN  
MILLCREEK CITY, SALT LAKE COUNTY, UTAH

3210-3260 S HIGHLAND DR  
MILLCREEK CITY, SALT LAKE COUNTY, UTAH



GRAPHIC SCALE



VICINITY MAP  
N.T.S

OWNER/DEVELOPER:  
PEG PROPERTIES, LLC  
ROBERT SCHMIDT  
801-655-1998  
rschmidt@pegcompanies.com

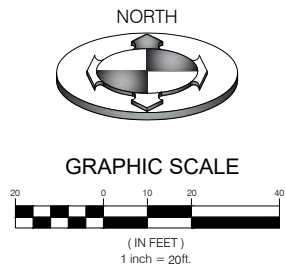
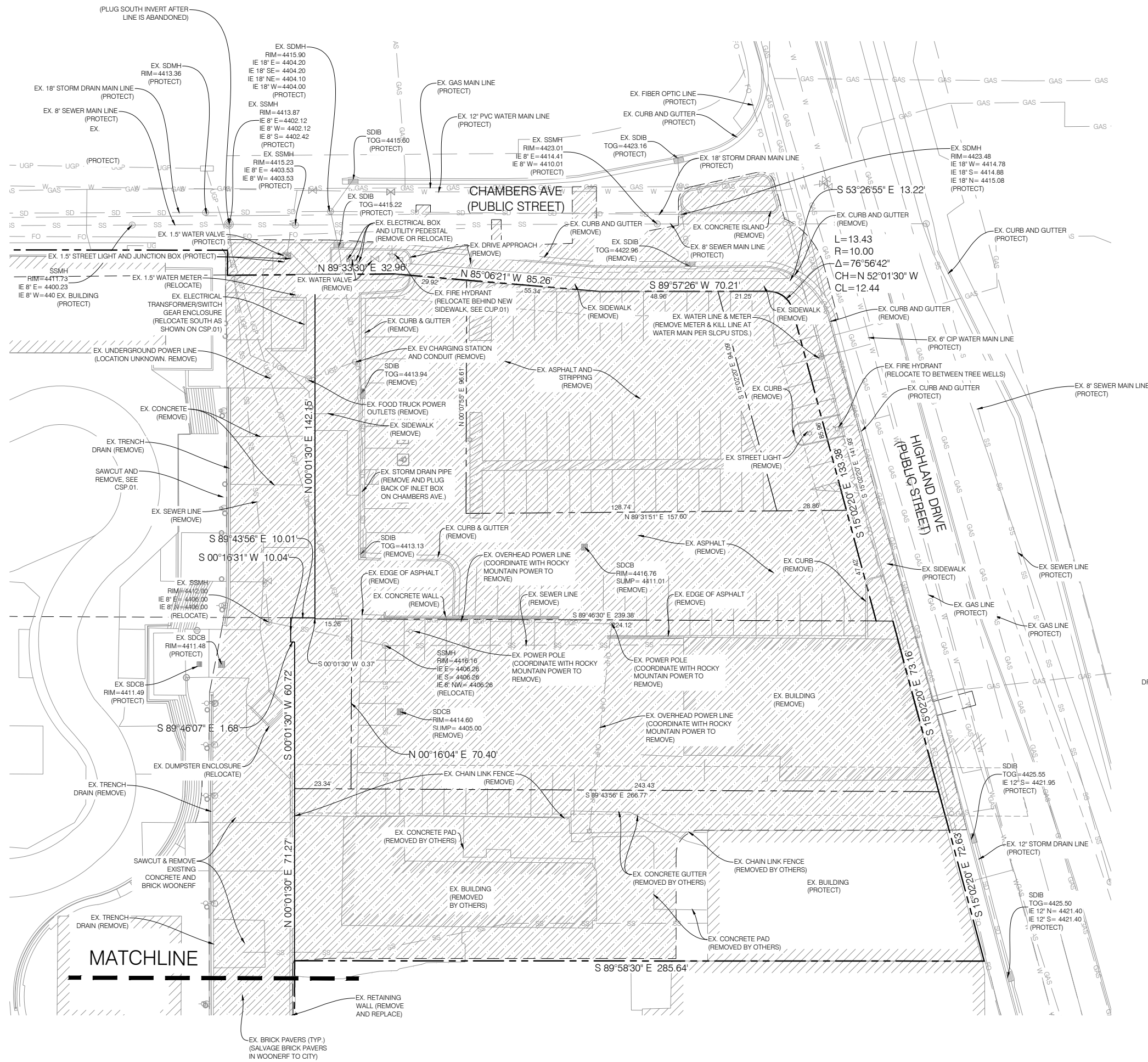
DRAWING INDEX

|        |                                               |
|--------|-----------------------------------------------|
| COVER  | COVER SHEET                                   |
| CGN.01 | GENERAL NOTES, LEGEND & ABBREVIATION          |
| CGN.02 | SALT LAKE CITY PUBLIC UTILITIES GENERAL NOTES |
| CDP.01 | DEMOLITION PLAN                               |
| CSP.01 | SITE PLAN                                     |
| CUP.01 | UTILITY PLAN                                  |
| CGD.01 | GRADING & DRAINAGE PLAN                       |
| CPP.01 | PLAN & PROFILE                                |
| CSS.01 | HIGHLAND/ CHAMBERS SIGNAGE & STRIPING PLAN    |
| CSS.02 | HIGHLAND/ 3300 SOUTH SIGNAGE & STRIPING PLAN  |
| CEP.01 | EROSION CONTROL PLAN                          |
| CEP.02 | EROSION CONTROL DETAILS                       |
| CDT.01 | DETAILS & NOTES                               |
| CDT.02 | DETAILS & NOTES                               |

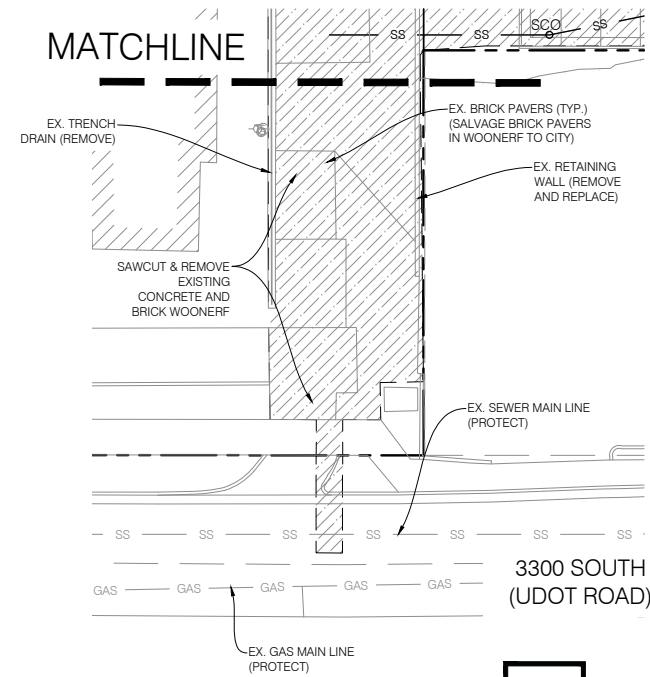
PRELIMINARY CIVIL PLANS  
NOT FOR CONSTRUCTION

**BENCHMARK  
ENGINEERING &  
LAND SURVEYING**  
9138 SOUTH STATE STREET SUITE # 100  
SANDY, UTAH 84070 (801) 542-7192  
www.benchmarkcivil.com

|                                                   |          |                                            |                  |                  |                     |
|---------------------------------------------------|----------|--------------------------------------------|------------------|------------------|---------------------|
| MILLCREEK COMMON                                  |          | DATE: 09/25/2025                           | DESIGN: JHO      | CHECK: JHO       | PROJECT NO: 2508142 |
| 3210 - 3260 S HIGHLAND DR<br>MILLCREEK CITY, UTAH |          | DATE: 09/25/2025                           | DATE: 12/09/2025 | DATE: 12/11/2025 | COVER               |
| No.                                               | DATE     | DESCRIPTION                                |                  |                  |                     |
| 1                                                 | 01/23/25 | REVISED PER MILLCREEK CITY COMMENTS        |                  |                  |                     |
| 2                                                 | 04/17/25 | REVISED PER NEW BUILDING FOOTPRINT         |                  |                  |                     |
| 3                                                 | 05/08/25 | REVISED PER SEWER PLAN & PROFILE DRAWING   |                  |                  |                     |
| 4                                                 | 06/17/25 | UTILITY PLAN AND PROFILE FOR MOID APPROVAL |                  |                  |                     |
| 5                                                 | 06/23/25 | REVISED PER MILLCREEK CITY COMMENTS        |                  |                  | 1 OF 14             |

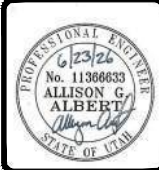


- NOTE:
1. SALVAGE PAVERS IN THE WOONERF TO THE CITY
  2. SALVAGE ALL SIGNS
  3. SALVAGE BICYCLE REPAIR STATION TO THE CITY
  4. SALVAGE EV CHARGING STATION TO THE CITY.



| DATE     | DESCRIPTION                                |
|----------|--------------------------------------------|
| 01/20/25 | REVISED PER MILLCREEK CITY COMMENTS        |
| 04/17/25 | REVISED PER NEW BUILDING FOOTPRINT         |
| 05/09/25 | REVISED PER SEWER PLAN & PROFILE DRAWING   |
| 06/10/25 | UTILITY PLAN AND PROFILE FOR ROAD APPROVAL |
| 06/25/25 | REVISED PER MILLCREEK CITY COMMENTS        |

SCALE MEASURES: HATCH ON FULL SIZE SHEETS  
AUGUST 2025 ASSUMES: PLAN REVISIONS SEE SHEETS

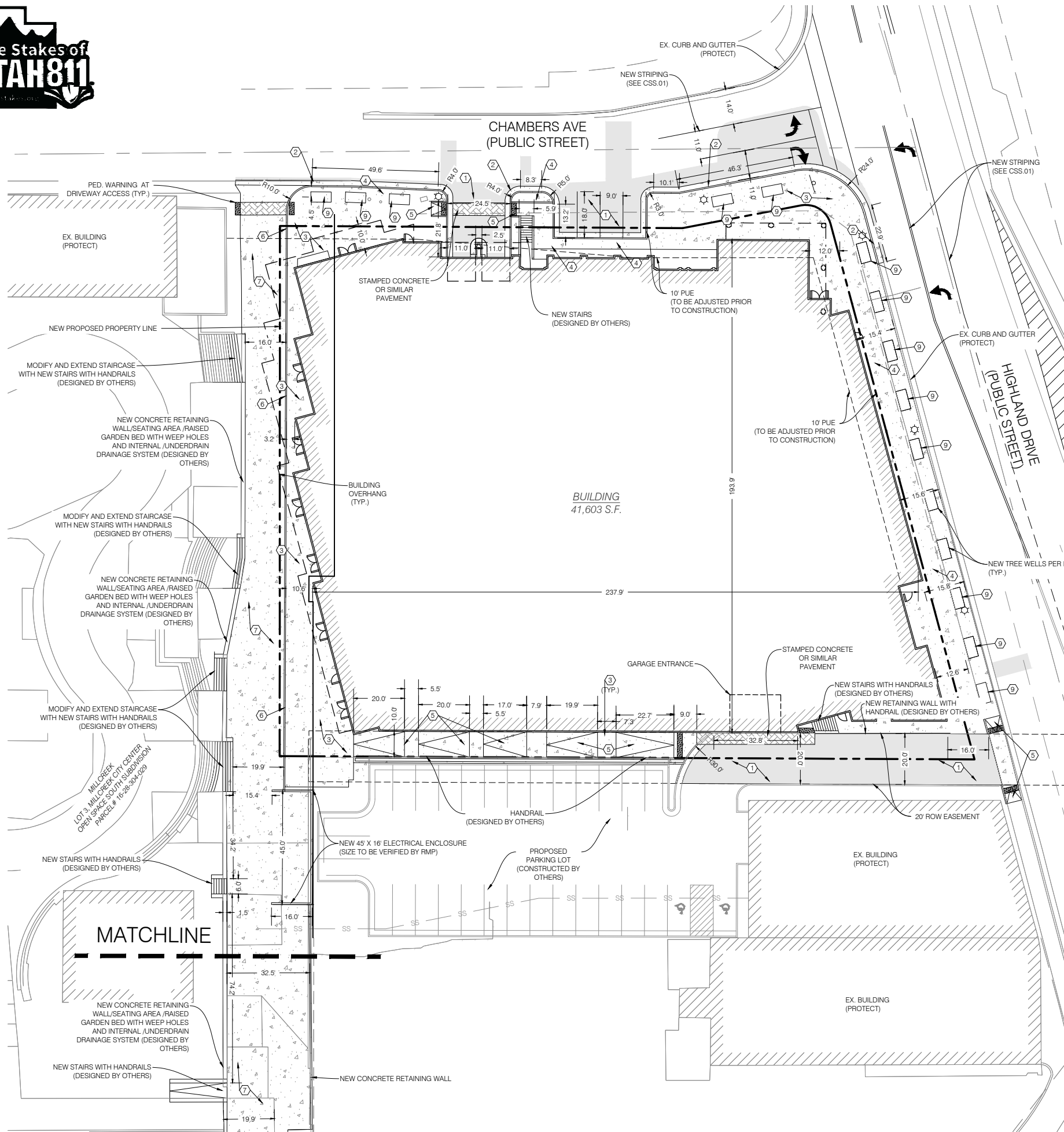


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**MILLCREEK COMMON**  
3210 - 3260 S HIGHLAND DR  
MILLCREEK CITY, UTAH

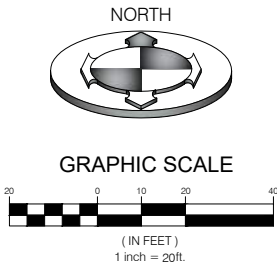






| AREA TABLE  |        |      |
|-------------|--------|------|
| PARTICULARS | S.F.   | %    |
| BUILDING    | 41,603 | 74.5 |
| HARDSCAPE   | 11,902 | 21.3 |
| LANDSCAPE   | 2,347  | 4.2  |
| TOTAL       | 55,852 | 100  |

| PARKING COUNT  |          |     |
|----------------|----------|-----|
| PARTICULARS    | PROVIDED |     |
|                | STANDARD | ADA |
| PARKING STALLS | 6        | 0   |
| TOTAL          | 6        |     |



| CONSTRUCTION KEY NOTE REFERENCE |                                                               |          |
|---------------------------------|---------------------------------------------------------------|----------|
| NO.                             | DESCRIPTION                                                   | DETAIL   |
| 1                               | ASPHALT PAVEMENT WITH GRANULAR BASE                           | 1/CDT.01 |
| 2                               | CONCRETE CURB AND GUTTER PER MILLCREEK STDS #140 "NO.1"       | 2/CDT.01 |
| 3                               | CONCRETE PAVEMENT WITH GRANULAR BASE                          | 1/CDT.01 |
| 4                               | SIDEWALK PER MILLCREEK STDS #145 "NO.1"                       | 3/CDT.01 |
| 5                               | ADA RAMP                                                      | 1/CDT.02 |
| 6                               | 6" WIDE CONCRETE RIBBON                                       |          |
| 7                               | CONCRETE PAVEMENT OR CITY APPROVED BRICK W. GRANULAR BASE (A) | 1/CDT.01 |
| 8                               | SAWCUT & REPLACE ASPHALT PER UDOT STDS.                       |          |
| 9                               | 4' X 8' TREE GRATE PER MILLCREEK CITY STDS.                   |          |

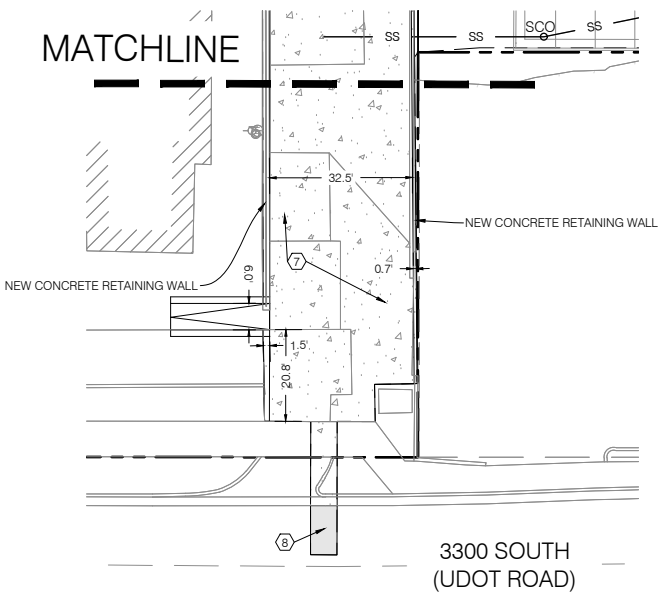
NOTE:  
SLOPE ACROSS THE ACCESSIBLE PARKING STALLS & ACCESS ISLE SHALL NOT EXCEED A 1:48 (2.00%) SLOPE. THE MAX GRADE DIFFERENCE BETWEEN THE ASPHALT SURFACE, ACCESSIBLE RAMP, AND SIDEWALK SHALL NOT EXCEED 1/4 INCH VERTICAL OR 1/2 INCH WHEN BEVELED. THE ACCESSIBLE MEANS OF EGRESS INCLUDING THE DRIVEWAY PORTION SHALL NOT EXCEED A SLOPE OF 1:20 (5.0%) & A CROSS SLOPE OF 1:48 (2.0%). ALL EXTERIOR DOORWAY ACCESS REQUIRE AN EXTERIOR LANDING 60 INCHES IN LENGTH WITH A SLOPE NOT EXCEEDING A 1:48 (2.0%) SLOPE

NOTE:  
ANY SIDEWALK, CURB, AND GUTTER ALONG THE PROPERTY FRONTAGE THAT IS DAMAGED OR DEFECTIVE OR DOES NOT MEET MILLCREEK STANDARDS SHALL BE REPLACED BY DEVELOPER DURING CONSTRUCTION.

NOTE:  
SAWCUT WIDTH, LOCATIONS AND TIE-IN ELEVATIONS TO EXISTING GRADE ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY LOCATION, EXTENT OF SAWCUTTING, AND TIE-IN SLOPES TO EXISTING GRADE PRIOR TO CONSTRUCTION. IT IS THE INTENT ON THESE PLANS THAT ALL PAVEMENT SHALL TIE INTO EXISTING GRADE PER SLOPES LISTED ON CGN.01 NOTE 70. SEE NOTES 66, 70, 82, & 83 ON CGN.01 FOR FURTHER DETAIL.

NOTE:  
ALL WORK WITHIN PUBLIC ROADS TO BE DONE IN STRICT ACCORDANCE WITH MILLCREEK CITY STANDARDS AND SPECIFICATIONS

NOTE (A)  
CONCRETE OR BRICK PATTERN, COLOR, AND MATERIAL TO BE CHOSEN AND APPROVED BY OWNERS AND CITY PRIOR TO FABRICATION OR CONSTRUCTION.



Blue Stakes of UTAH811

PROJECT NO. 2508142

SITE PLAN

CSP.01  
5 OF 14

DATE: 01/22/25

REVISION: 1

DATE: 04/17/25

REVISION: 2

DATE: 05/09/25

REVISION: 3

DATE: 06/17/25

REVISION: 4

DATE: 06/22/25

REVISION: 5

DESIGNER: JHO

CHECKED: TF

DATE: 12/12/2025

DRAWN BY: 2508142 SITE

SCALE: MEASURES - HATCH ON FULL SIZE SHEETS

ADJUST ACCORDING TO PAPERED SHEETS

PROFESSIONAL ENGINEER

No. 11366633

ALLISON G. ALBERT

STATE OF UTAH

BENCHMARK

ENGINEERING & LAND SURVEYING

9138 SOUTH STATE STREET SUITE #100

SANDY, UTAH 84070 (801) 542-7192

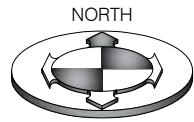
www.benchmarkcivil.com

MILLCREEK COMMON

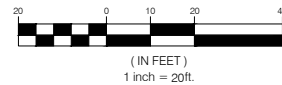
3210 - 3260 S HIGHLAND DR

MILLCREEK CITY, UTAH

CHAMBERS AVE  
(PUBLIC STREET)



GRAPHIC SCALE



### CONSTRUCTION KEY NOTE REFERENCE

| NO. | DESCRIPTION                                                | DETAIL   |
|-----|------------------------------------------------------------|----------|
| 1   | 3" WATER METER & VAULT PER APWA #523                       |          |
| 2   | 3" POLY WATER SERVICE LINE                                 |          |
| 3   | 6" PVC SDR-35 SEWER LATERAL @ 1.0% MIN. PER APWA STDS #431 |          |
| 4   | SEWER CLEAN OUT PER APWA STDS #431                         |          |
| 5   | 8" PVC SDR-35 SEWER MAIN                                   |          |
| 6   | 8" PVC C-900 WATER SERVICE MAIN                            |          |
| 7   | 5" SSMH PER APWA STDS. #341                                |          |
| 8   | 4" SSMH PER APWA STDS. #341                                |          |
| 9   | GREASE TRAP PER APWA #441                                  |          |
| 10  | TRENCH SECTION PER MILLCREEK STDS #240                     | 5/COT.01 |
| 11  | 6" PVC C-900 FIRELINE                                      |          |
| 12  | THRUST BLOCK PER NFPA STDS.                                |          |
| 13  | GATE VALVE PER SLCPU STDS. (MATCH PIPE DIAMETER)           |          |
| 14  | FIRE HYDRANT PER SLCPU STDS.                               |          |

NOTE:  
PRIOR TO FABRICATION OR CONSTRUCTION, BEGIN AT THE LOW END OF ALL GRAVITY UTILITY LINES AND VERIFY THE INVERT ELEVATION OF THE POINT OF CONNECTION. NOTIFY ENGINEER FOR REDESIGN IF CONNECTION POINT IS HIGHER THAN SHOWN OR IF ANY UTILITY CONFLICTS OCCUR. GRAVITY CONNECTIONS MUST BE DONE PRIOR TO BUILDING FOOTINGS AND ROUGH PLUMBING ARE CONSTRUCTED.

EXISTING UTILITIES NOTE:  
EXISTING UTILITIES HAVE BEEN NOTED TO THE BEST OF ENGINEERS KNOWLEDGE, HOWEVER IT IS THE OWNERS AND CONTRACTOR'S RESPONSIBILITY TO LOCATE UTILITIES IN FIELD. POTHOLE TO IDENTIFY ANY CONFLICTS BEFORE ANY PIPE INSTALLATION. NOTIFY ENGINEER IF DISCREPANCIES OR CONFLICTS EXIST PRIOR TO CONTINUING ANY CONSTRUCTION.

NOTE A: (A)  
12" OF VERTICAL SEPARATION AND 3' HORIZONTAL SEPARATION REQUIRED BETWEEN STORM AND WATER LINES. LOOP WATER MAIN IF IN CONFLICT.

NOTE B: (B)  
18" OF VERTICAL SEPARATION AND 10' OF HORIZONTAL SEPARATION REQUIRED BETWEEN SEWER AND WATER LINES. CONTACT ENGINEER FOR REDESIGN IF NECESSARY

NOTE C: (C)  
12" OF VERTICAL SEPARATION AND 5' OF HORIZONTAL SEPARATION REQUIRED BETWEEN SEWER AND STORM. CONTACT ENGINEER FOR REDESIGN IF NECESSARY.

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MILLCREEK CITY, UTAH

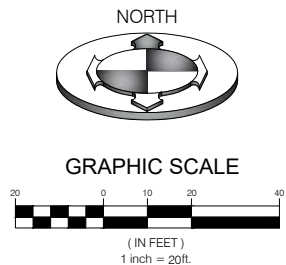
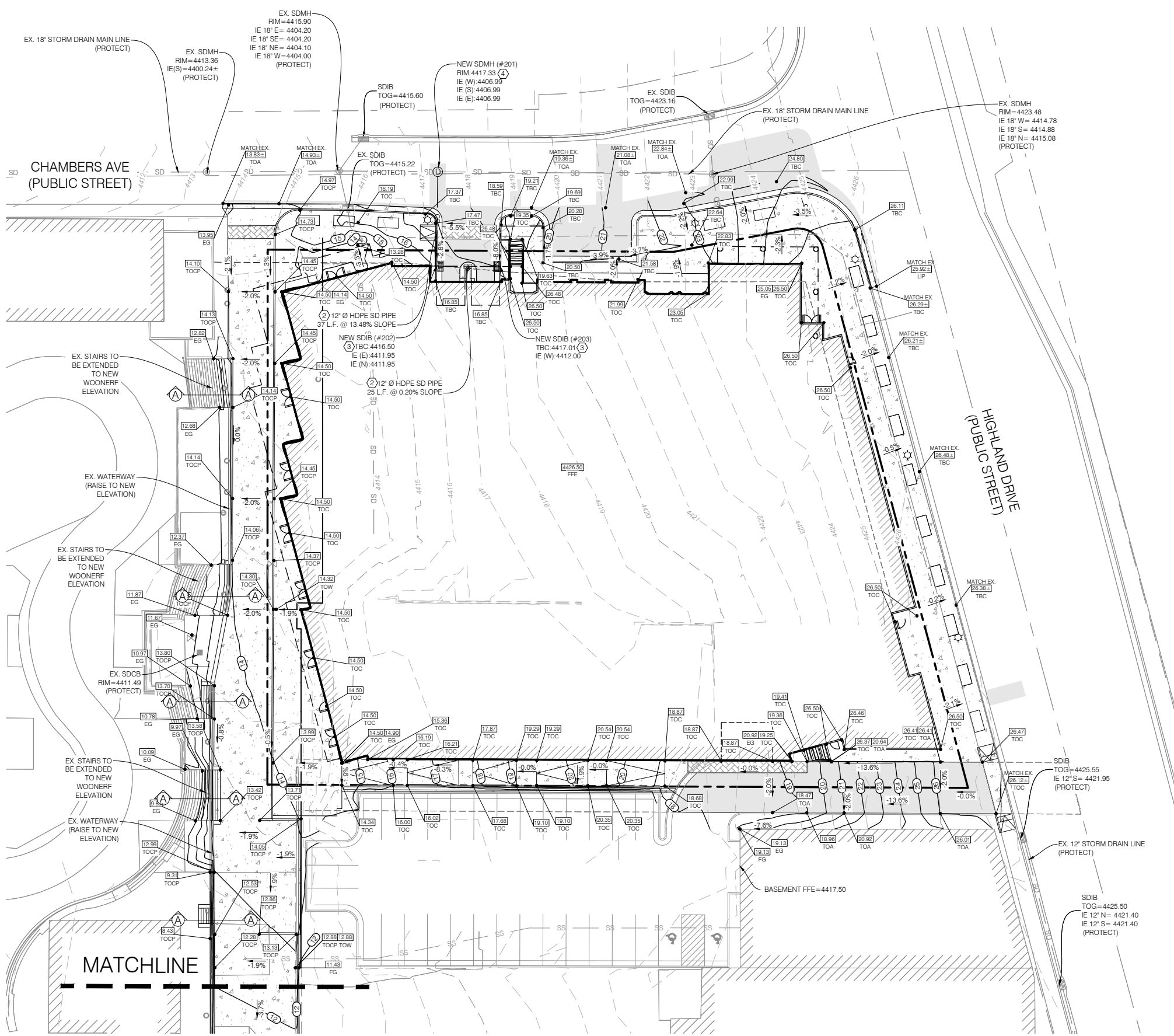
PROJECT NO. 2508142

UTILITY  
PLAN

CUP.01  
6 OF 14







| GRADING AND DRAINAGE KEY NOTE REFERENCE |                                             |          |
|-----------------------------------------|---------------------------------------------|----------|
| NO.                                     | DESCRIPTION                                 | DETAIL   |
| ①                                       | GRADE SITE TO ELEVATIONS SHOWN ON PLAN      |          |
| ②                                       | 12" DIAMETER HDPE ADS N-12 STORM DRAIN LINE |          |
| ③                                       | STORM DRAIN INLET BOX                       | 4/CDT.01 |
| ④                                       | STORM DRAIN MANHOLE                         |          |

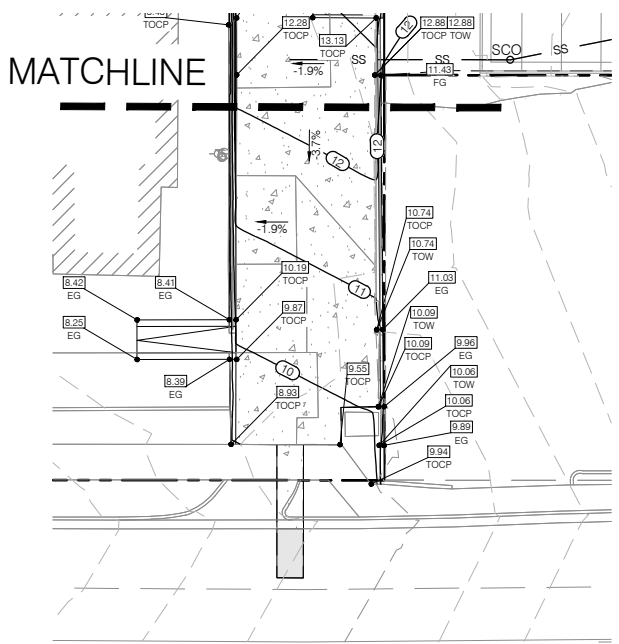
ALL HDPE/RCP CLASS III PIPE TO HAVE SOIL TIGHT JOINTS

EXISTING UTILITIES NOTE:  
EXISTING UTILITIES HAVE BEEN NOTED TO THE BEST OF ENGINEERS KNOWLEDGE, HOWEVER IT IS THE OWNER'S AND CONTRACTOR'S RESPONSIBILITY TO LOCATE UTILITIES IN FIELD. POT HOLE TO IDENTIFY ANY CONFLICTS BEFORE ANY PIPE INSTALLATION. NOTIFY ENGINEER IF DISCREPANCIES OR CONFLICTS EXIST PRIOR TO CONTINUING ANY CONSTRUCTION.

NOTE:  
PRIOR TO FABRICATION OR CONSTRUCTION, BEGIN AT THE LOW END OF ALL GRAVITY UTILITY LINES AND VERIFY THE INVERT ELEVATION OF THE POINT OF CONNECTION. NOTIFY ENGINEER FOR REDESIGN IF CONNECTION POINT IS HIGHER THAN SHOWN OR IF ANY UTILITY CONFLICTS OCCUR. GRAVITY CONNECTIONS MUST BE DONE PRIOR TO BUILDING FOOTINGS AND ROUGH PLUMBING ARE CONSTRUCTED.

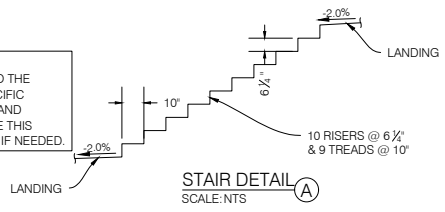
SURVEY CONTROL NOTE:  
THE CONTRACTOR OR SURVEYOR PERFORMING THE CONSTRUCTION SURVEYING SHALL BE RESPONSIBLE TO PROVIDE CONSTRUCTION LAYOUT PER THE APPROVED PLANS ONLY. THE SURVEYOR SHALL ALSO BE RESPONSIBLE FOR VERIFYING HORIZONTAL CONTROL FROM THE SURVEY MONUMENTS AND FOR VERIFYING ANY ADDITIONAL CONTROL POINTS SHOWN ON THE SURVEY OR IMPROVEMENTS PLANS OR ON ELECTRONIC DATA PROVIDED BY BENCHMARK ENGINEERING AND LAND SURVEYING. THE SURVEYOR SHALL ALSO USE THE BENCHMARKS AS SHOWN ON THE PLAN, AND VERIFY THEM AGAINST NO LESS THAN THREE EXISTING HARD IMPROVEMENT ELEVATIONS INCLUDED ON THESE PLANS OR ON ELECTRONIC DATA PROVIDED BY BENCHMARK ENGINEERING AND LAND SURVEYING. IF ANY DISCREPANCIES ARE ENCOUNTERED, THE SURVEYOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND RESOLVE THE DISCREPANCIES BEFORE PROCEEDING WITH ANY CONSTRUCTION SURVEYING. IT IS ALSO THE RESPONSIBILITY OF THE SURVEYOR TO VERIFY ANY ELECTRONIC DATA WITH THE APPROVED STAMPED AND SIGNED PLANS AND NOTIFY THE ENGINEER WITH ANY DISCREPANCIES.

NOTE:  
SAWCUT WIDTH, LOCATIONS AND TIE-IN ELEVATIONS TO EXISTING GRADE ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY LOCATION, EXTENT OF SAWCUTTING, AND TIE-IN SLOPES TO EXISTING GRADE PRIOR TO CONSTRUCTION. IT IS THE INTENT ON THESE PLANS THAT ALL PAVEMENT SHALL TIE INTO EXISTING GRADE PER SLOPES LISTED ON CGN.01 NOTE 70. SEE NOTES 66, 70, 82, & 83 ON CGN.01 FOR FURTHER DETAIL.



BENCHMARK:  
THE BENCHMARK FOR THIS SURVEY IS THE FOUND BRASS CAP AT THE WEST QUARTER CORNER OF SECTION 28, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN. ELEVATION = 4417.74'

NOTE:  
THIS DETAIL IS A GENERIC DETAIL AND NOT SPECIFIC TO THE PROJECT SPECIFICATIONS. FOLLOW ALL PROJECT SPECIFIC INFORMATION SHOWN ON THE SITE, UTILITY, GRADING AND DRAINAGE PLANS THAT INCORPORATE AND REFERENCE THIS DETAIL. CONTACT ENGINEER FOR FURTHER DIRECTION IF NEEDED.



DESCRIPTION  
REVISED PER MILLCREEK CITY COMMENTS  
REVISED PER NEW BUILDING FOOTPRINT  
REVISED PER SEWER PLAN & PROFILE DRAWING  
UTILITY PLAN AND PROFILE FOR BOID APPROVAL  
REVISED PER MILLCREEK CITY COMMENTS

DATE  
01/20/26  
04/17/26  
05/06/26  
06/10/26  
06/23/26

FAC  
JHO  
TF  
12/12/2025  
2508142 SITE

SCALE MEASURES - INCH ON FULL SIZE SHEETS  
ADJUST ACCORDINGLY FOR REDUCED SIZE SHEETS

PROFESSIONAL ENGINEER  
No. 11366633  
ALLISON G. ALBERT  
STATE OF UTAH

**BENCHMARK ENGINEERING & LAND SURVEYING**  
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**BENCHMARK CIVIL**

MILLCREEK COMMON

3210 - 3260 S HIGHLAND DR  
MILLCREEK CITY, UTAH

PROJECT NO. 2508142

**GRADING & DRAINAGE PLAN**

CGD.01  
7 OF 14



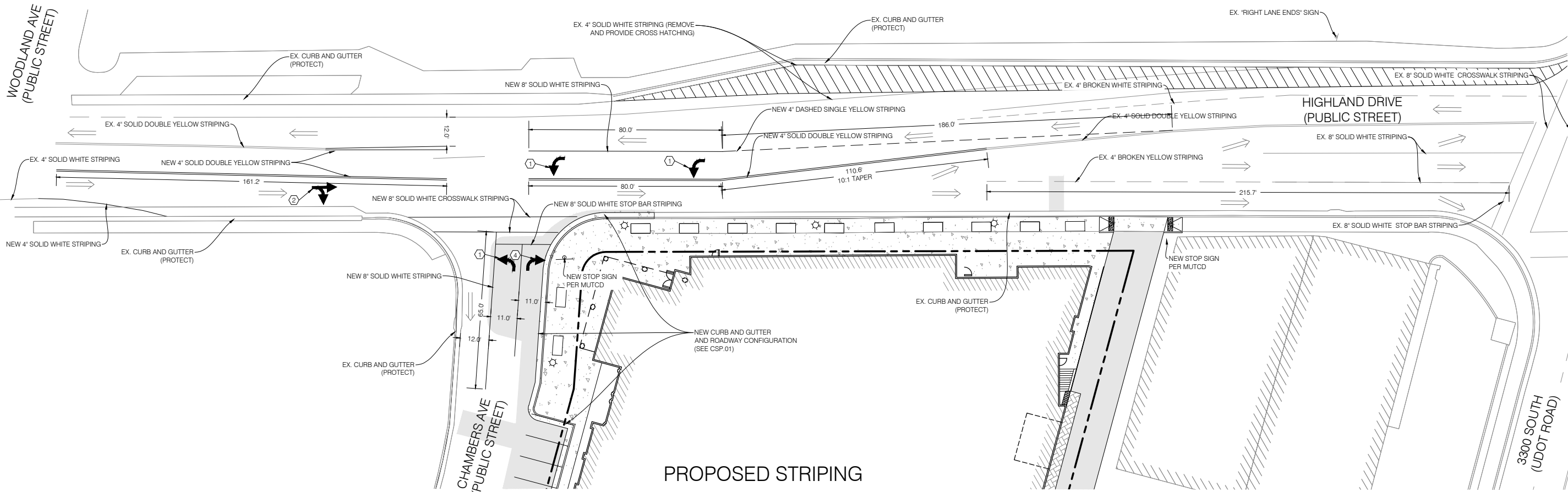
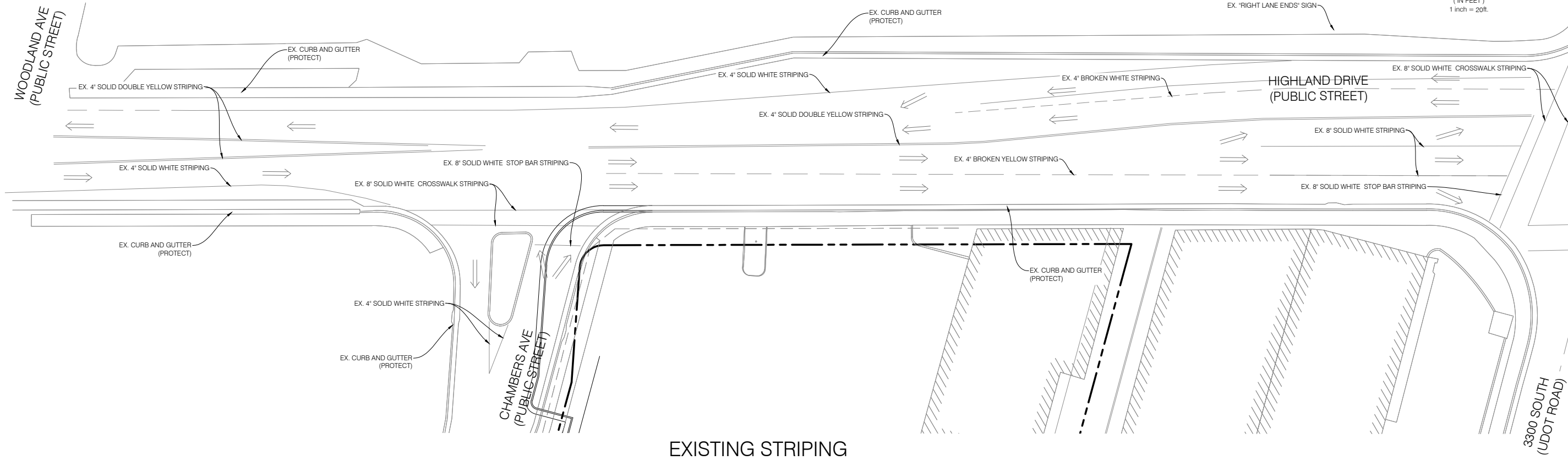
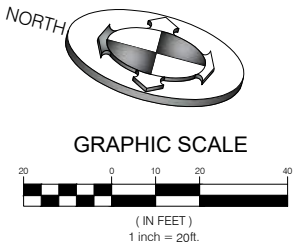
NOTE:  
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NOTE:  
ANY SIDEWALK, CURB, AND GUTTER ALONG THE PROPERTY FRONTAGE THAT IS DAMAGED OR DEFECTIVE OR DOES NOT MEET MILLCREEK STANDARDS SHALL BE REPLACED BY DEVELOPER DURING CONSTRUCTION.

NOTE:  
ALL WORK WITHIN PUBLIC ROADS TO BE DONE IN STRICT ACCORDANCE WITH MILLCREEK CITY STANDARDS AND SPECIFICATIONS

→ DENOTES TRAFFIC FLOW DIRECTION  
(FOR REFERENCE ONLY, NOT TO BE STRIPED)

| CONSTRUCTION KEY NOTE REFERENCE |                                     |        |
|---------------------------------|-------------------------------------|--------|
| NO.                             | DESCRIPTION                         | DETAIL |
| ①                               | LEFT TURN ARROW PER MUTCD           |        |
| ②                               | RIGHT TURN/STRAIGHT ARROW PER MUTCD |        |
| ③                               | LEFT/RIGHT TURN ARROW PER MUTCD     |        |
| ④                               | RIGHT TURN ARROW PER MUTCD          |        |



| REVISION |          | DATE                                       | DESCRIPTION |
|----------|----------|--------------------------------------------|-------------|
| 1        | 01/22/25 | REVISED PER MILLCREEK CITY COMMENTS        |             |
| 2        | 04/17/25 | REVISED PER NEW BUILDING FOOTPRINT         |             |
| 3        | 05/09/25 | REVISED PER SEWER PLAN & PROFILE DRAWING   |             |
| 4        | 06/17/25 | UTILITY PLAN AND PROFILE FOR ROAD APPROVAL |             |
| 5        | 06/22/25 | REVISED PER MILLCREEK CITY COMMENTS        |             |

SCALE MEASURES - INCH ON FULL SIZE SHEETS  
ADJUST PROPORTIONS FOR REDUCED SIZE SHEETS



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**MILLCREEK COMMON**

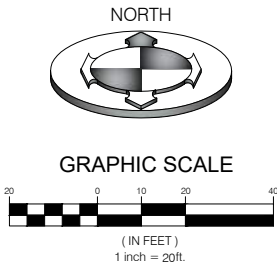
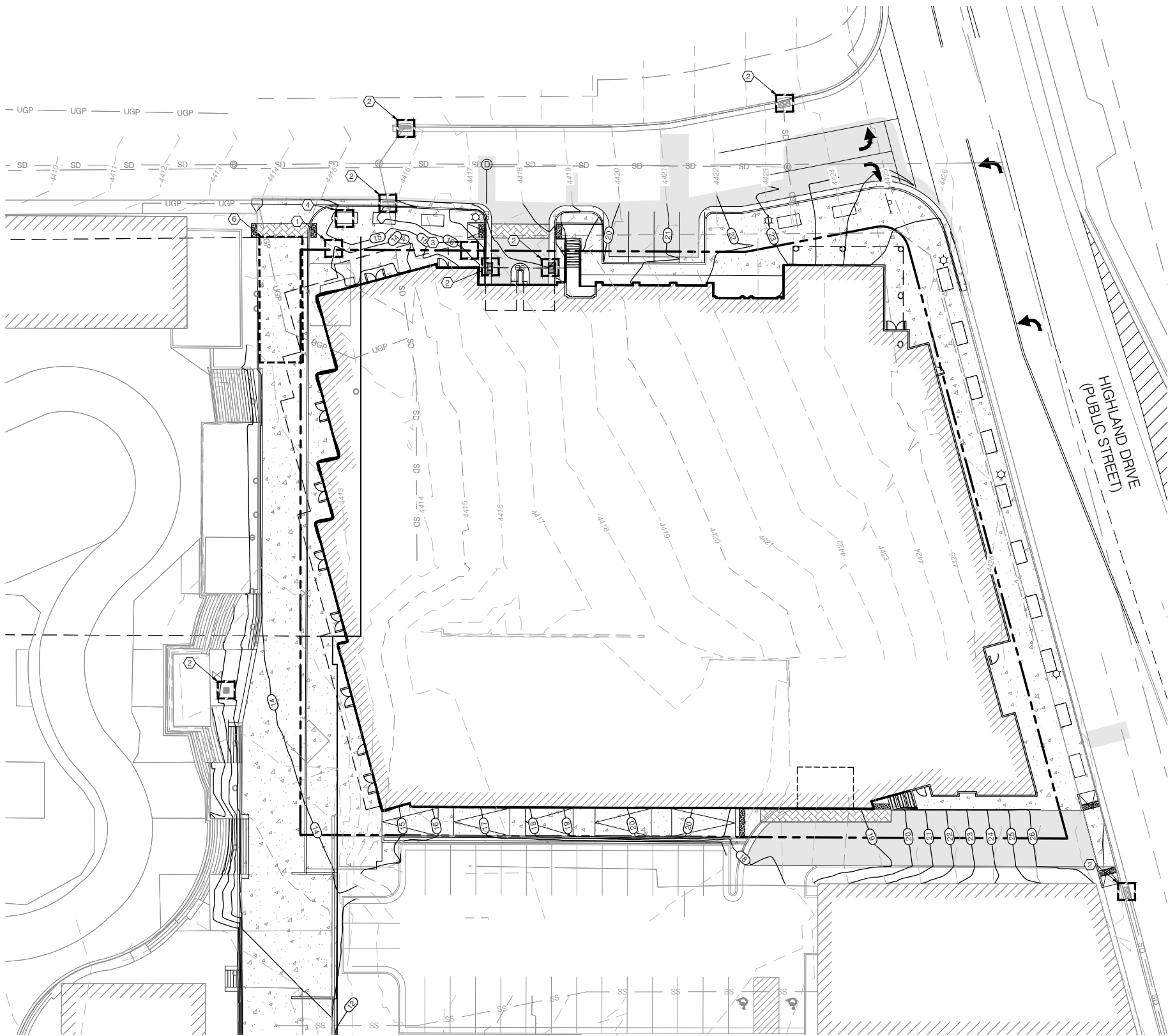
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MILLCREEK CITY, UTAH

PROJECT NO. 2508142

**SIGNAGE  
& STRIPING  
PLAN**

CSS.01  
9 OF 14





| SWPPP KEY NOTES REFERENCE                                                                                                                                   |                                 |          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------|
| PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS. |                                 |          |
| NO                                                                                                                                                          | DESCRIPTION                     | DETAIL   |
| 1                                                                                                                                                           | CONCRETE WASTE MANAGEMENT       | 1/CEP.02 |
| 2                                                                                                                                                           | INLET PROTECTION WATLINE        | 2/CEP.02 |
| 3                                                                                                                                                           | MATERIALS STORAGE               | 3/CEP.02 |
| 4                                                                                                                                                           | PORTABLE TOILETS                | 4/CEP.02 |
| 5                                                                                                                                                           | SILT FENCE                      | 6/CEP.02 |
| 6                                                                                                                                                           | TEMPORARY CONSTRUCTION ENTRANCE | 7/CEP.02 |

NOTE:  
CONTRACTOR SHALL INSTALL EROSION CONTROLS (SILT FENCES, STRAW BALES, ETC) AS REQUIRED BY REGULATORY AGENCIES. SAID CONTROLS SHALL BE INSTALLED IN ACCORDANCE WITH AGENCY STANDARDS AND FOLLOWING BEST MANAGEMENT PRACTICES FOR ACTUAL PLACEMENT ON SITE. STRAW BALES SHOWN ON THESE DRAWINGS ARE INTENDED AS A MINIMUM REQUIREMENT. ADDITIONAL CONTROLS REQUESTED BY AGENCY INSPECTORS SHALL BE REQUIRED. DUST CONTROL SHALL BE PROVIDED AT ALL TIMES, AT THE CONTRACTOR'S EXPENSE, TO MINIMIZE ANY DUST NUISANCE AND SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.



| DRAWN BY |            | FAC |            | DATE |            | DESCRIPTION |            |
|----------|------------|-----|------------|------|------------|-------------|------------|
| 1        | 12/12/2025 | 1   | 12/12/2025 | 1    | 12/12/2025 | 1           | 12/12/2025 |
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| 82       | 12/12/2025 | 82  | 12/12/2025 | 82   | 12/12/2025 | 82          | 12/12/2025 |
| 83       | 12/12/2025 | 83  | 12/12/2025 | 83   | 12/12/2025 | 83          | 12/12/2025 |
| 84       | 12/12/2025 | 84  | 12/12/2025 | 84   | 12/12/2025 | 84          | 12/12/2025 |
| 85       | 12/12/2025 | 85  | 12/12/2025 | 85   | 12/12/2025 | 85          | 12/12/2025 |
| 86       | 12/12/2025 | 86  | 12/12/2025 | 86   | 12/12/2025 | 86          | 12/12/2025 |
| 87       | 12/12/2025 | 87  | 12/12/2025 | 87   | 12/12/2025 | 87          | 12/12/2025 |
| 88       | 12/12/2025 | 88  | 12/12/2025 | 88   | 12/12/2025 | 88          | 12/12/2025 |
| 89       | 12/12/2025 | 89  | 12/12/2025 | 89   | 12/12/2025 | 89          | 12/12/2025 |
| 90       | 12/12/2025 | 90  | 12/12/2025 | 90   | 12/12/2025 | 90          | 12/12/2025 |
| 91       | 12/12/2025 | 91  | 12/12/2025 | 91   | 12/12/2025 | 91          | 12/12/2025 |
| 92       | 12/12/2025 | 92  | 12/12/2025 | 92   | 12/12/2025 | 92          | 12/12/2025 |
| 93       | 12/12/2025 | 93  | 12/12/2025 | 93   | 12/12/2025 | 93          | 12/12/2025 |
| 94       | 12/12/2025 | 94  | 12/12/2025 | 94   | 12/12/2025 | 94          | 12/12/2025 |
| 95       | 12/12/2025 | 95  | 12/12/2025 | 95   | 12/12/2025 | 95          | 12/12/2025 |
| 96       | 12/12/2025 | 96  | 12/12/2025 | 96   | 12/12/2025 | 96          | 12/12/2025 |
| 97       | 12/12/2025 | 97  | 12/12/2025 | 97   | 12/12/2025 | 97          | 12/12/2025 |
| 98       | 12/12/2025 | 98  | 12/12/2025 | 98   | 12/12/2025 | 98          | 12/12/2025 |
| 99       | 12/12/2025 | 99  | 12/12/2025 | 99   | 12/12/2025 | 99          | 12/12/2025 |
| 100      | 12/12/2025 | 100 | 12/12/2025 | 100  | 12/12/2025 | 100         | 12/12/2025 |



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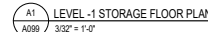
MILLCREEK COMMON

3210 - 3260 S HIGHLAND DR  
MILLCREEK CITY, UTAH

PROJECT NO. 2508142

EROSION CONTROL PLAN

CEP.01  
10 OF 14



|                                        |           |
|----------------------------------------|-----------|
| 9' x 18' - GYM PARKING                 | 29        |
| 9' x 18' - STALL ADA 108" LEFT ACCESS  | 1         |
| 9' x 18' - STALL ADA 108" RIGHT ACCESS | 1         |
| <b>TOTAL</b>                           | <b>31</b> |

|                |           |
|----------------|-----------|
| LEVEL 0 RETAIL |           |
| RETAIL         | 2,698 SF  |
| RETAIL         | 3,516 SF  |
| RETAIL         | 2,738 SF  |
| RETAIL         | 2,366 SF  |
| TOTAL          | 11,318 SF |

| GUESTROOM MATRIX... |    |
|---------------------|----|
| NAME                | OT |

|            |   |
|------------|---|
| QQSS       | 8 |
| QQSS-M     | 1 |
| QQSSA-T    | 1 |
| 39         |   |
| TOTAL: 111 |   |

D

**beecherwalker**  
Architecture/Interiors  
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f. 801.438.9501 | HOLLADAY, UTAH 84121  
BEECHERWALKER.COM

DRAWING NUMBER

A099









**PARKING SCHEDULE**

| STALL TYPE                             | AMOUNT |
|----------------------------------------|--------|
| LEVEL 0 RETAIL                         |        |
| 8' x 16' COMPACT                       | 6      |
| 9' x 18' - 90 DEGREE                   | 42     |
| 9' x 18' - STALL ADA 80' LEFT ACCESS   | 1      |
| 9' x 18' - STALL ADA 80' RIGHT ACCESS  | 2      |
| 9' x 18' - STALL ADA 108' RIGHT ACCESS | 2      |
| EV                                     | 1      |
| 9' x 18' - STALL ADA NO ACCESS EV      | 1      |
| 9' x 18' ELECTRIC VEHICLE              | 11     |
|                                        | 64     |
| LEVEL 1 PARKING & CONDOS               |        |
| 8' x 16' COMPACT                       | 4      |
| 8' x 22' - PARALLEL                    | 3      |
| 9' x 18' - 90 DEGREE                   | 31     |
| 9' x 18' - STALL ADA 80' RIGHT ACCESS  | 2      |
| 9' x 18' - STALL ADA NO ACCESS         | 2      |
| 9' x 18' ELECTRIC VEHICLE              | 4      |
|                                        | 45     |
| LEVEL 2 PARKING & CONDOS               |        |
| 8' x 16' COMPACT                       | 5      |
| 9' x 18' - 90 DEGREE                   | 41     |
|                                        | 46     |
| LEVEL 3 PARKING                        |        |
| 8' x 16' COMPACT                       | 6      |
| 9' x 18' - 90 DEGREE                   | 38     |
|                                        | 44     |
| LEVEL 4 PARKING                        |        |
| 8' x 16' COMPACT                       | 1      |
| 9' x 18' - 90 DEGREE                   | 7      |
|                                        | 8      |
| TOTAL                                  | 207    |

**GYM PARKING SCHEDULE**

| STALL TYPE                             | AMOUNT |
|----------------------------------------|--------|
| 9' x 18' - GYM PARKING                 | 29     |
| 9' x 18' - STALL ADA 108' LEFT ACCESS  | 1      |
| 9' x 18' - STALL ADA 108' RIGHT ACCESS | 1      |
| TOTAL                                  | 31     |

**BOH SCHEDULE**

| NAME                     | AREA     |
|--------------------------|----------|
| LEVEL 1 PARKING & CONDOS |          |
| KITCHEN                  | 232 SF   |
| LAUNDRY                  | 60 SF    |
| BREAKROOM                | 193 SF   |
| BATHROOM                 | 73 SF    |
| FIRE RISER               | 32 SF    |
| MECH                     | 195 SF   |
| GM                       | 130 SF   |
|                          | 1,460 SF |
| LEVEL 2 PARKING & CONDOS |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/TRASH                | 60 SF    |
| COMPUTER                 | 70 SF    |
| ELEC.                    | 15 SF    |
|                          | 467 SF   |
| LEVEL 3 PARKING          |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/TRASH                | 60 SF    |
| COMPUTER                 | 70 SF    |
| ELEC.                    | 15 SF    |
|                          | 467 SF   |
| LEVEL 4 PARKING          |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/TRASH                | 60 SF    |
| ELEC.                    | 15 SF    |
| COMPUTER                 | 70 SF    |
|                          | 467 SF   |
| LEVEL 5                  |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/TRASH                | 60 SF    |
| STORAGE                  | 70 SF    |
| ELEC.                    | 15 SF    |
| POOL EQUIPMENT           | 140 SF   |
| ROOM                     | 607 SF   |
| TOTAL                    | 3,469 SF |

**RETAIL SCHEDULE**

| NAME           | AREA      |
|----------------|-----------|
| LEVEL 0 RETAIL |           |
| RETAIL         | 2,698 SF  |
| RETAIL         | 3,516 SF  |
| RETAIL         | 2,738 SF  |
| RETAIL         | 12,369 SF |
| TOTAL          | 11,318 SF |

**CONDO SCHEDULE**

| NAME                     | AREA      |
|--------------------------|-----------|
| LEVEL 1 PARKING & CONDOS |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
|                          | 8,443 SF  |
| LEVEL 2 PARKING & CONDOS |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
|                          | 8,443 SF  |
| LEVEL 3 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
|                          | 8,443 SF  |
| LEVEL 4 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
|                          | 8,443 SF  |
| LEVEL 5 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
|                          | 8,443 SF  |
| TOTAL                    | 42,215 SF |

**GUESTROOM MATRIX...**

| NAME                     | QTY |
|--------------------------|-----|
| LEVEL 1 PARKING & CONDOS |     |
| KSS                      | 4   |
| KSS-C                    | 1   |
| QOSS                     | 5   |
| QOSS-M                   | 1   |
| QOSSA-R                  | 1   |
|                          | 12  |
| LEVEL 2 PARKING & CONDOS |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSS-M                   | 1   |
| QOSSA-T                  | 1   |
|                          | 20  |
| LEVEL 3 PARKING          |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSS-M                   | 1   |
| QOSSA-T                  | 1   |
|                          | 20  |
| LEVEL 4 PARKING          |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSS-M                   | 1   |
| QOSSA-T                  | 1   |
|                          | 20  |
| LEVEL 5                  |     |
| KSS                      | 24  |
| KSS-C                    | 2   |
| KSS-M                    | 1   |
| KSSA-M                   | 1   |
| KSSA-T                   | 1   |
| QOSS                     | 8   |
| QOSS-M                   | 1   |
| QOSSA-T                  | 1   |
|                          | 39  |
| TOTAL                    | 111 |

MILLCREEK COMMON EAST  
3210 SOUTH HIGHLAND DRIVE  
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PROJECT NUMBER  
955-2501  
DWG BY  
Author  
CHKD BY  
Checker  
SCHEMATIC DESIGN

LEVEL 1 FLOOR PLAN

DRAWING NUMBER

**A101**

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| PARKING SCHEDULE                       |        |
|----------------------------------------|--------|
| STALL TYPE                             | AMOUNT |
| LEVEL 0 RETAIL                         |        |
| 8' x 16' COMPACT                       | 6      |
| 9' x 18' - 90 DEGREE                   | 42     |
| 9' x 18' - STALL ADA 80' LEFT ACCESS   | 1      |
| 9' x 18' - STALL ADA 80' RIGHT ACCESS  | 2      |
| 9' x 18' - STALL ADA 108' RIGHT ACCESS | 1      |
| EV                                     | 1      |
| 9' x 18' - STALL ADA NO ACCESS         | 1      |
| 9' x 18' ELECTRIC VEHICLE              | 11     |
| 64                                     | 64     |
| LEVEL 1 PARKING & CONDOS               |        |
| 8' x 16' COMPACT                       | 4      |
| 9' x 18' - 90 DEGREE                   | 31     |
| 9' x 18' - STALL ADA 80' RIGHT ACCESS  | 2      |
| 9' x 18' - STALL ADA NO ACCESS         | 1      |
| 9' x 18' ELECTRIC VEHICLE              | 4      |
| 45                                     | 45     |
| LEVEL 2 PARKING & CONDOS               |        |
| 8' x 16' COMPACT                       | 5      |
| 9' x 18' - 90 DEGREE                   | 41     |
| 46                                     | 46     |
| LEVEL 3 PARKING                        |        |
| 8' x 16' COMPACT                       | 6      |
| 9' x 18' - 90 DEGREE                   | 38     |
| 44                                     | 44     |
| LEVEL 4 PARKING                        |        |
| 8' x 16' COMPACT                       | 1      |
| 9' x 18' - 90 DEGREE                   | 7      |
| 8                                      | 8      |
| TOTAL                                  | 207    |

| BOH SCHEDULE             |          |
|--------------------------|----------|
| NAME                     | AREA     |
| LEVEL 1 PARKING & CONDOS |          |
| KITCHEN                  | 232 SF   |
| LAUNDRY                  | 60 SF    |
| BREAKROOM                | 193 SF   |
| BATHROOM                 | 73 SF    |
| FIRE RISER               | 32 SF    |
| MECH                     | 195 SF   |
| GM                       | 130 SF   |
| 1,460 SF                 |          |
| LEVEL 2 PARKING & CONDOS |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/TRASH                | 60 SF    |
| COMPUTER                 | 70 SF    |
| ELEC.                    | 15 SF    |
| 467 SF                   |          |
| LEVEL 3 PARKING          |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/TRASH                | 60 SF    |
| COMPUTER                 | 70 SF    |
| ELEC.                    | 15 SF    |
| 467 SF                   |          |
| LEVEL 4 PARKING          |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/TRASH                | 60 SF    |
| ELEC.                    | 15 SF    |
| COMPUTER                 | 70 SF    |
| 467 SF                   |          |
| LEVEL 5                  |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/TRASH                | 60 SF    |
| STORAGE                  | 70 SF    |
| ELEC.                    | 15 SF    |
| POOL EQUIPMENT           | 140 SF   |
| ROOM                     | 607 SF   |
| 3,469 SF                 |          |
| TOTAL                    | 3,469 SF |

| CONDO SCHEDULE           |           |
|--------------------------|-----------|
| NAME                     | AREA      |
| LEVEL 1 PARKING & CONDOS |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| LEVEL 2 PARKING & CONDOS |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| LEVEL 3 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| LEVEL 4 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| LEVEL 5 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,444 SF                 |           |
| TOTAL                    | 42,215 SF |

| RETAIL SCHEDULE |           |
|-----------------|-----------|
| NAME            | AREA      |
| LEVEL 0 RETAIL  |           |
| RETAIL          | 2,698 SF  |
| RETAIL          | 3,516 SF  |
| RETAIL          | 2,738 SF  |
| RETAIL          | 2,369 SF  |
| TOTAL           | 11,319 SF |

| GUESTROOM MATRIX...      |     |
|--------------------------|-----|
| NAME                     | QTY |
| LEVEL 1 PARKING & CONDOS |     |
| KSS                      | 4   |
| KSS-C                    | 1   |
| QOSS                     | 5   |
| QOSS-M                   | 1   |
| QOSSA-R                  | 1   |
| LEVEL 2 PARKING & CONDOS |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSS-M                   | 1   |
| QOSSA-T                  | 1   |
| LEVEL 3 PARKING          |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSS-M                   | 1   |
| QOSSA-T                  | 1   |
| LEVEL 4 PARKING          |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSS-M                   | 1   |
| QOSSA-T                  | 1   |
| LEVEL 5                  |     |
| KSS                      | 24  |
| KSS-C                    | 2   |
| QOSS                     | 1   |
| KSSA-M                   | 1   |
| KSSA-T                   | 1   |
| QOSS                     | 8   |
| QOSS-M                   | 1   |
| QOSSA-T                  | 1   |
| 39                       |     |
| TOTAL: 111               |     |

MILLCREEK COMMON EAST  
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3115 EAST LON LANE #200  
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PROJECT NUMBER  
955-2501  
DWG BY  
Author  
CHKD BY  
Checker  
SCHEMATIC DESIGN

LEVEL 2 FLOOR PLAN

DRAWING NUMBER

A102







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| PARKING SCHEDULE                       |        |
|----------------------------------------|--------|
| STALL TYPE                             | AMOUNT |
| LEVEL 0 RETAIL                         |        |
| 8' x 16' COMPACT                       | 6      |
| 9' x 18' - 90 DEGREE                   | 42     |
| 9' x 18' - STALL ADA 80' RIGHT ACCESS  | 1      |
| 9' x 18' - STALL ADA 108' RIGHT ACCESS | 2      |
| 9' x 18' - STALL ADA NO ACCESS EV      | 1      |
| 9' x 18' - STALL ADA NO ACCESS EV      | 1      |
| 9' x 18' ELECTRIC VEHICLE              | 11     |
| 64                                     | 64     |
| LEVEL 1 PARKING & CONDOS               |        |
| 8' x 16' COMPACT                       | 4      |
| 8' x 22' - PARALLEL                    | 3      |
| 9' x 18' - 90 DEGREE                   | 31     |
| 9' x 18' - STALL ADA 80' RIGHT ACCESS  | 2      |
| 9' x 18' - STALL ADA NO ACCESS         | 1      |
| 9' x 18' ELECTRIC VEHICLE              | 4      |
| 45                                     | 45     |
| LEVEL 2 PARKING & CONDOS               |        |
| 8' x 16' COMPACT                       | 5      |
| 9' x 18' - 90 DEGREE                   | 41     |
| 46                                     | 46     |
| LEVEL 3 PARKING                        |        |
| 8' x 16' COMPACT                       | 6      |
| 9' x 18' - 90 DEGREE                   | 38     |
| 44                                     | 44     |
| LEVEL 4 PARKING                        |        |
| 8' x 16' COMPACT                       | 1      |
| 9' x 18' - 90 DEGREE                   | 7      |
| 8                                      | 8      |
| TOTAL                                  | 207    |

| BOH SCHEDULE             |          |
|--------------------------|----------|
| NAME                     | AREA     |
| LEVEL 1 PARKING & CONDOS |          |
| KITCHEN                  | 232 SF   |
| LAUNDRY                  | 60 SF    |
| BREAKROOM                | 193 SF   |
| BATHROOM                 | 73 SF    |
| FIRE RISER               | 32 SF    |
| MECH                     | 195 SF   |
| GM                       | 130 SF   |
| 1,460 SF                 |          |
| LEVEL 2 PARKING & CONDOS |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/STORAGE              | 60 SF    |
| COMPUTER                 | 70 SF    |
| ELEC.                    | 15 SF    |
| 467 SF                   |          |
| LEVEL 3 PARKING          |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/STORAGE              | 60 SF    |
| COMPUTER                 | 70 SF    |
| ELEC.                    | 15 SF    |
| 467 SF                   |          |
| LEVEL 4 PARKING          |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/STORAGE              | 60 SF    |
| ELEC.                    | 15 SF    |
| COMPUTER                 | 70 SF    |
| 467 SF                   |          |
| LEVEL 5                  |          |
| HOUSE KEEPING            | 322 SF   |
| ICE/STORAGE              | 60 SF    |
| STORAGE                  | 70 SF    |
| ELEC.                    | 15 SF    |
| POOL EQUIPMENT           | 140 SF   |
| ROOM                     | 607 SF   |
| 3,469 SF                 |          |
| TOTAL                    | 3,469 SF |

| CONDO SCHEDULE           |           |
|--------------------------|-----------|
| NAME                     | AREA      |
| LEVEL 1 PARKING & CONDOS |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| LEVEL 2 PARKING & CONDOS |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| LEVEL 3 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| LEVEL 4 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| LEVEL 5 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,485 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,443 SF                 |           |
| TOTAL                    | 42,215 SF |

| RETAIL SCHEDULE |           |
|-----------------|-----------|
| NAME            | AREA      |
| LEVEL 0 RETAIL  |           |
| RETAIL          | 2,698 SF  |
| RETAIL          | 3,516 SF  |
| RETAIL          | 2,738 SF  |
| RETAIL          | 2,369 SF  |
| TOTAL           | 11,319 SF |

| GUESTROOM MATRIX...      |     |
|--------------------------|-----|
| NAME                     | QTY |
| LEVEL 1 PARKING & CONDOS |     |
| KSS                      | 4   |
| KSS-C                    | 1   |
| QOSS                     | 5   |
| QOSSM                    | 1   |
| QOSSA-R                  | 1   |
| 12                       |     |
| LEVEL 2 PARKING & CONDOS |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSSM                    | 1   |
| QOSSA-T                  | 1   |
| 20                       |     |
| LEVEL 3 PARKING          |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSSM                    | 1   |
| QOSSA-T                  | 1   |
| 20                       |     |
| LEVEL 4 PARKING          |     |
| KSS                      | 8   |
| KSS-C                    | 2   |
| QOSS                     | 8   |
| QOSSM                    | 1   |
| QOSSA-T                  | 1   |
| 20                       |     |
| LEVEL 5                  |     |
| KSS                      | 24  |
| KSS-C                    | 2   |
| KSSAM                    | 1   |
| KSSA-T                   | 1   |
| QOSS                     | 8   |
| QOSSM                    | 1   |
| QOSSA-T                  | 1   |
| 30                       |     |
| TOTAL                    | 111 |

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MILLCREEK, UTAH 84106

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PROJECT NUMBER  
955-2501

DWGN BY  
Author

CHKD BY  
Checker

SCHEMATIC DESIGN

LEVEL 4 FLOOR PLAN

DRAWING NUMBER  
A104





| PARKING SCHEDULE                       |        |
|----------------------------------------|--------|
| STALL TYPE                             | AMOUNT |
| LEVEL 0 RETAIL                         |        |
| 8' x 16' COMPACT                       | 6      |
| 9' x 18' - 90 DEGREE                   | 42     |
| 9' x 18' - STALL ADA 80' LEFT ACCESS   | 1      |
| 9' x 18' - STALL ADA 80' RIGHT ACCESS  | 2      |
| 9' x 18' - STALL ADA 108' RIGHT ACCESS | 1      |
| EV                                     |        |
| 9' x 18' - STALL ADA NO ACCESS EV      | 1      |
| 9' x 18' ELECTRIC VEHICLE              | 11     |
| 64                                     | 64     |
| LEVEL 1 PARKING & CONDOS               |        |
| 8' x 16' COMPACT                       | 4      |
| 8' x 22' - PARALLEL                    | 3      |
| 9' x 18' - 90 DEGREE                   | 31     |
| 9' x 18' - STALL ADA 80' RIGHT ACCESS  | 2      |
| 9' x 18' - STALL ADA NO ACCESS         | 1      |
| 9' x 18' ELECTRIC VEHICLE              | 4      |
| 45                                     | 45     |
| LEVEL 2 PARKING & CONDOS               |        |
| 8' x 16' COMPACT                       | 5      |
| 9' x 18' - 90 DEGREE                   | 41     |
| 46                                     | 46     |
| LEVEL 3 PARKING                        |        |
| 8' x 16' COMPACT                       | 6      |
| 9' x 18' - 90 DEGREE                   | 38     |
| 44                                     | 44     |
| LEVEL 4 PARKING                        |        |
| 8' x 16' COMPACT                       | 1      |
| 9' x 18' - 90 DEGREE                   | 7      |
| 8                                      | 8      |
| TOTAL                                  | 207    |

| BOH SCHEDULE |      |
|--------------|------|
| NAME         | AREA |

| CONDO SCHEDULE           |           |
|--------------------------|-----------|
| NAME                     | AREA      |
| LEVEL 1 PARKING & CONDOS |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,486 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,444 SF                 |           |
| LEVEL 2 PARKING & CONDOS |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,486 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,444 SF                 |           |
| LEVEL 3 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,486 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,444 SF                 |           |
| LEVEL 4 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,486 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,444 SF                 |           |
| LEVEL 5 CONDOS           |           |
| UNIT C1                  | 1,604 SF  |
| UNIT C2                  | 1,486 SF  |
| UNIT C3                  | 1,793 SF  |
| UNIT C4                  | 1,847 SF  |
| UNIT C5                  | 1,713 SF  |
| 8,444 SF                 |           |
| TOTAL                    | 42,224 SF |

| RETAIL SCHEDULE |           |
|-----------------|-----------|
| NAME            | AREA      |
| LEVEL 0 RETAIL  |           |
| RETAIL          | 2,498 SF  |
| RETAIL          | 3,516 SF  |
| RETAIL          | 2,738 SF  |
| RETAIL          | 2,368 SF  |
| TOTAL           | 11,120 SF |

MILLCREEK COMMON EAST  
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MILLCREEK, UTAH 84106

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DWN BY: Author CHWD BY: Checker  
SCHEMATIC DESIGN  
LEVEL 5 FLOOR PLAN  
DRAWING NUMBER: A105



| ROOF BOUNDARY AREA CALCULATION      |                      |
|-------------------------------------|----------------------|
| LOCATION OF AREA TAKEN              | AREA TAKEOFF (GROSS) |
| ROOF                                | 40344.2              |
| AMENITY SPACE                       | 11734.25             |
| 40,344.2 - 11,734.25 = 28,609.95 SF |                      |
| 29.09% AMENITY SPACE                |                      |

| HOTEL                                  |               |
|----------------------------------------|---------------|
| ROOF BOUNDARY AREA CALCULATION - HOTEL |               |
| AREA LOCATION                          | AREA TAKEOFF: |
| HOTEL ROOF                             | X             |
| HOTEL AMENITY DECK                     | 7156.1        |
| 16,291.78 - 7,156.1 = 9,135.68 SF      |               |
| X% AMENITY SPACE                       |               |

[illegible]

MILLCREEK COMMON EAST  
3210 SOUTH HIGHLAND DRIVE  
MILLCREEK, UTAH 84106



|                  |                    |
|------------------|--------------------|
| PROJECT NUMBER   |                    |
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| DWN BY<br>Author | CHKD BY<br>Checker |
| SCHEMATIC DESIGN |                    |

ROOF PLAN

DRAWING NUMBER

A106

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50% of the entire rooftop space will be covered with solar panels, or, if solar panels are deemed infeasible or inefficient, the building shall be designed to exceed the energy efficiency standards of the current state-adopted International Energy Conservation Code and ASHRAE standards by at least 5%.

50% of the entire rooftop space will be covered with solar panels, or, if solar panels are deemed infeasible or inefficient, the building shall be designed to exceed the energy efficiency standards of the current state-adopted International Energy Conservation Code and ASHRAE standards by at least 5%.

A1 ROOF PLAN  
A106  $\frac{3}{32}'' = 1'-0''$



|    |                                  |
|----|----------------------------------|
| 01 | CONCRETE - EXPOSED               |
| 02 | CONCRETE SKIN PANEL              |
| 03 | FIBER CEMENT PANEL (AGED PEWTER) |
| 04 | METAL - ACM PANEL                |
| 05 | RIBBED STONE                     |
| 06 | SANDSTONE BLOCK                  |
| 07 | THIN BRICK 1 (STAIRS)            |
| 08 | THIN BRICK 2 (CONDOS)            |
| 09 | THIN BRICK 3 (HOTEL)             |



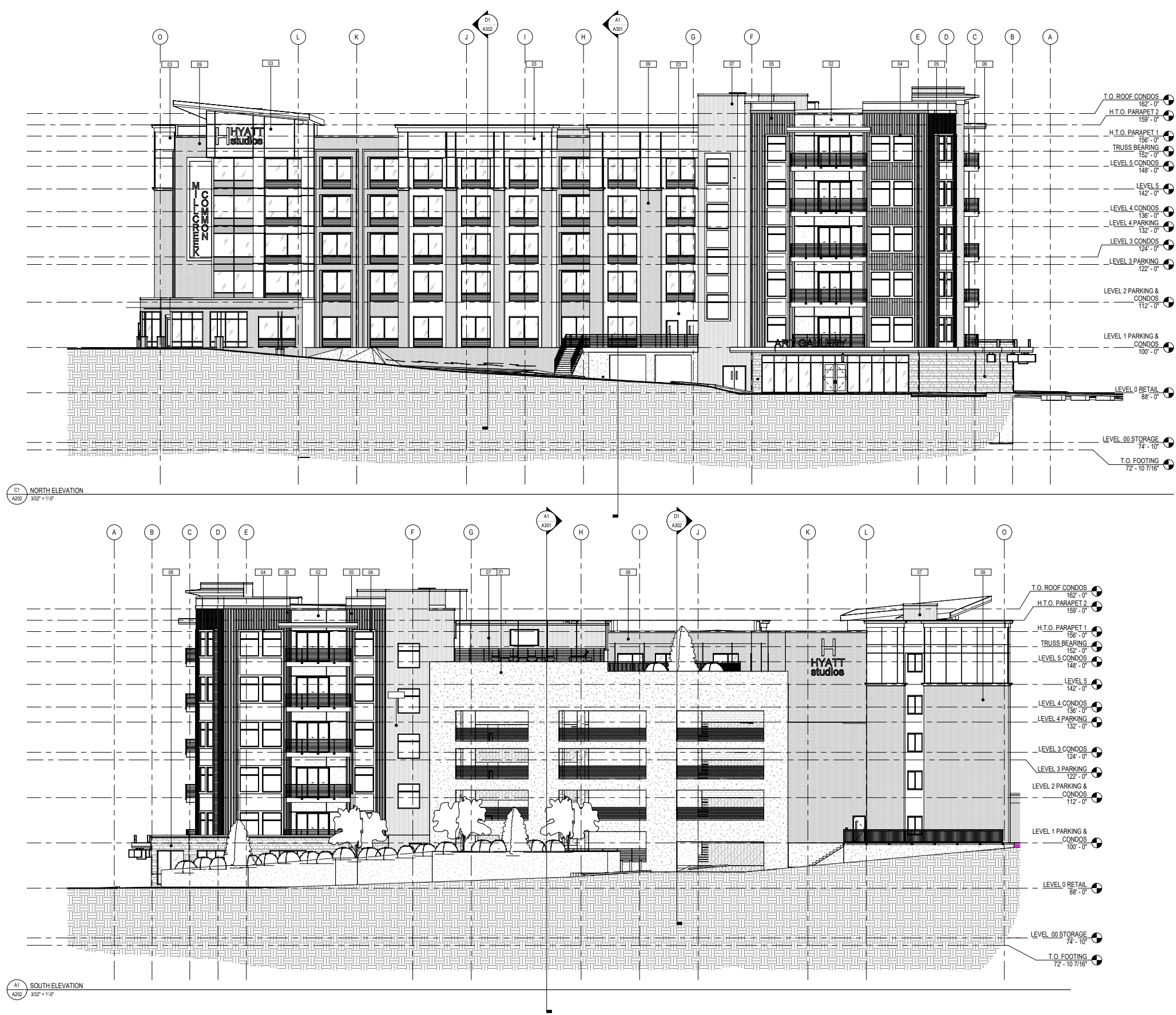
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D

C

B

A



ELEVATION GENERAL NOTES:  
A. SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.  
B. COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.  
C. USE IMPACT RESISTANT EIFS WITHIN 48" OF SIDEWALKS AND BUILDING ENTRANCES.

ELEVATION GENERAL NOTES:  
A. SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.  
B. COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.  
C. MECHANICAL CONTRACTOR TO COMBINE FACE PLATES FOR DRYER VENT AND EXHAUST ON EXTERIOR OF BUILDING.  
D. PROVIDE MOVEMENT JOINTS IN THE THIN BRICK VENEER SYSTEM AS DIRECTED PER THE BRICK INDUSTRY ASSOCIATION TECHNICAL NOTES 280 ON BRICK CONSTRUCTION.  
E. SHEET METAL FLASHING AND TRIM COLOR TO MATCH THE COLOR OF THE MATERIAL/FINISH THAT THE FLASHING AND TRIM RESTS UPON.  
F. FIBER CEMENT TRIM SHOWN AS BASIS-OF-DESIGN. CONTRACTOR TO ADD TRIM AS NECESSARY. PROVIDE ARCHITECT WITH ELEVATIONS OF ANY ADDED TRIM IN FIBER CEMENT SUBMITTAL.  
G. PROVIDE CORNER AND PERIMETER TRIM FOR ALUMINUM PLANK SIDING SYSTEM PER MANUFACTURER.

| EXTERIOR MATERIALS BY ORIENTATION - ... |           |      |  |
|-----------------------------------------|-----------|------|--|
| MATERIAL                                | AREA      | %    |  |
| EAST                                    |           |      |  |
| FIBER CEMENT PANEL (AGED PEWTER)        | 434 SF    | 4%   |  |
| THIN BRICK 1 (STAIRS)                   | 237 SF    | 2%   |  |
| THIN BRICK 3 (HOTEL)                    | 6,745 SF  | 64%  |  |
| WOOD - WALL SHEATHING - EXTERIOR        | 3,104 SF  | 30%  |  |
|                                         | 10,520 SF | 100% |  |
| NORTH                                   |           |      |  |
| FIBER CEMENT PANEL (AGED PEWTER)        | 1,107 SF  | 14%  |  |
| THIN BRICK 1 (STAIRS)                   | 835 SF    | 11%  |  |
| THIN BRICK 3 (HOTEL)                    | 3,087 SF  | 40%  |  |
| WOOD - WALL SHEATHING - EXTERIOR        | 2,659 SF  | 35%  |  |
|                                         | 7,688 SF  | 100% |  |
| SOUTH                                   |           |      |  |
| FIBER CEMENT PANEL (AGED PEWTER)        | 175 SF    | 3%   |  |
| THIN BRICK 1 (STAIRS)                   | 692 SF    | 9%   |  |
| THIN BRICK 3 (HOTEL)                    | 4,298 SF  | 73%  |  |
| WOOD - WALL SHEATHING - EXTERIOR        | 879 SF    | 15%  |  |
|                                         | 5,854 SF  | 100% |  |
| WEST                                    |           |      |  |
| THIN BRICK 1 (STAIRS)                   | 154 SF    | 6%   |  |
| THIN BRICK 3 (HOTEL)                    | 1,740 SF  | 73%  |  |
| WOOD - WALL SHEATHING - EXTERIOR        | 600 SF    | 21%  |  |
|                                         | 2,393 SF  | 100% |  |
| APPROXIMATE TOTAL S.F.                  | 26,456 SF |      |  |

| EXTERIOR MATERIALS TOTAL AMOUNT    |           |      |
|------------------------------------|-----------|------|
| NAME                               | AREA      | %    |
| CONCRETE - CAST IN PLACE (EXPOSED) | 7,793 SF  | 11%  |
| CONCRETE SKIN PANEL                | 3,450 SF  | 6%   |
| FIBER CEMENT PANEL (AGED PEWTER)   | 1,716 SF  | 2%   |
| METAL - ACM PANEL                  | 1,137 SF  | 2%   |
| RIBBED STONE                       | 6,350 SF  | 9%   |
| SANDSTONE BLOCK                    | 2,064 SF  | 3%   |
| THIN BRICK 1 (STAIRS)              | 7,052 SF  | 10%  |
| THIN BRICK 2 (CONDOS)              | 6,406 SF  | 12%  |
| THIN BRICK 3 (HOTEL)               | 23,013 SF | 33%  |
| WOOD - WALL SHEATHING - EXTERIOR   | 8,288 SF  | 12%  |
| TOTAL                              | 69,268 SF | 100% |

| WINDOW AREA - HOTEL |              |         |
|---------------------|--------------|---------|
| WINDOW AREA         | BUILDING     | Workset |
| EAST                |              |         |
| 2,912 SF            | THIN BRICK   | HOTEL   |
| 640 SF              | FIBER CEMENT | HOTEL   |
| NORTH               |              |         |
| 1,040 SF            | THIN BRICK   | HOTEL   |
| 1,884 SF            | FIBER CEMENT | HOTEL   |
| SOUTH               |              |         |
| 392 SF              | THIN BRICK   | HOTEL   |
| 100 SF              | FIBER CEMENT | HOTEL   |
| WEST                |              |         |
| 448 SF              | THIN BRICK   | HOTEL   |
| 7,368 SF            |              |         |

| STOREFRONT AREA |                 |
|-----------------|-----------------|
| ORIENTATION     | STOREFRONT AREA |
| EAST            | 1,041 SF        |
| NORTH           | 1,060 SF        |
| SOUTH           | 210 SF          |
| WEST            | 1,301 SF        |

| EXTERIOR MATERIALS LEGEND |                                  |
|---------------------------|----------------------------------|
| 01                        | CONCRETE - EXPOSED               |
| 02                        | CONCRETE SKIN PANEL              |
| 03                        | FIBER CEMENT PANEL (AGED PEWTER) |
| 04                        | METAL - ACM PANEL                |
| 05                        | RIBBED STONE                     |
| 06                        | SANDSTONE BLOCK                  |
| 07                        | THIN BRICK 1 (STAIRS)            |
| 08                        | THIN BRICK 2 (CONDOS)            |
| 09                        | THIN BRICK 3 (HOTEL)             |

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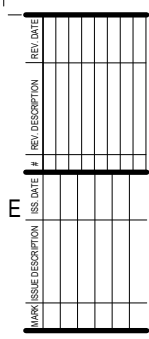
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Author  
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SCHEMATIC DESIGN

EXTERIOR  
ELEVATIONS

DRAWING NUMBER

A202



**B**



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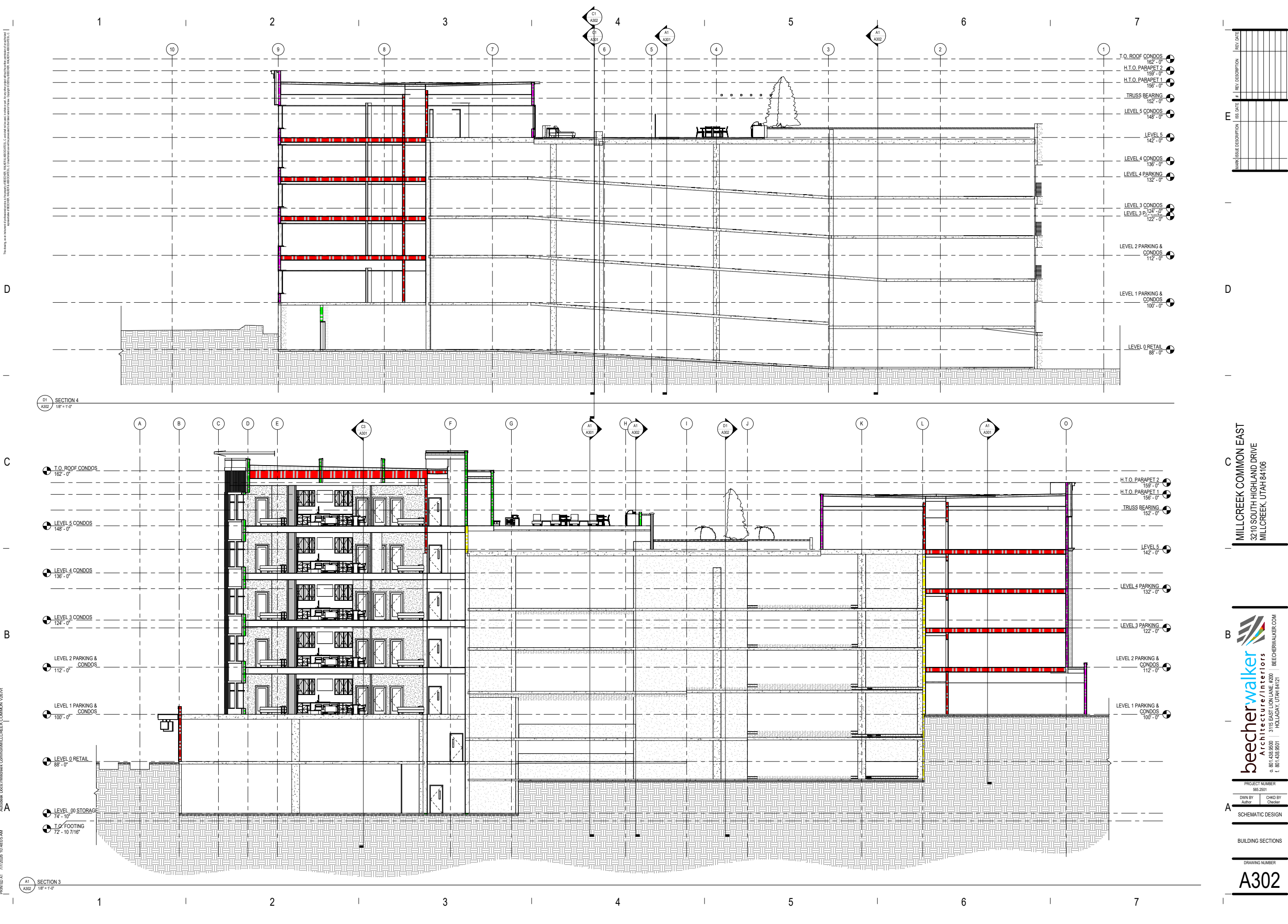
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A301



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BUILDING SECTIONS  
DRAWING NUMBER  
**A302**

| REV. | DATE | DESCRIPTION |
|------|------|-------------|
| 1    |      |             |
| 2    |      |             |
| 3    |      |             |
| 4    |      |             |
| 5    |      |             |
| 6    |      |             |
| 7    |      |             |
| 8    |      |             |
| 9    |      |             |
| 10   |      |             |





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A  
SCHEMATIC DESIGN

CONCEPT RENDERING

DRAWING NUMBER  
A901





C  
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|   |                            |                    |
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DRAWING NUMBER

A902



[illegible]

D

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SCHEMATIC DESIGN

### CONCEPT RENDERING

DRAWING NUMBER

A903





D

C

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CONCEPT RENDERING

DRAWING NUMBER

A904



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A SCHEMATIC DESIGN

CONCEPT RENDERING

DRAWING NUMBER

A906







[illegible]

D

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B



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**A**

**SCHEMATIC DESIGN**

### CONCEPT RENDERING

DRAWING NUMBER

A911



The site plan illustrates the layout of the Hyatt Hotel and retail complex. Key features include:

- Level Zero - Retail:** The main ground-floor area, including a large central "PARKING GARAGE" and a "RETAIL PLAZA" on the west side.
- Level One - Hotel:** The upper floor, primarily consisting of hotel rooms along the east and south sides.
- Entries:** "GARAGE ENTRY" (top and bottom), "HOTEL GUEST CHECK-IN", and "HYATT HOTEL MAIN ENTRY" (top right).
- Access:** "ACCESS DRIVE AISLE" on the west side and "PED. RAMP" (pedestrian ramp) on the south side.
- Security Cameras:** Indicated by numbered callouts (01-07) and symbols:
  - 01:** Hotel room areas.
  - 02:** Parking garage and pedestrian ramp.
  - 03:** Retail plaza and access drive aisle.
  - 04:** Perimeter of the building and along Chambers Ave.
  - 05:** Level zero retail areas.
  - 06:** Hotel room areas.
  - 07:** Retail plaza and access drive aisle.
- Boundaries:** "PROJECT BOUNDARY" lines are shown on the west and south sides.
- Surrounding Context:** "CHAMBERS AVE." to the north and "HIGHLAND DRIVE" to the east.

| SYM                                                                                 | QNTY     | SCIENTIFIC NAME                         | COMMON NAME         | SIZE        |
|-------------------------------------------------------------------------------------|----------|-----------------------------------------|---------------------|-------------|
|  |          | TREES                                   |                     |             |
|                                                                                     | 11       | GLEDTISIA TRIACANTHOS INERMIS 'SKYCOLE' | SKYLINE HONEYLOCUST | 45'H X 15'W |
|                                                                                     | 8        | ZELKOVA SERRATA 'MUSHASHINO'            | MUSHASHINO ZELKOVA  | 45'H X 15'W |
|                                                                                     |          | ORNAMENTAL GRASS                        |                     |             |
|  | 38       | PENNISETUM ALOPECUROIDES 'HAEMELN'      | FOUNTAIN GRASS      | 1 GAL.      |
|                                                                                     |          | EVERGREEN SHRUBS                        |                     |             |
|  | 39       | EUONYMUS FORTUNEI 'COLORATA'            | WINTERCREEPER       | 1 GAL.      |
|                                                                                     |          | DECIDUOUS SHRUBS                        |                     |             |
|  | 4        | CORNUS ALBA 'BAILHALO'                  | IVORY HALO DOGWOOD  | 1 GAL.      |
|                                                                                     |          | MULCH                                   |                     |             |
|  | 600 S.F. | DECORATIVE STONE MULCH                  |                     | 3" MIN.     |

- 01 FREE-STANDING LANDSCAPE PLANTER - 30" HIGH
- 02 BUILT-IN RAISED PLANTER
- 03 METAL TREE GRATE - 4' SQUARE
- 04 METAL TREE GRATE - 4' x 8'
- 05 BENCH w/ BACK REST
- 06 DECORATIVE LIGHT POLE
- 07 CAFE STRING LIGHTS

1. ALL ALTERATIONS TO THESE PLANS DURING CONSTRUCTION SHALL BE APPROVED BY THE PROJECT REPRESENTATIVE.
2. ALL PLANT MATERIALS SHALL CONFORM TO THE MINIMUM GUIDELINES ESTABLISHED BY THE AMERICAN STANDARD FOR NURSERY STOCK, PUBLISHED BY THE AMERICAN NURSERY ASSOCIATION, INC.
3. ALL PLANTS TO BE BALLED AND BURLAPPED OR CONTAINER GROWN, UNLESS OTHERWISE NOTED ON THE PLANT LIST.
4. CONTRACTOR SHALL SUPPLY ALL PLANT MATERIAL IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN ON THE PLANS.
5. THE CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING UTILITY LINES PRIOR TO PLANTING AND SHALL REPORT AND CONFLICTS TO THE PROJECT REPRESENTATIVE.
6. STAKE LOCATION OF ALL PROPOSED PLANTING FOR APPROVAL BY THE PROJECT REPRESENTATIVE PRIOR TO COMMENCEMENT OF PLANTING.
7. ALL SHRUB, GROUND COVER AND PERENNIAL BEDS TO RECEIVE MINIMUM FOUR INCHES (4") OF TOPSOIL PRIOR TO PLANTING.
8. SUBMIT TOPSOIL REPORT PREPARED BY A QUALIFIED TESTING LABORATORY PRIOR TO SOIL PLACEMENT.
9. TOPSOIL SHALL MEET THE FOLLOWING ANALYSIS:  
SAND (0.05 - 2.0 mm Dia.) 20 - 70%  
CLAY (0.002 - 0.05 mm Dia.) 20 - 70%  
THE MAX. RETAINED ON A #10 SIEVE WILL BE 15%.  
pH RANGE OF 5.5 TO 8.2  
MINIMUM OF 4% AND MAX. OF 8% ORGANIC MATTER CONTENT  
FREE OF STONE 3/4" OR LARGER  
SOLUBLE SALTS <2 dS/m or mmho/cm  
SODIUM ABSORPTION RATION (sar) <6.
10. LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE YEAR FROM DATE OF FINAL INSPECTION.
11. APPLY PRE-EMERGENT TO ALL NON-PAVED LANDSCAPE AREAS AS REQUIRED BY MANUFACTURER.

A

30" X 42" - SCALE: 1"=20'-0" NORTH

[illegible]

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|               |                |
|---------------|----------------|
| DWN BY<br>STB | CHKD BY<br>STB |
|---------------|----------------|

LANDSCAPE  
PLAN

DRAWING NUMBER

L101



The site plan illustrates the layout of the Hyatt Hotel project. The building is a large, irregularly shaped structure with a central core. Key features include:

- Streets:** Chambers Ave. to the north, Highland Drive to the east, and an unnamed street to the west.
- Building Entrances:** Garage Entry, Main Entry, and a Ped. Ramp.
- Parking:** A large parking area with numerous spaces, including a designated "ACCESS DRIVE AISLE" and "RETAIL PLAZA" area.
- Utility Markings:** Gas lines (GAS) and water lines (W) are shown throughout the site.
- Project Boundary:** Indicated by a dashed line.
- Notes:** "TIE TO BLDG. WATER SERVICE. PROVIDE BACKFLOW PREVENTER / STOP & WASTE" is noted near the Main Entry and Ped. Ramp.
- Labels:** "HYATT HOTEL MAIN ENTRY", "GARAGE ENTRY", "PED. RAMP", "RETAIL PLAZA", "ACCESS DRIVE AISLE", "PROJECT BOUNDARY", "CHAMBERS AVE.", "HIGHLAND DRIVE".
- Dimensions:** Various dimensions are provided for specific areas, such as "5.0 1' 11\" for the Main Entry area and "1.5 1' 11\" for the Ped. Ramp area.

| SYM. | MODEL                                                        | P.S.I. | G.P.M.<br>(x-H) | RADIUS |
|------|--------------------------------------------------------------|--------|-----------------|--------|
| ①    | Rainbird RWS (Root Watering System) - RWS-B-C-140I (.25 GPM) |        |                 |        |

|                                                                                     |                                                                                          |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  | Drip Emitter - Rainbird Xeri-Bug XB-20PC w/ PC-DIFF-PPL Diffuser Cap - 4 / Tree, 2/Shrub |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|

- |                                                                                     |                                                          |
|-------------------------------------------------------------------------------------|----------------------------------------------------------|
|  | Automatic Control Valve - Rainbird 100 PEB - 1"          |
|  | Drip Control Zone - Rainbird XCZ-100-PRBCOM              |
|  | Controller - Rainbird ESP4ME3, LNK2 WiFi - 4 Stations    |
|                                                                                     | w/WR2 Rain Sensor is EPA WaterSense Certified Controller |
|  | Backflow Preventer - 1"                                  |
|  | Stop and Waste - "                                       |
| -----                                                                               | Lateral Pipe - Schedule 40 PVC                           |
| =====                                                                               | 1" Sch 40 PVC Mainline                                   |
|  | Irrigation Sleeving (See Plan)                           |

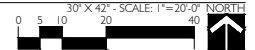
|      |            |
|------|------------|
| A-01 | Valve #    |
| 12.0 | GPM        |
| 1"   | Valve Size |

| Distance - valve to end of lateral 0 - 160 FT. | 160 - 200 FT. | 200 - 250 FT. | 250 - 300 FT. | 300 - 350 FT. |
|------------------------------------------------|---------------|---------------|---------------|---------------|
| 1/4" SCH. 40 PVC PIPE                          | 0 - 8 GPM     | 0 - 5 GPM     | 0 - 4 GPM     | 0 - 3 GPM     |
| 1/2" SCH. 40 PVC PIPE                          | 8 - 12 GPM    | 5 - 10 GPM    | 4 - 9 GPM     | 3 - 7 GPM     |
| 1-1/4" SCH. 40 PVC PIPE                        | 12 - 22 GPM   | 10 - 18 GPM   | 9 - 18 GPM    | 8 - 16 GPM    |
| 1-1/2" SCH. 40 PVC PIPE                        | 22 - 30 GPM   | 22 - 30 GPM   | 18 - 26 GPM   | 16 - 24 GPM   |
| 2" SCH. 40 PVC PIPE                            | 30 - 50 GPM   | 30 - 50 GPM   | 26 - 50 GPM   | 22 - 40 GPM   |
| 2 - 1/2" SCH. 40 PVC PIPE                      | 50 - 70 GPM   | 50 - 70 GPM   | 50 - 70 GPM   | 45 - 70 GPM   |
| 3" SCH. 40 PVC PIPE                            | 70 - 110 GPM  | 70 - 110 GPM  | 70 - 110 GPM  | 70 - 110 GPM  |

1. Base drawings for irrigation design have been provided by others.
2. Irrigation design based on schematic layout of turf-shrub areas, along with schematic depiction of buildings. Any major deviation in building design and/or turf-shrub areas may require re-design of irrigation system.
3. Exact locations of major irrigation components to be approved by the Owner's Representative in the field prior to installation.
4. Contact the local underground utility services for utility location and identification.
5. Perform excavation in the vicinity of underground utilities with care and if necessary, by hand. The Contractor bears full responsibility for this work and disruption or damage to utilities shall be repaired immediately at no expense to the Owner.
6. Irrigation main line and/or other components are shown schematically in hardscapes for graphic clarity only. All Irrigation components shall be located in landscaped areas
7. Spray sprinklers are designed for 30 PSI at the head. Rotor sprinklers are designed for 50 PSI at the head.
8. Not all sleeving necessary to complete this project is shown on plan. Portions of irrigation sleeving may be previously installed by others. Coordinate location and usage with Owner's Representative.
9. Drip irrigation systems shall be equipped at a minimum with a pressure regulator, filter and flush-end assembly.

A

IRRIGATION PLAN



0 -

| MARK | ISSUE DESCRIPTION | ISS. DATE |
|------|-------------------|-----------|
|      |                   |           |
|      |                   |           |
|      |                   |           |
| 2    | SITE PLAN         | 6.22.20   |
| 1    | SCHEMATIC         | 6.18.20   |

LANDSCAPE ARCHITECTURE  
LAND PLANNING

75 E. PERRYS HOLLOW ROAD  
SALT LAKE CITY, UTAH 84103  
H/MO/TXT 801.554.6146  
COTT@STBDESIGNLLC.COM



MILLCREEK COMMON  
3210 SOUTH HIGHLAND DRIVE  
MILLCREEK, UTAH 84106



**BWA**  
**ARCHITECTS**

801 438 9500  
801 438 9501

115 EAST LION LANE, #200  
MOLLADAY, UTAH 84121

EECHERWALKER.COM

PROJECT NUMBER

|               |                |
|---------------|----------------|
| OWN BY<br>STB | CHKD BY<br>STB |
|---------------|----------------|

A —

IRRIGATION  
PLAN

DRAWING NUMBER

201

**Millcreek City Council**

Cheri Jackson, Mayor  
Silvia Catten, District 1  
Thom DeSirant, District 2  
Nicole Handy, District 3  
Bev Uipi, District 4



**Millcreek City Hall**

1330 East Chambers Avenue  
Millcreek, Utah 84106  
Millcreekut.gov  
801-214-2700

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SD-26-008

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**PLANNING COMMISSION  
STAFF REPORT**

**Meeting Date:** 7/15/2026

**Applicant:** Ryan Reynolds w/Brad Reynolds Construction LLC

**Re:** Major Subdivision

**Property Address:** 3521 South 1300 East

**Zone:** Two-Household Residential (R-2-6.5) Zone

**Prepared By:** Brad Sanderson, AICP

**Scope of Decision:** **Administrative.** This is an administrative matter, to be decided by the Millcreek Planning Commission. Your recommendation should be narrow in scope and should primarily be made on the basis of state statute and adopted local zoning land use development codes.

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**REQUEST AND SYNOPSIS**

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The applicant is seeking approval to subdivide the westerly portion of an approximate 1.25-acre property, generally located at 3521 South 1300 East. As proposed, the subdivision will create ten (10) individual residential lots, to allow for five (5) duplex-style residential buildings to be built.

As part of the proposal, a new private street will be constructed that will enable direct access from 1300 East into the property. The private street and some of the surrounding yard areas will be shared in-common through a private association.

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**FINDINGS:**

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1. All existing residential and other accessory structures are planned to be removed as part of the development.
2. The applicant has completed a tree study/survey to ensure tree preservation and replacement as recommended by a licensed Arborist, which can be made available upon request.
3. The applicant has a land use application pending and under review with the city to develop the east portion of the property as a separate independent phase.



4. This phase of development is already within the R-2-6.5 Zone. Two household dwellings are listed as a 'permitted use' within the R-2 Zone.
5. All new buildings will be required to submit a building permit which will be reviewed and inspected for compliance as it pertains to the minimum heights, setbacks, lot coverage standards according to the (R-2-6.5) Zone.
6. The applicant held a Neighborhood Meeting on January 8, 2026, where many surrounding property owners attended with questions about the future development of the entire Baily property. An Open House was later held on June 2, 2026, primarily to discuss the development of the easterly most portion of the Baily property however; there was some discussion about the development of the west portion (this proposal) during the open house meeting. Note: an open house is technically not required by Millcreek Code for standard administrative subdivision applications.
7. Certain Community Councils do not hold meetings during the month of July.
8. Approval Criteria. The Planning Commission shall approve the request if:
  - a. The Preliminary Subdivision is consistent with and complies with the requirements of the specific zoning district in which the Preliminary Subdivision is located and the applicable requirements of this Code and other applicable Millcreek and State requirements.
  - b. As applicable, the Preliminary Subdivision is consistent with the terms and conditions of any previously approved development plan or Development Agreements.
  - c. Provides a layout of lots, streets, blocks, driveways, utilities, drainage, and other public facilities as required by all applicable standards of this Code and applicable regulations and standards.
  - d. The project preserves, protects, integrates, or mitigates impacts to any identified sensitive lands or geologic hazards associated with the property.
  - e. The Subdivision will not impair the ability of Millcreek or any public utility provider to provide facilities or services effectively.
  - f. The engineering drawings and subdivision improvement plans comply with all applicable standards of this Title and other applicable Millcreek and State requirements.
  - g. The Planning Commission may not approve a Preliminary Subdivision with a noncomplying structure or a structure occupied by a nonconforming use.
9. There is no development agreement associated with this property.
10. A geological hazard study has been provided. While there is a known fault line near this phase of development, there are no geological hazards or other unique sensitive land items pertaining to the development of this phase of development.
11. All utilities have been coordinated and designed to serve each lot and unit within the proposed development. Furthermore, each major utility provided is required to either provide a "will server letter" or sign the plat, prior to recordation.
12. Although private, all street widths, lengths and turn-arounds have been designed to meet Millcreek's standards.
13. There is some dedication of right of way along 1300 East that will be conveyed as part of the plat recordation.
14. All structures will be removed, eliminating all possible non-conformities.

## **CONCLUSIONS:**

---

Based on the above findings, the following conclusions can be made:

1. The Preliminary Subdivision has been reviewed and is found to be consistent with and comply with the requirements of Title 14 and 18 of Millcreek's development and zoning code as well as other applicable State requirements.
2. The proposal meets all other approval criteria necessary for the Planning Commission's approval.

## **RECOMMENDATIONS:**

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**Staff Recommendation:** Based on the findings and conclusions listed above, Staff recommends that the Planning Commission, take public comments and approve application file number SD-26-008, unless during the hearing facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff.

## **SUPPORTING DOCUMENTS**

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- **Aerial Map**
- **Zoning Map**
- **Proposed Subdivision Plans**



# Aerial Map

Luck Spring Dr

Melvina St

Luck Spring Dr



Subject  
Property

Ash Tree Cv

1300 E

Urbandale Ln

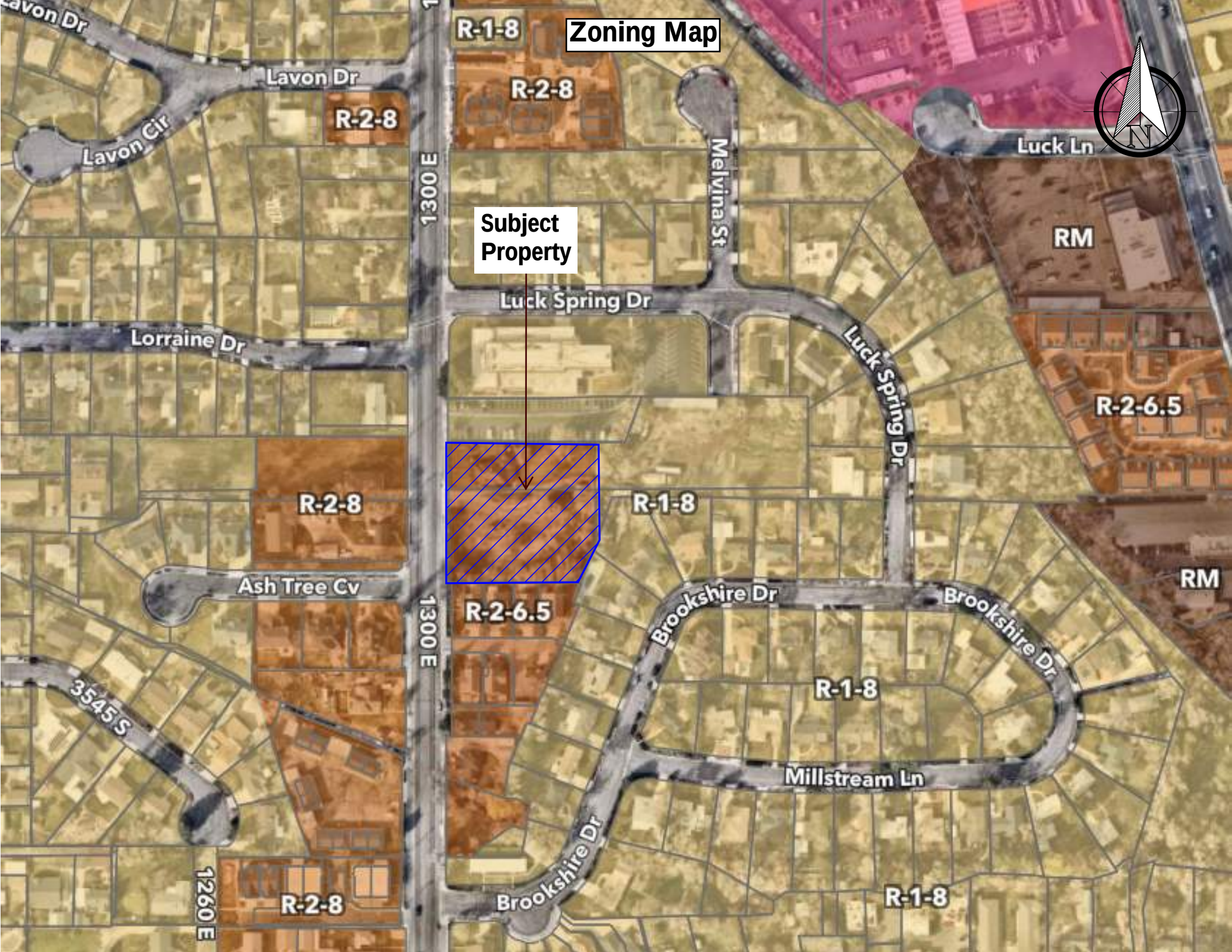
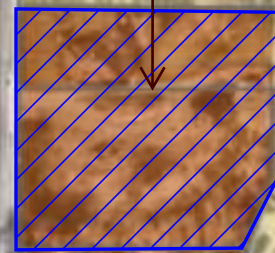
Brookshire Dr



# Zoning Map



Subject  
Property







# COTTAGES AT MILLCREEK PHASE 1

## 10-UNIT PUD

### 3507 SOUTH 1300 EAST

### MILLCREEK, UTAH

FOR REVIEW  
NOT FOR CONSTRUCTION

DATE PRINTED  
May 21, 2026

#### INDEX OF DRAWINGS

|       |                                        |          |
|-------|----------------------------------------|----------|
| 1-2   | ALTA SURVEY                            | 1 OF 16  |
| 1-1   | SUBDIVISION PLAT                       | 2 OF 16  |
| C-001 | CULINARY WATER GENERAL NOTES           | 3 OF 16  |
| C-002 | GENERAL NOTES                          | 4 OF 16  |
| C-100 | DEMOLITION PLAN                        | 5 OF 16  |
| C-200 | SITE PLAN                              | 6 OF 16  |
| C-300 | GRADING AND DRAINAGE PLAN              | 7 OF 16  |
| C-400 | UTILITY PLAN                           | 8 OF 16  |
| C-500 | EROSION CONTROL PLAN                   | 9 OF 16  |
| PP-1  | PLAN AND PROFILE CREEK MILL LANE       | 10 OF 16 |
| PP-2  | PLAN AND PROFILE STORM DRAIN CONNECTOR | 11 OF 16 |
| C-600 | DETAILS                                | 12 OF 16 |
| C-601 | DETAILS                                | 13 OF 16 |
| C-602 | DETAILS                                | 14 OF 16 |
| C-603 | DETAILS                                | 15 OF 16 |
| E1.1  | PHOTOMETRIC PLAN                       | 16 OF 16 |

#### NOTICE TO CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS. THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL 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 ENGINEER.

#### NOTICE TO DEVELOPER/ CONTRACTOR

UNAPPROVED DRAWINGS REPRESENT WORK IN PROGRESS, ARE SUBJECT TO CHANGE, AND DO NOT CONSTITUTE A FINISHED ENGINEERING PRODUCT. ANY WORK UNDERTAKEN BY DEVELOPER OR CONTRACTOR BEFORE PLANS ARE APPROVED IS UNDERTAKEN AT THE SOLE RISK OF THE DEVELOPER, INCLUDING BUT NOT LIMITED TO BIDS, ESTIMATION, FINANCING, BONDING, SITE CLEARING, GRADING, INFRASTRUCTURE CONSTRUCTION, ETC.

#### UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

#### VICINITY MAP



NO SCALE

#### GENERAL NOTES

- ALL WORK SHALL CONFORM TO MILLCREEK CITY STANDARDS & SPECIFICATIONS.
- CALL BLUE STAKES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.
- BENCHMARK ELEVATION = EXISTING STREET MONUMENT LOCATED AT THE INTERSECTION OF MURPHYS LANE AND 1300 EAST SALT LAKE CITY, UTAH. ELEVATION = 4355.47'.

#### PROJECT TEAM

- DEVELOPER:**  
BRAD REYNOLDS CONSTRUCTION  
PO BOX 17958  
SALT LAKE CITY, UTAH  
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SANDY, UTAH 84070  
CONTACT: ROBERT ELDER  
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relder@ensignutah.com
- LAND SURVEYOR:**  
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SANDY, UTAH 84070  
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**TOOELE**  
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**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
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WWW.ENSIGNENG.COM

FOR:  
BRAD REYNOLDS  
P.O. BOX 17958  
SALT LAKE CITY, UTAH

CONTACT:  
BRAD REYNOLDS  
PHONE: 801.281.2200

COTTAGES AT MILLCREEK

PHASE 1

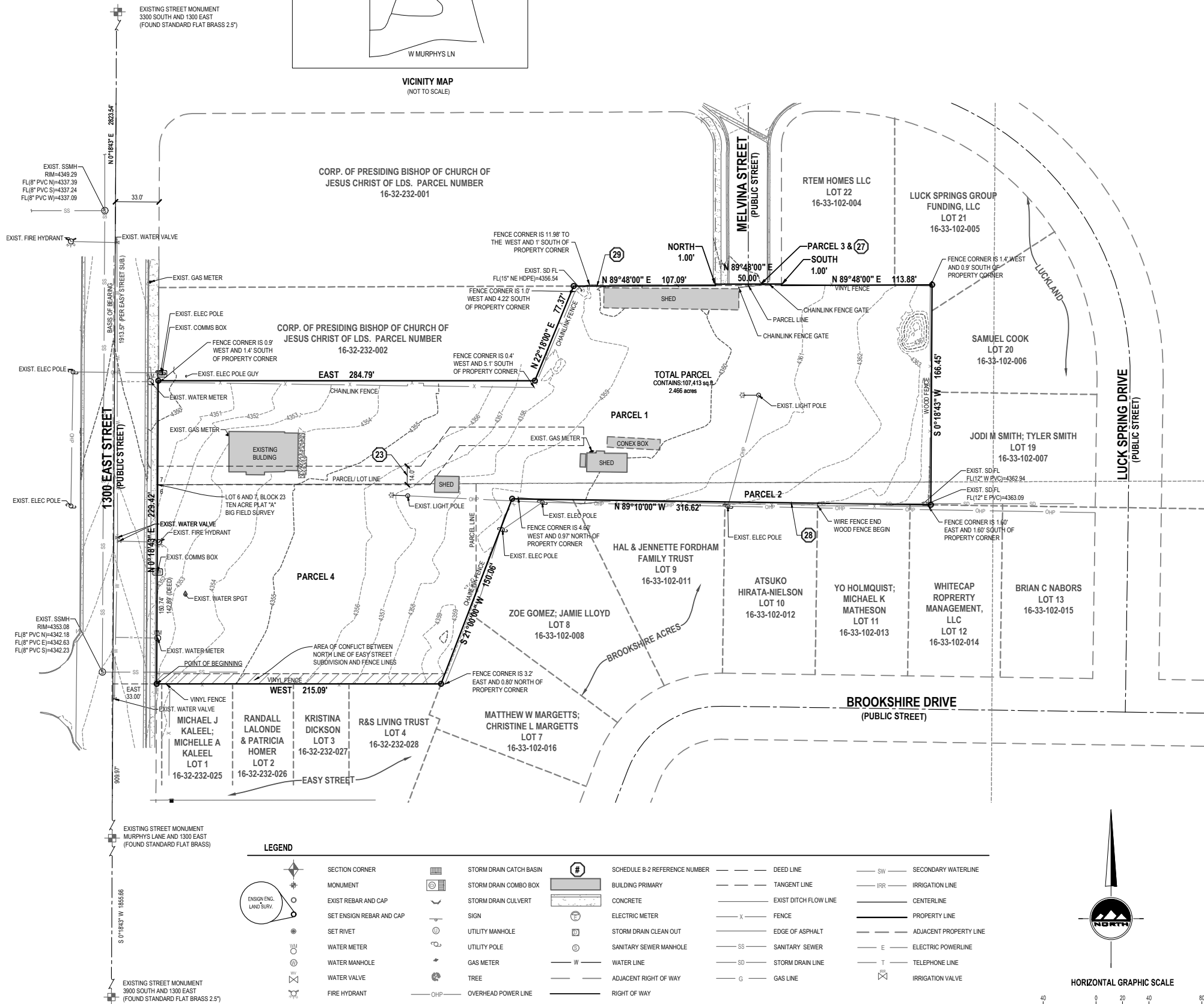
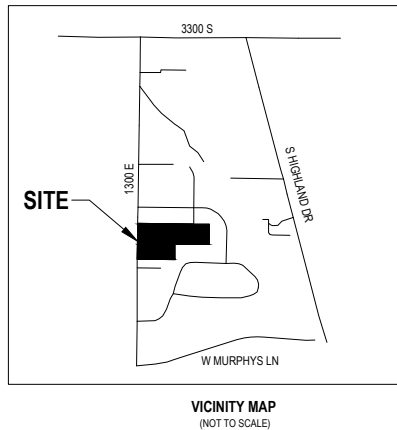
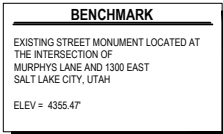
3507 SOUTH 1300 EAST  
MILLCREEK, UTAH



COVER

PROJECT NUMBER  
14761  
PROJECT MANAGER  
RQE  
PRINT DATE  
2026-05-21  
DESIGNED BY  
BAC

C-000



I, Patrick M. Harris do hereby state that I am a Professional Land Surveyor and that I hold certificate no. 286882 as prescribed by the laws of the State of Utah and represent that I have made a survey of the following described property. The Purpose of this survey is to provide an ALTA/NSPS Land Title and Topography Survey for use by the client. The Basis of Bearing is the line between. Street Monument found at the intersection of Murphys Lane and 1300 East Street and the Street Monument found at 3300 South Street 1300 East Street, measuring North 0°18'43" East 2823.54 feet.

Parcel 1:  
Commencing at the Southwest corner of Lot 7, in Block 23, TEN ACRE PLAT "A", Big Field Survey, and running thence thence East 35.42 rods, more or less, to the intersection of the SUBDIVISION, according to the official plat thereof, as recorded in the office of the County Recorder, Salt Lake County, State of Utah; thence along said subdivision line to the intersection of the subdivision line with the line of the subdivision, according to the official plat thereof, as recorded in the office of the County Recorder, Salt Lake County, State of Utah; thence South 17.4 degrees 2' (two) courses: (1) North 0°09' East 9.57 rods, more or less; (2) South 89°44' West 16.43 rods; thence South 22°18' West 4.67 rods, more or less, thence West 17.2 rods; thence South 5.18 rods to the beginning.

Parcel 2:  
Lot 51 BROOKSHIRE ACRES, according to the official plat thereof, as recorded in the office of the County Recorder, Salt Lake County, State of Utah; LESS AND EXCEPTING therefrom any portion lying within the bounds of LUCKLAND SUBDIVISION, according to the official plat thereof, as recorded in the office of the County Recorder, Salt Lake County, State of Utah

Commencing at the Southeast corner of Lot 32, LUCKLAND SUBDIVISION, according to the official plat thereof, as recorded in the office of the County Recorder, Salt Lake County, State of Utah, and running thence East 50 feet; thence North 1 foot; thence West 50 feet; thence South 1 foot to the beginning.

**Parcel 4**  
Commencing at a point in the center of 1300 East Street 2 rods East of the Northeast corner of Lot 13, in Block 22, TEN ACRE PLAT "A", Big Field Survey; thence East 16 rods, more or less, to the East line of Section 32, Township 1 South, Range 1 East, Salt Lake Base and Meridian; thence South 5 rods to the line of the old canal; thence South 21" West along line of said canal 64.71 feet to a point 8.66 rods South of the North line of Lot 6, in Block 23, TEN ACRE PLAT "A", Big Field Survey; thence West 244.26 feet, more or less, to a point in the Street due South of the place of beginning; thence North 8.66 rods to the beginning.

A parcel of land situate in the North Quarter of Section 32 and the Northwest Quarter of Section 33, Township 1 South, Range 1 East, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at the intersection of the north line of Easy Street Subdivision and the east line of 1300 East Street said point being North 0°18'43" East 909.97 feet along the monument line and West 33.00 feet from a street monument at the intersection of Murphy's Lane and 1300 East Street, said point of beginning also being South 0°18'43" West 150.74 feet from the Northwest Corner of Lot 6, Block 23, Ten Acre Plat "A", Big Field Survey, and running;

thence North 01°18'43" East 229.42 feet along the east line of said 1300 East Subdivision;  
thence East 284.79 feet;  
thence North 22°18'00" East 77.73 feet to the south line of Luckland Subdivision;  
thence North 89°48'00" East 107.09 feet along the south line of Luckland Subdivision to the west line of Melvina Street;  
thence North 1.00 feet along the south line of said Melvina Street;  
thence North 89°48'00" East 50.00 feet to the east line of Melvina Street;  
thence South 1.00 foot along the east line of said Melvina Street to the south line of Luckland Subdivision;  
thence North 89°48'00" East 113.85 feet along the south line to the west line of said Luckland Subdivision;  
thence South 01°18'43" West 166.45 feet along the west line of said Luckland Subdivision to the south line of Lot 12, Brookshire Acres;  
thence North 89°10'00" West 316.62 feet along the north line of Lots 12 through Lot 18 to the northwest corner of said Lot 8, Brookshire Acres;  
thence North 21°20'00" West 106.00 feet along the north line of Lots 6 and Lot 7 and Brookshire Acres to the north line of Easy Street Subdivision;  
thence North 215.09 feet along the north line of said Easy Street Subdivision to the point of beginning.

Contains 107,414 square feet. 2.466 acres.

To: (i) BRAD REYNOLDS CONSTRUCTION, INC., (ii) ELIZABETH ANN BAILEY LUND and MARY JANE BAILEY PUGH, Successor Co-Trustees of THE CLARON AND ELIZABETH BAILEY FAMILY LIVING TRUST, dated March 16th, 2007, (iii) Sutherland Title Company, and (iv) STEWART TITLE GUARANTY COMPANY.

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2026 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 4, 7(a), 8, 11, 13, and 18 of Table A hereof.

The field work was completed on February 18, 2026

Date of Plat or Map: February 25, 2026

03/05/26

Patrick M. Harris  
License No. 286882

Note: For conditions of record not shown hereon as well as specific references to items in the title report, please refer to a title report supplied by Sutherland Title Company, of Salt Lake City, UT, under Commitment No.58045, dated effective February 09, 2026.

|                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>The land described herein is located within the boundaries of Salt Lake County and Salt Lake County Taxing District ACP and is subject to any assessments levied thereby. (not survey related)</p>                                                                                                                                                                                                                                        | <p>Entry No.: 449282<br/>Book/Page: 3/P-368</p>                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>14. The land described herein is located within the boundaries of the City of Millicore and is subject to any assessments levied thereby. (blanket in nature)</p>                                                                                                                                                                                                                                                                         | <p>And Agreement: (blanket in nature)<br/>Recorded: June 17, 1922<br/>Entry No.: 471889<br/>Book/Page: 3-R561</p>                                                                                                                                                                                                                                                                                                                   |
| <p>15. The land described herein is located within the boundaries of Mount Olympus Improvement District and is subject to any assessments levied thereby. For current status call 801-262-2904. (blanket in nature)</p>                                                                                                                                                                                                                      | <p>And Agreement: (blanket in nature)<br/>Recorded: May 27, 1924<br/>Entry No.: 512380<br/>Book/Page: 3-U286</p>                                                                                                                                                                                                                                                                                                                    |
| <p>16. The land described herein is located within the boundaries of SLCO Special District #1 (Garbage) and is subject to any assessments levied thereby. For current status call Wasatch Front Waste and Recycling District 385-468-6325. (blanket in nature)</p>                                                                                                                                                                           | <p>22. Right of Way Easement, and the terms and conditions thereof:<br/>Grantee: MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY (shown on survey)<br/>Purpose: A right of way and easement right to construct, operate, maintain and remove communication line and facilities related thereto<br/>Recorded: August 31, 1977<br/>Entry No.: 2990365<br/>Book/Page: 4541/840</p>                                                     |
| <p>17. Resolution No. 3768 of 2005, a Resolution to create Salt Lake County, Utah, Special Improvement Districts, No. 2005-1 (Millicore Fire Flow SID), and authorizing the County officials to proceed to make improvements as set forth in the Notice of Intentions to create the District, and the terms and conditions thereof: (blanket in nature)<br/><br/>Recorded: July 18, 2005<br/>Entry No.: 9435119<br/>Book/Page: 9160/4753</p> | <p>23. Right of Way and Easement Grant, and the terms and conditions thereof:<br/>Grantee: MOUNTAIN FUEL SUPPLY COMPANY (shown on survey)<br/>Purpose: A right of way and easement to lay, maintain, operate, repair, inspect, protect, remove and replace pipelines, valves, valves boxes and other gas transmission and distribution facilities<br/>Recorded: November 7, 1977<br/>Entry No.: 3020087<br/>Book/Page: 4575/682</p> |
| <p>18. Certificate of Creation of the Millicore Community Reinvestment Agency, and the terms and conditions thereof: (blanket in nature)<br/><br/>Recorded: May 7, 2018<br/>Entry No.: 12670700<br/>Book/Page: 10672/1947</p>                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>19. Any and all matters disclosed on the official recorded plat of said Brookshire Acres, including but not limited to, public utilities and drainage easements, sewer easements, building set-back lines and/or buildable area limit lines, notes and recitals, and the terms and conditions thereof: (blanket in nature)<br/><br/>Recorded: February 14, 1950<br/>Entry No.: 1168846<br/>Book/Page: K/80</p>                            |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>20. Any and all matters disclosed on the official recorded plat of said Luckland Subdivision, including, but not limited to, public utilities and drainage easements, sewer easements, building set-back lines and/or buildable area limit lines, notes and recitals, and the terms and conditions thereof: (blanket in nature)<br/><br/>Recorded: September 21, 1953<br/>Entry No.: 1344766<br/>Book/Page: N/66</p>                      | <p>24. Rights of the public and others in and to that certain right of way and roadway common known as 1300 East Street running over and across the Western portion of Parcel C. (blanket in nature)</p>                                                                                                                                                                                                                            |
| <p>21. Agreement, and the terms and conditions thereof:<br/>Purpose: Pipe line for their conveyance of water from Upper Luck Spring (blanket in nature)<br/>Recorded: April 29, 1921<br/>Entry No.: 449281<br/>Book/Page: 3-P/367</p>                                                                                                                                                                                                        | <p>26. Decree (Boundary Line), and the terms and conditions thereof: (refers to fence no longer in place)<br/>Recorded: January 14, 1927<br/>Entry No.: 576361<br/>Book/Page: 19/34</p>                                                                                                                                                                                                                                             |
| <p>And Agreement: (blanket in nature)<br/>Recorded: April 29, 1921</p>                                                                                                                                                                                                                                                                                                                                                                       | <p>27. Agreement (Subdivision) and the terms and conditions thereof: (shown on survey)<br/>Recorded: September 21, 1958<br/>Entry No.: 1344767<br/>Book/Page: 1035/586</p>                                                                                                                                                                                                                                                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>28. Decree (Boundary Line), and the terms and conditions thereof: (shown on survey)<br/>Recorded: January 8, 1954<br/>Entry No.: 1350773</p>                                                                                                                                                                                                                                                                                     |

- 1) All monuments used and set are shown on survey.
- 2) Parcel address.
- 3) Parcel is located in Flood Zone X, per FEMA FIRM map, effective
- 4) Subject Parcel contains square feet or acres .
- 5) 1 foot contours are shown on survey.
- 6) Substantial features are shown on survey.
- 7) Utilities are shown on survey.
- 8) Adjacent owners are shown on survey.
- 9) Distance to nearest intersecting street is shown on survey.
- 10) All plottable easements are shown on survey.
- 11) All insurance liability minimums have been met.

LOCATED IN THE NORTHEAST QUARTER  
OF SECTION 32 & NORTHWEST QUARTER SECTION 33  
TOWNSHIP 1 SOUTH , RANGE 1 EAST  
SALT LAKE BASE AND MERIDIAN



**SALT LAKE CITY**  
45 W. 10000 S., Suite 500  
Sandy, UT 84070  
Phone: 801.255.0529

**LAYTON**  
Phone: 801.547.1100

**TOOELE**  
Phone: 435.843.3590

**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

**WWW.ENSIGNENG.COM**

FOR:  
BRAD REYNOLDS CONSTRUCTION  
P.O. BOX 17958  
SALT LAKE CITY, UT 84117

**CONTACT:**  
**BRAD REYNOLDS**  
**PHONE:** 801-281-2200

**BAILEY FAMILY PROPERTY**  
**ALTA-NSPS LAND TITLE SURVEY WITH TOPOGRAPHY**  
**3507 SOUTH 1300 EAST**  
**SALT LAKE CITY, UTAH**

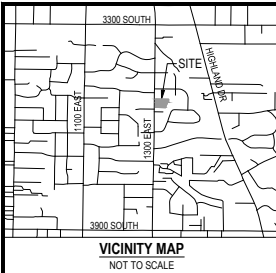


**ALTA-NSPS  
LAND TITLE SURVEY  
WITH TOPOGRAPHY**

|                 |            |
|-----------------|------------|
| PROJECT NUMBER  | PRINT DATE |
| 14761A          | 3/5/26     |
| DRAWN BY        | CHECKED BY |
| JMS             | PMH        |
| PROJECT MANAGER |            |
| PMH             |            |

1 OF 1





# COTTAGES AT MILLCREEK

AMENDING A PORTION OF LOT 51 OF BROOKSHIRE ACRES  
LOCATED IN THE NORTHEAST QUARTER OF SECTION 32, AND  
THE NORTHWEST QUARTER OF SECTION 33,  
TOWNSHIP 1 SOUTH, RANGE 1 EAST  
SALT LAKE BASE AND MERIDIAN  
MILLCREEK, SALT LAKE COUNTY, UTAH

## LEGEND

- EXISTING STREET MONUMENT
- SECTION CORNER
- SET 5/8" REBAR AND CAP, OR NAIL STAMPED "ENSGN ENG. & LAND SURV." AT ALL LOT CORNERS. OFFSET PINS TO BE PLACED IN THE BACK OF CURB WHERE APPLICABLE. IN LIEU OF REBAR AND CAP AT FRONT CORNERS.
- BOUNDARY LINE
- SECTION LINE
- CENTER / MONUMENT LINE
- EASEMENTS
- ADJACENT BOUNDARY LINE
- PRIVATE AREA
- LIMITED COMMON AREA
- COMMON AREA

## NOTES:

- MANY AREAS IN MILLCREEK HAVE GROUNDWATER PROBLEMS DUE TO A FLUCTUATING WATER TABLE. APPROVAL OF THIS PLAT DOES NOT CONSTITUTE REPRESENTATION BY THE CITY THAT BUILDING AT ANY SPECIFIED ELEVATION WILL SOLVE GROUNDWATER PROBLEMS, IF ANY.
- OWNERS AND POTENTIAL PURCHASERS OF PROPERTY LEGALLY DESCRIBED BY THIS PLAT (THE PROPERTY SHOULD FAMILIARIZE THEMSELVES WITH ALL NOTES, LOT INFORMATION, EASEMENTS, AND OTHER PERTINENT INFORMATION CONTAINED ON THIS PLAT, IN ADDITION TO ANY AGREEMENTS, CONDITIONS, COVENANTS AND RESTRICTIONS (CC&RS) DOCUMENTS CURRENTLY EXISTING AND AS MAY BE CHANGED OR AMENDED FROM TIME TO TIME. FAILURE TO COMPLY AND ADHERE TO THESE ITEMS COULD RESULT IN FINANCIAL LOSS OR CHANGES IN EXPECTED PROPERTY USE.
- A GEOTECHNICAL REPORT HAS BEEN PREPARED BY CMT TECHNICAL SERVICES, AND DATED MARCH 26, 2026. THIS INFORMATION IS ON FILE WITH MILLCREEK AND ALSO AT THE OFFICE OF WESTERN TECHNOLOGIES.
- A GEOLOGIC HAZARD DISCLOSURE FORM AND ANY APPLICABLE SPECIAL HAZARD STUDIES FOR 10-20-803 AND 5-17-79-703 Rocky Mountain Power easements ON FILE WITH SALT LAKE COUNTY RECORDERS OFFICE, AS RECORDED AS ENTRY NO. BOOK PG.
- EACH LOT OWNER IS RESPONSIBLE FOR ENTERING INTO THEIR OWN LONG TERM STORM WATER MAINTENANCE AGREEMENT WITH MILLCREEK, AND ENSURING THAT THE AGREEMENT IS RECORDED AT THE OFFICE OF THE SALT LAKE COUNTY RECORDER.
- THE SURVEYOR AND/OR ENGINEER LISTED, CERTIFIES THAT LEGAL DESCRIPTION OF THE PROPERTY REFERENCED WITHIN A CERTAIN TITLE REPORT (DATED) PREPARED BY MATCHES THE DESCRIPTION SHOWN ON THIS PLAT AND FURTHER CERTIFIES THAT ALL KNOWN OR RECORDED EASEMENTS, CLAIMS OF EASEMENTS OR ENCUMBRANCES, AS LISTED WITHIN THIS SAME TITLE REPORT, ARE SHOWN OR NOTED ON THIS PLAT.
- SEE STORM WATER MAINTENANCE AGREEMENT, AS IS ON FILE WITH THE SALT LAKE COUNTY RECORDER'S OFFICE, ENTRY NO. BOOK PAGE

## ENBRIDGE GAS UTAH - NOTE

Questar Gas Company, dba Enbridge Gas Utah ("Enbridge"), approves this plat solely to confirm that the plat contains public utility easements. This approval does not (a) affect any right Enbridge has under Title 54, Chapter 8a, a recorded easement or right-of-way, prescriptive rights, or any provision of law; (b) constitute acceptance of any terms contained in any portion of the plat; and (c) guarantee any terms or waive Enbridge's right to require additional easements for gas service.

## ROCKY MOUNTAIN POWER NOTES:

- Pursuant to Utah Code Ann. § 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
- Pursuant to Utah Code Ann. § 10-20-803 and 5-17-79-703 Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under:
  - (1) a recorded easement or right-of-way
  - (2) the law applicable to prescriptive rights
  - (3) Title 54, Chapter 8a, Damage to Underground Utility Facilities or
  - (4) any other provision of law.

DEVELOPER  
BRAD REYNOLDS  
P.O. BOX 17958  
SALT LAKE CITY, UTAH  
PHONE: 801.281.2200

## SHEET 1 OF 1

PROJECT NUMBER: 14781A  
MANAGER: ROE  
DRAWN BY: PHM  
CHECKED BY: PHM  
DATE: 5/21/26



SANDY  
45 W 10000 S, Suite 500  
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Phone: 801.541.1100  
TOOELE  
Phone: 435.843.3380  
CLEAVELAND CITY  
Phone: 435.865.1403  
RICHFIELD  
Phone: 435.895.2983

## EAST MILL CREEK WATER COMPANY

APPROVED THIS DAY OF 20, BY THE EAST MILL CREEK WATER COMPANY

## UNIFIED FIRE AUTHORITY

APPROVED THIS DAY OF 20, BY THE UNIFIED FIRE AUTHORITY

## SALT LAKE COUNTY ADDRESSING APPROVAL

SIGNED DATE

## PUBLIC UTILITY APPROVAL

CENTURYLINK  
ROCKY MOUNTAIN POWER  
ENBRIDGE GAS UTAH  
OTHER

## SALT LAKE COUNTY HEALTH DEPARTMENT

APPROVED THIS DAY OF 20, BY THE SALT LAKE COUNTY HEALTH DEPARTMENT

DIRECTOR, HEALTH DEPARTMENT

## MOUNT OLYMPUS IMPROVEMENT DISTRICT

APPROVED THIS DAY OF 20, BY THE MOUNT OLYMPUS IMPROVEMENT DISTRICT

MOUNT OLYMPUS IMPROVEMENT DISTRICT

## MILLCREEK ENGINEERING

APPROVED THIS DAY OF 20, BY THE MILLCREEK ENGINEERING,

MILLCREEK ENGINEERING

## MILLCREEK PLANNING COMMISSION

APPROVED THIS DAY OF 20, BY THE MILLCREEK PLANNING COMMISSION,

MILLCREEK PLANNING COMMISSION CHAIR

## MILLCREEK PLANNING AND ZONING DEPARTMENT

APPROVED THIS DAY OF 20, BY THE MILLCREEK COMMUNITY DEVELOPMENT DEPARTMENT

MILLCREEK PLANNING AND ZONING DIRECTOR

## APPROVAL AS TO FORM

APPROVED THIS DAY OF 20, BY THE MILLCREEK ATTORNEY,

MILLCREEK ATTORNEY

## MILLCREEK MAYOR

PRESENTED TO THE MAYOR AND MILLCREEK COUNCIL THIS DAY OF A.D. 20, AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

MAYOR

ATTEST: CITY RECORDER

SEAL

## SURVEYOR'S CERTIFICATE

I, PATRICK M. HARRIS, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 28682, in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyors act. I further certify that by authority of the owners I have completed a survey and filed the plat as Record of Survey No. S of the property described on this subdivision plat in accordance with Section 17-73-504 and have verified all measurements; that the reference monuments shown on this plat are located as indicated and are sufficient to retrace or reestablish this plat; and that the information shown herein is sufficient to accurately establish the lateral boundaries of the herein described tract of real property; and that this plat of

## COTTAGES AT MILLCREEK

in Millcreek, Salt Lake County, Utah has been drawn correctly to the designated scale and is a true and correct representation of the herein described lands included in said subdivision, based upon data compiled from records of the salt lake county recorders office.

## BOUNDARY DESCRIPTION

A parcel of land situate in the North Quarter of Section 32 and the Northwest Quarter of Section 33, Township 1 South, Range 1 East, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at the intersection of the north line of Easy Street Subdivision and the east line of 1300 East Street, said point being North 0°18'43" East 909.97 feet along the monument line and East 33.00 feet from a street monument at the intersection of Murphys Lane and 1300 East Street, said point of beginning also being South 0°18'43" West 150.74 feet from the Northwest Corner of Lot 6, Block 23, Ten Acre Plat "A", Big Field Survey; and running

thence North 0°18'43" East 229.42 feet along the east line of said 1300 East Street;  
thence East 256.52 feet;  
thence South 118.24 feet to the northwesterly boundary of Lot 8 of Brookshire Acres, recorded in Book K at Page 80 in the Office of the Salt Lake County Recorder;  
thence South 21°00'00" West 119.06 feet along the west line of Lot 8 and Lot 7 of said Brookshire Acres to the north line of Easy Street Subdivision, recorded in Book 2006P at Page 341 in the Office of the Salt Lake County Recorder;  
thence West 215.09 feet along the north line of said Easy Street Subdivision to the point of beginning.

Contains 56,620 Square Feet or 1.300 Acres, and 10 Units



Date

PATRICK M. HARRIS  
P.L.S. 286882

## UTILITY DEDICATION

By execution of this plat, the Owner(s) shown below does hereby grant and convey to the West Valley City and other public utility companies, a permanent easement and right of way in and to those areas reflected on the map and defined as "PRIVATE STREET", "LIMITED COMMON", and "COMMON AREA" for construction and maintenance of approved public water, storm drain and public utilities and appurtenances together with right of access thereto.

## RESERVATION OF COMMON AREAS

By execution of this plat, the Owner(s) shown below does hereby reserve all areas shown on this plat "COMMON AREA" for the common enjoyment of all owners and such owners guests and invitees to the project.

## OWNER'S DEDICATION

I, THE UNDERSIGNED OWNER OF THE HEREIN DESCRIBED TRACT OF LAND, DO HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AND STREETS AS SHOWN HEREON AND NAME SAID TRACT:

## COTTAGES AT MILLCREEK

AND DO HEREBY DEDICATE THE SAME TO BE USED AS PUBLIC USE ALL THOSE PARTS AND PORTIONS OF SAID TRACT OF LAND DESIGNATED AS STREETS THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER, AND HEREBY GRANT AND DEDICATE A PERPETUAL RIGHT AND EASEMENT OVER, UPON AND UNDER THE LANDS DESIGNATED ON THE PLAT AS PUBLIC UTILITY, STORM WATER DETENTION PONDS, DRAINAGE AND CANAL, MAINTENANCE EASEMENTS, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF PUBLIC UTILITY SERVICE LINES, STORM DRAINAGE FACILITIES, IRRIGATION CANALS OR FOR THE PERPETUAL PRESERVATION OF WATER DRAINAGE CHANNELS IN THEIR NATURAL STATE WHICHEVER IS APPLICABLE AS MAY BE AUTHORIZED BY THE GOVERNING AUTHORITY WITH NO BUILDINGS OR STRUCTURES BEING ERECTED WITHIN SUCH.

SIGNED THIS DAY OF 20

By:

Name:

Title:

## CORPORATE ACKNOWLEDGMENT

STATE OF UTAH J.S.S.  
County of Salt Lake

On the day of A.D. 20, personally appeared before me, the undersigned Notary Public, in and for said County of in the State of Utah, who after being duly sworn, acknowledged to me that He/She is the

and that He/She signed the Owner's Dedication freely and voluntarily for and in behalf of said Corporation by authority of a resolution of its Board of Directors for the purposes therein mentioned and acknowledged to me that said Corporation executed the same.

MY COMMISSION EXPIRES: RESIDING IN COUNTY.

NOTARY PUBLIC

## COTTAGES AT MILLCREEK

AMENDING A PORTION OF LOT 51 OF BROOKSHIRE ACRES

LOCATED IN THE NORTHEAST QUARTER OF SECTION 32,  
AND THE NORTHWEST QUARTER OF SECTION 33,  
TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN  
MILLCREEK, SALT LAKE COUNTY, UTAH

## SALT LAKE COUNTY RECORDER

RECORDED #

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE

REQUEST OF: DATE: TIME: BOOK: PAGE:

FEES

DEPUTY SALT LAKE COUNTY RECORDER

SALT LAKE CITY PUBLIC UTILITIES GENERAL NOTES (APPLICABLE TO CULINARY WATER INFRASTRUCTURE ONLY)

1.

COMPLIANCE:

ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS AND THE MOST RECENT EDITIONS OF THE FOLLOWING: THE INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS, AND SLC PUBLIC UTILITIES MODIFICATIONS TO APWA STANDARD PLANS AND APPROVED MATERIALS AND SLC PUBLIC UTILITIES APWA SPECIFICATIONS MODIFICATIONS. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED IN WRITING BY THE SALT LAKE CITY DIRECTOR OF PUBLIC UTILITIES.
2.

COORDINATION:

THE CONTRACTOR IS RESPONSIBLE TO NOTIFY ALL APPROPRIATE GOVERNMENT AND PRIVATE ENTITIES ASSOCIATED WITH THE PROJECT. THE FOLLOWING MUST BE CONTACTED 48-HOURS PRIOR TO CONSTRUCTION AS APPLICABLE TO THE PROJECT:  
  
- ALL OTHER POTENTIALLY IMPACTED GOVERNING AGENCIES OR ENTITIES  
- ALL WATER USERS INVOLVED IN WATER MAIN SHUTDOWNS  
- APPLICABLE SEWER, WATER AND DRAINAGE DISTRICTS  
- BLUESTAKES LOCATING SERVICES - 532-5000  
- COUNTY FIRE DEPARTMENT - 743-7231  
- COUNTY FLOOD CONTROL - 468-2779  
- COUNTY HEALTH DEPARTMENT - 385-468-3913  
- COUNTY PUBLIC WAY PERMITS - 468-2241  
- MILLCREEK CITY - 801-214-2700
3.

SCHEDULE

PRIOR TO CONSTRUCTION THE CONTRACTOR WILL PROVIDE, AND WILL UPDATE AS CHANGES OCCUR, A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE SPECIFICATIONS AND SALT LAKE CITY ENGINEERING OR MILLCREEK CITY REGULATIONS AS APPLICABLE FOR WORKING WITHIN THE PUBLIC WAY.
4.

PERMITS, FEES AND AGREEMENTS

CONTRACTOR MUST OBTAIN ALL THE NECESSARY PERMITS AND AGREEMENTS AND PAY ALL APPLICABLE FEES PRIOR TO ANY CONSTRUCTION ACTIVITIES. CONTACT SALT LAKE CITY ENGINEERING (535-6248) FOR PERMITS AND INSPECTIONS REQUIRED FOR ANY WORK CONDUCTED WITHIN SALT LAKE CITY'S PUBLIC RIGHT-OF-WAY. APPLICABLE UTILITY PERMITS MAY INCLUDE MAINLINE EXTENSION AGREEMENTS AND SERVICE CONNECTION PERMITS. ALL UTILITY WORK MUST BE BONDED. ALL CONTRACTORS MUST BE LICENSED TO WORK ON CITY UTILITY MAINS.  
  
CONSTRUCTION SITES MUST BE IN COMPLIANCE WITH THE UTAH POLLUTION DISCHARGE ELIMINATION SYSTEM (UPDES) STORM WATER PERMIT FOR CONSTRUCTION ACTIVITIES (538-6396). A COPY OF THE PERMIT'S STORM WATER POLLUTION PREVENTION PLAN MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADDITIONAL WATER QUALITY AND EROSION CONTROL MEASURES MAY BE REQUIRED. THE CONTRACTOR MUST ALSO COMPLY WITH SALT LAKE CITY'S CLEAN WHEEL ORDINANCE.
5.

ASPHALT AND SOIL TESTING

THE CONTRACTOR IS TO PROVIDE MARSHALL AND PROCTOR TEST DATA 24-HOURS PRIOR TO USE. CONTRACTOR IS TO PROVIDE COMPACTION AND DENSITY TESTING AS REQUIRED BY MILLCREEK CITY ENGINEERING, SALT LAKE CITY PUBLIC UTILITIES, UDOT, SALT LAKE COUNTY OR OTHER GOVERNING ENTITY. TRENCH BACKFILL MATERIAL AND COMPACTION TESTS ARE TO BE TAKEN PER APWA STANDARD SPECIFICATIONS, SECTION 330520- BACKFILLING TRENCHES, OR AS REQUIRED BY THE SLC PROJECT ENGINEER IF NATIVE MATERIALS ARE USED. **NO NATIVE MATERIALS ARE ALLOWED WITHIN THE PIPE ZONE.** THE MAXIMUM LIFTS FOR BACKFILLING EXCAVATIONS IS 8-INCHES. ALL MATERIALS AND COMPACTION TESTING IS TO BE PERFORMED BY A LAB RECOGNIZED AND ACCEPTED BY SALT LAKE COUNTY PUBLIC WORKS AND/OR SALT LAKE CITY ENGINEERING.
6.

TRAFFIC CONTROL AND HAUL ROUTES

TRAFFIC CONTROL MUST CONFORM TO THE MOST CURRENT EDITION OF THE "UTAH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THE CONTRACTOR MUST ALSO CONFORM TO UDOT, SALT LAKE COUNTY OR OTHER APPLICABLE GOVERNING ENTITIES REQUIREMENTS FOR TRAFFIC CONTROL.
7.

SURVEY CONTROL

CONTRACTOR MUST PROVIDE A REGISTERED LAND SURVEYOR OR PERSONS UNDER SUPERVISION OF A REGISTERED LAND SURVEYOR TO SET STAKES FOR ALIGNMENT AND GRADE OF EACH MAIN AND/OR FACILITY AS APPROVED. THE STAKES SHALL BE MARKED WITH THE HORIZONTAL LOCATION (STATION) AND VERTICAL LOCATION (GRADE) WITH CUTS AND/OR FILLS TO THE GRADE OF THE WATER MAIN AND/OR FACILITY AS APPROVED. IN ADDITION, THE CONTRACTOR AND/OR SURVEYOR SHALL PROVIDE TO SALT LAKE CITY PUBLIC UTILITIES CUT SHEETS FILLED OUT COMPLETELY AND CLEARLY SHOWING THE PERTINENT GRADES, ELEVATIONS AND CUT/FILLS ASSOCIATED WITH THE FIELD STAKING OF THE WATER MAIN AND/OR FACILITY. THE CUT SHEET FORM IS AVAILABLE AT THE CONTRACTS AND AGREEMENTS OFFICE AT PUBLIC UTILITIES. ALL WATER MAINS AND LATERALS NOT MEETING MINIMUM GRADE REQUIREMENTS AS SPECIFIED BY ORDINANCE OR AS REQUIRED TO MEET THE MINIMUM REQUIRED FLOWS OR AS APPROVED MUST BE REMOVED AND RECONSTRUCTED TO MEET DESIGN GRADE. THE CONTRACTOR SHALL PROTECT ALL STAKES AND MARKERS UNTIL PUBLIC UTILITY SURVEYORS COMPLETE FINAL MEASUREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE COUNTY SURVEYOR (468-2028) FOR MONUMENT LOCATIONS AND CONSTRUCTION REQUIREMENTS. ALL ELEVATIONS SHALL BE REFERENCED TO SALT LAKE CITY DATUM UNLESS NOTED OTHERWISE ON THE PLANS.
8.

ASPHALT GUARANTEE

THE CONTRACTOR SHALL REMOVE, DISPOSE OF, FURNISH AND PLACE PERMANENT ASPHALT PER SALT LAKE CITY ENGINEERING, UDOT, COUNTY, OR OTHER GOVERNMENT STANDARDS AS APPLICABLE TO THE PROJECT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY.
9.

TEMPORARY ASPHALT

IF THE CONTRACTOR CHOOSES TO WORK WITHIN THE PUBLIC WAY WHEN HOT MIX ASPHALT IS NOT AVAILABLE, THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE APPROPRIATE GOVERNING ENTITY PRIOR TO INSTALLING TEMPORARY ASPHALT SURFACING MATERIAL. WITHIN MILLCREEK CITY, WHEN PERMANENT ASPHALT BECOMES AVAILABLE, THE CONTRACTOR SHALL REMOVE THE TEMPORARY ASPHALT, FURNISH AND INSTALL THE PERMANENT ASPHALT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY FROM THE DATE OF COMPLETION.
10.

SAFETY

THE CONTRACTOR IS RESPONSIBLE FOR ALL ASPECTS OF SAFETY OF THE PROJECT AND SHALL MEET

ALL OSHA, STATE, COUNTY AND OTHER GOVERNING ENTITY REQUIREMENTS.

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OF WORKERS.

11.

DUST CONTROL

THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO THE GOVERNING ENTITY STANDARDS. USE OF HYDRANT WATER OR PUMPING FROM CITY-OWNED CANALS OR STORM DRAINAGE FACILITIES IS NOT ALLOWED FOR DUST CONTROL ACTIVITIES WITHOUT WRITTEN APPROVAL OF THE PUBLIC UTILITIES DIRECTOR.
12.

DEWATERING

ALL ON-SITE DEWATERING ACTIVITIES MUST BE APPROVED IN WRITING BY PUBLIC UTILITIES. PROPOSED OUTFALL LOCATIONS AND ESTIMATED FLOW VOLUME CALCULATIONS MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADEQUATE MEASURES MUST BE TAKEN TO REMOVE ALL SEDIMENT PRIOR TO DISCHARGE. PUBLIC UTILITIES MAY REQUIRE ADDITIONAL MEASURES FOR SEDIMENT CONTROL AND REMOVAL.
13.

PROJECT LIMITS

THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
14.

WATER AND FIRE UTILITIES

A. INSPECTIONS -

IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE ANY WATER INSPECTION 48-HOURS IN ADVANCE TO WHEN NEEDED. CONTACT 483-6727 TO SCHEDULE INSPECTIONS.

B. DAMAGE TO EXISTING UTILITIES -

THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE, CAUSED BY ANY CONDITION INCLUDING SETTLEMENT, TO EXISTING UTILITIES FROM WORK PERFORMED AT OR NEAR EXISTING UTILITIES. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE ROADWAY AND UTILITY FACILITIES. DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR, MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE, TO THE SATISFACTION OF THE OWNER OF SAID FACILITIES.

C. UTILITY LOCATIONS -

CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UTILITIES AND SERVICE LATERALS, AND FOR REPAIRING ALL DAMAGE THAT OCCURS TO THE UTILITIES DUE TO THE CONTRACTOR'S ACTIVITIES. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, MATERIAL AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POTHOLING A MINIMUM OF 300-FEET AHEAD OF SCHEDULED CONSTRUCTION IN ORDER TO IDENTIFY POTENTIAL CONFLICTS AND PROBLEMS WITH FUTURE CONSTRUCTION ACTIVITIES. EXISTING UTILITY INFORMATION OBTAINED FROM SLC PUBLIC UTILITIES' MAPS MUST BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION. CONTACT BLUE STAKES OR APPROPRIATE OWNER FOR COMMUNICATION LINE LOCATIONS.

D. UTILITY RELOCATIONS -

FOR UTILITY CONFLICTS REQUIRING MAINLINE RELOCATIONS, THE CONTRACTOR MUST NOTIFY THE APPLICABLE UTILITY COMPANY OR USER A MINIMUM OF 2-WEEKS IN ADVANCE. A ONE-WEEK MINIMUM NOTIFICATION IS REQUIRED FOR CONFLICTS REQUIRING THE RELOCATION OF SERVICE LATERALS. ALL RELOCATIONS ARE SUBJECT TO APPROVAL FROM THE APPLICABLE UTILITY COMPANY AND/OR USER.

E. FIELD CHANGES -

NO WATER UTILITY ALIGNMENT CHANGES ARE ALLOWED FROM THE APPROVED CONSTRUCTION PLANS/DOCUMENTS WITHOUT WRITTEN APPROVAL FROM THE SLC PUBLIC UTILITIES DIRECTOR. CHANGES TO HYDRANT LOCATIONS AND/OR FIRE LINES MUST BE REVIEWED AND APPROVED BY THE UNIFIED FIRE AUTHORITY (MILLCREEK CITY) AND PUBLIC UTILITIES.

F. PUBLIC NOTICE TO PROJECTS IN THE PUBLIC WAY-

FOR APPROVED PROJECTS THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND DISTRIBUTE WRITTEN NOTICE TO ALL RESIDENTS LOCATED WITHIN THE PROJECT AREA AT LEAST 72-HOURS PRIOR TO CONSTRUCTION. WORK TO BE CONDUCTED WITHIN COMMERCIAL OR INDUSTRIAL AREAS MAY REQUIRE A LONGER NOTIFICATION PERIOD AND ADDITIONAL CONTRACTOR COORDINATION WITH PROPERTY OWNERS. THE WRITTEN NOTICE IS TO BE APPROVED BY MILLCREEK CITY.

G. PUBLIC NOTICE FOR WATER MAIN SHUT DOWNS -

THROUGH THE SLC PUBLIC UTILITIES INSPECTOR AND WITH THE PUBLIC UTILITIES PROJECT ENGINEER APPROVAL, SLC PUBLIC UTILITIES MUST BE CONTACTED AND APPROVE ALL WATER MAIN SHUTDOWNS. ONCE APPROVED THE CONTRACTOR MUST NOTIFY ALL EFFECTED USERS BY WRITTEN NOTICE A MINIMUM OF 48-HOURS (RESIDENTIAL) AND 72-HOURS (COMMERCIAL/INDUSTRIAL) PRIOR TO THE WATER MAIN SHUT DOWN. PUBLIC UTILITIES MAY REQUIRE LONGER NOTICE PERIODS.

H. WATER AND SEWER SEPARATION -

IN ACCORDANCE WITH UTAH'S DEPARTMENT OF HEALTH REGULATIONS, A MINIMUM TEN-FOOT HORIZONTAL AND 1.5-FOOT VERTICAL (WITH WATER ON TOP) SEPARATION IS REQUIRED. IF THESE CONDITIONS CANNOT BE MET, STATE AND SLC PUBLIC UTILITIES APPROVAL IS REQUIRED. ADDITIONAL CONSTRUCTION MEASURES WILL BE REQUIRED FOR THESE CONDITIONS.

I. SALVAGE -

ALL METERS MUST BE RETURNED TO PUBLIC UTILITIES, AND AT PUBLIC UTILITIES REQUEST ALL SALVAGED PIPE AND/OR FITTINGS MUST BE RETURNED TO SLC PUBLIC UTILITIES (483-6727) LOCATED AT 1530 SOUTH WEST TEMPLE.

J. WATER AND FIRE MAIN AND SERVICE CONSTRUCTION REQUIREMENTS -

SLC PUBLIC UTILITIES MUST APPROVE ALL FIRE AND WATER SERVICE CONNECTIONS. A MINIMUM 3-FOOT SEPARATION IS REQUIRED BETWEEN ALL WATER AND FIRE SERVICE TAPS INTO THE MAIN. ALL CONNECTIONS MUST BE MADE MEETING SLC PUBLIC UTILITIES REQUIREMENTS. A 5-FOOT MINIMUM BURY DEPTH (FINAL GRADE TO TOP OF PIPE) IS REQUIRED ON ALL WATER/FIRE LINES UNLESS OTHERWISE APPROVED BY PUBLIC UTILITIES. WATER LINE THRUST BLOCK AND RESTRAINTS ARE AS PER SLC APPROVED DETAIL DRAWINGS AND SPECIFICATIONS. ALL EXPOSED NUTS AND BOLTS WILL BE COATED WITH CHEVRON FM1 GREASE PLUS MINIMUM 8 MIL THICKNESS PLASTIC. PROVIDE STAINLESS STEEL NUTS, BOLTS AND WASHERS FOR HIGH GROUNDWATER/ SATURATED CONDITIONS AT FLANGE FITTINGS, ETC.

ALL WATERLINES INSTALLATIONS AND TESTING TO BE IN ACCORDANCE WITH AWWA SECTIONS C600,

C601, C651, C206, C200, C900, C303 AWWA MANUAL M11 AND ALL OTHER APPLICABLE AWWA, UPWS, ASTM AND ANSI SPECIFICATIONS RELEVANT TO THE INSTALLATION AND COMPLETION OF THE PROJECT. AMENDMENT TO SECTION C600 SECTION 4.1.1; DOCUMENT TO READ MINIMUM TEST PRESSURE SHALL NOT BE LESS THAN 200 P.S.I. GAUGED TO A HIGH POINT OF THE PIPELINE BEING TESTED. ALL MATERIALS USED FOR WATERWORKS PROJECTS TO BE RATED FOR 150 P.S.I. MINIMUM OPERATING PRESSURE.

CONTRACTOR IS TO INSTALL WATER SERVICE LINES, METER YOKES AND/OR ASSEMBLIES AND METER BOXES WITH LIDS LOCATED AS APPROVED ON THE PLANS PER APPLICABLE PUBLIC UTILITIES DETAIL DRAWINGS. METER BOXES ARE TO BE PLACED IN THE PARK STRIPS PERPENDICULAR TO THE WATERMAIN SERVICE TAP CONNECTION. ALL WATER METERS, CATCH BASINS, CLEANOUT BOXES, MANHOLES, DOUBLE CHECK VALVE DETECTOR ASSEMBLIES, REDUCED PRESSURE DETECTOR ASSEMBLIES AND BACKFLOW PREVENTION DEVICES MUST BE LOCATED OUTSIDE OF ALL APPROACHES, DRIVEWAYS, PEDESTRIAN WALKWAYS AND OTHER TRAVELED WAYS UNLESS OTHERWISE APPROVED ON PLANS.

BACKFLOW PREVENTORS ARE REQUIRED ON ALL IRRIGATION AND FIRE SPRINKLING TAPS PER PUBLIC UTILITIES AND SLC FIRE DEPARTMENT REQUIREMENTS. CONTRACTORS SHALL INSTALL BACKFLOW PREVENTION DEVICES ON FIRE SPRINKLER CONNECTIONS. DOUBLE CHECK VALVE ASSEMBLIES SHALL BE INSTALLED ON CLASS 1, 2 AND 3 SYSTEMS. REDUCED PRESSURE PRINCIPLE VALVES SHALL BE INSTALLED ON CLASS 4 SYSTEMS. ALL FIRE SPRINKLING BACKFLOW ASSEMBLIES SHALL CONFORM TO ASSE STANDARD 1048, 1013, 1047 AND 1015. THE CONTRACTOR SHALL BE RESPONSIBLE TO PERFORM BACKFLOW PREVENTION TESTS PER SALT LAKE CITY STANDARDS AND SUBMIT RESULTS TO PUBLIC UTILITIES. ALL TESTS MUST BE PERFORMED AND SUBMITTED TO PUBLIC UTILITIES WITHIN 10 DAYS OF INSTALLATION OR WATER TURN-ON. BACKFLOW TEST FORMS ARE AVAILABLE AT PUBLIC UTILITIES' CONTRACTS AND AGREEMENTS OFFICE.

K. GENERAL WATER REQUIREMENTS -

ALL WATER AND FIRE SERVICES STUBBED TO A PROPERTY MUST BE USED OR WATER AND FIRE SERVICES MUST BE KILLED AT THE MAIN AND SEWER LATERALS CAPPED AT PROPERTY LINE PER PUBLIC UTILITIES REQUIREMENTS. ALLOWABLE SERVICES TO BE KEPT WILL BE AS DETERMINED BY THE PUBLIC UTILITIES PROJECT ENGINEER. ALL WATER AND FIRE SERVICE KILLS AND SEWER LATERAL CAPS ARE TO BE KILLED AND CAPPED AS DETERMINED AND VISUALLY VERIFIED BY THE ON-SITE PUBLIC UTILITIES INSPECTOR.

ALL HYDRANTS, VALVES, METERS, ETC. MUST BE RAISED OR LOWERED TO FINAL GRADE PER PUBLIC UTILITIES STANDARDS AND INSPECTOR REQUIREMENTS.

CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW OR EXISTING PIPE DURING CONSTRUCTION. UTILITY TRENCHING, BACKFILL, AND PIPE ZONE AS PER SLC PUBLIC UTILITIES, "UTILITY INSTALLATION DETAIL" AND MILLCREEK CITY CODE.

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CULINARY WATER  
GENERAL NOTES

PROJECT NUMBER  
14761

PRINT DATE  
2026-05-21

PROJECT MANAGER  
ROE

DESIGNED BY  
BAC

C-001



GENERAL NOTES

- ALL CONSTRUCTION MUST STRICTLY FOLLOW THE STANDARDS AND SPECIFICATIONS SET FORTH BY: THE DESIGN ENGINEER, LOCAL AGENCY JURISDICTION, APWA (CURRENT EDITION), AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.). THE ORDER LISTED ABOVE IS ARRANGED BY SENIORITY. THE LATEST EDITION OF ALL STANDARDS AND SPECIFICATIONS MUST BE ADHERED TO. IF A CONSTRUCTION PRACTICE IS NOT SPECIFIED BY ANY OF THE LISTED SOURCES, CONTRACTOR MUST CONTACT DESIGN ENGINEER FOR DIRECTION.
- CONTRACTOR TO STRICTLY FOLLOW THE MOST CURRENT COPY OF THE SOILS REPORT FOR THIS PROJECT. ALL GRADING INCLUDING BUT NOT LIMITED TO CUT, FILL, COMPACTION, ASPHALT SECTION, SUBBASE, TRENCH EXCAVATION/BACKFILL, SITE GRUBBING, AND FOOTINGS MUST BE COORDINATED DIRECTLY WITH SOILS REPORT.
- CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND BRING UP ANY QUESTIONS BEFORE SUBMITTING BID.
- CONTRACTOR SHALL PROVIDE A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE CITY, STATE, OR COUNTY REGULATIONS FOR WORKING IN THE PUBLIC WAY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS. WET DOWN DRY MATERIALS AND RUBBISH TO PREVENT BLOWING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT SURFACE IMPROVEMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY SETTLEMENT OF OR DAMAGE TO EXISTING UTILITIES.
- THE CONTRACTOR IS RESPONSIBLE TO FURNISH ALL MATERIALS TO COMPLETE THE PROJECT.
- ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED, OR BROOMED. ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".
- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE. CONTRACTOR SHALL START INSTALLATION AT LOW POINT OF ALL NEW GRAVITY UTILITY LINES.
- ALL DIMENSIONS, GRADES, AND UTILITY DESIGN SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE PROJECT ENGINEER.
- NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE CITY OR COUNTY SURVEYOR FOR MONUMENT LOCATIONS AND CONSTRUCTION DETAILS.
- EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM ON-SITE SURVEY AND/OR UTILITY MAPS PROVIDED TO THE ENGINEER, AND THEREFORE UTILITIES MAY NOT BE LOCATED CORRECTLY, EITHER HORIZONTALLY OR VERTICALLY, AND MAY NOT BE ALL INCLUSIVE. CONTRACTOR IS REQUIRED TO FOLLOW THE PROCEDURE OUTLINED BELOW:
  - CONTRACTOR IS REQUIRED TO LOCATE AND POTHOLE ALL EXISTING UTILITY LINES (BOTH HORIZONTALLY AND VERTICALLY) THAT AFFECT THE PROJECT CONSTRUCTION, EITHER ON-SITE OR OFF-SITE, AND DETERMINE IF THERE ARE ANY CONFLICTS WITH THE DESIGN OF THE SITE AS SHOWN ON THE APPROVED PLANS PRIOR TO ANY CONSTRUCTION. IF IT IS DETERMINED THAT CONFLICTS EXIST BETWEEN EXISTING UTILITIES AND DESIGN UTILITIES (OR ANOTHER ASPECT OF PROPOSED CONSTRUCTION) THE ENGINEER MUST BE NOTIFIED IMMEDIATELY TO CORRECT THE CONFLICTS BEFORE ANY WORK CAN BEGIN. IF THE CONTRACTOR FAILS TO FOLLOW THIS ABSOLUTE REQUIREMENT AND CONFLICTS ARISE DURING CONSTRUCTION THE CONTRACTOR WILL BEAR THE SOLE RESPONSIBILITY TO FIX THE CONFLICTS.
  - CONTRACTOR IS REQUIRED TO VERIFY THAT PROPER COVER AND PROTECTION OF EXISTING UTILITY LINES IS MAINTAINED OR ATTAINED WITHIN THE DESIGN ONCE VERIFICATION OF THE EXISTING UTILITIES IS COMPLETED AS OUTLINED IN 16.1 ABOVE.
  - IN ADDITION TO 16.1 AND 16.2 ABOVE THE CONTRACTOR WILL VERIFY DEPTHS OF UTILITIES IN THE FIELD BY "POTHOLING" A MINIMUM OF 300 FEET AHEAD OF PROPOSED PIPELINE CONSTRUCTION TO AVOID POTENTIAL CONFLICTS WITH DESIGNED PIPELINE ALIGNMENT AND GRADE AND EXISTING UTILITIES.
  - IF A CONFLICT ARISES BETWEEN EXISTING UTILITIES AND DESIGN UTILITIES (OR ANOTHER ASPECT OF PROPOSED CONSTRUCTION) AS DETERMINED UNDER 16.1, 16.2 OR 16.3 THE CONTRACTOR WILL NOTIFY THE ENGINEER IMMEDIATELY TO RESOLVE THE CONFLICT.
  - IF A CONFLICT ARISES BETWEEN EXISTING UTILITIES AND DESIGN UTILITIES (OR ANOTHER ASPECT OF PROPOSED CONSTRUCTION) RESULTING FROM THE CONTRACTOR'S NEGLIGENCE TO IDENTIFY AND/OR "POTHOLE" EXISTING UTILITIES AS REQUIRED IN 16.1, 16.2 AND 16.3 ABOVE, THE CONTRACTOR WILL BE REQUIRED TO RESOLVE THE CONFLICT WITHOUT ADDITIONAL COST OR CLAIM TO THE OWNER OR ENGINEER.
- ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO COST TO OWNER.
- CONSULT ALL OF THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BEFORE COMMENCING CONSTRUCTION.
- AT ALL LOCATIONS WHERE EXISTING PAVEMENT ABUTS NEW CONSTRUCTION, THE EDGE OF THE EXISTING PAVEMENT SHALL BE SAWCUT TO A CLEAN, SMOOTH EDGE.
- ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE MOST RECENT, ADOPTED EDITION OF ADA ACCESSIBILITY GUIDELINES.
- CONTRACTOR SHALL, AT THE TIME OF BIDDING AND THROUGHOUT THE PERIOD OF THE CONTRACT, BE LICENSED IN THE STATE OF UTAH AND SHALL BE BONDABLE FOR AN AMOUNT REQUIRED BY THE OWNER.
- CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL WATER, POWER, SANITARY FACILITIES AND TELEPHONE SERVICES AS REQUIRED FOR THE CONTRACTOR'S USE DURING CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS. ALL RE-TESTING AND/OR RE-INSPECTION SHALL BE PAID FOR BY THE CONTRACTOR.
- IF EXISTING IMPROVEMENTS NEED TO BE DISTURBED AND/OR REMOVED FOR THE PROPER PLACEMENT OF IMPROVEMENTS TO BE CONSTRUCTED BY THESE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING IMPROVEMENTS FROM DAMAGE. COST OF REPLACING OR REPAIRING EXISTING IMPROVEMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS REQUIRING REMOVAL AND/OR REPLACEMENT. THERE WILL BE NO EXTRA COST DUE TO THE CONTRACTOR FOR REPLACING OR REPAIRING EXISTING IMPROVEMENTS.
- WHENEVER EXISTING FACILITIES ARE REMOVED, DAMAGED, BROKEN, OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS OR SPECIFICATIONS, SAID FACILITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL EXISTING FACILITIES. THE FINISHED PRODUCT SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER, THE ENGINEER, AND THE RESPECTIVE REGULATORY AGENCY.
- CONTRACTOR SHALL MAINTAIN A NEATLY MARKED SET OF FULL-SIZE RECORD DRAWINGS SHOWING THE FINAL LOCATION AND LAYOUT OF ALL STRUCTURES AND OTHER FACILITIES. RECORD DRAWINGS SHALL REFLECT CHANGE ORDERS, ACCOMMODATIONS, AND ADJUSTMENTS TO ALL IMPROVEMENTS CONSTRUCTED. WHERE NECESSARY, SUPPLEMENTAL DRAWINGS SHALL BE PREPARED AND SUBMITTED BY THE CONTRACTOR. PRIOR TO ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL DELIVER TO THE ENGINEER ONE SET OF NEATLY MARKED RECORD DRAWINGS SHOWING THE INFORMATION REQUIRED ABOVE. RECORD DRAWINGS SHALL BE REVIEWED AND THE COMPLETE RECORD DRAWING SET SHALL BE CURRENT WITH ALL CHANGES AND DEVIATIONS REQUIRED AS A PRECONDITION TO THE FINAL PROGRESS PAYMENT APPROVAL AND/OR FINAL ACCEPTANCE.
- WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.
- ALL EXISTING GATES AND FENCES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL GATES AND FENCES FROM DAMAGE.
- ALL EXISTING TREES ARE TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL TREES FROM DAMAGE.
- ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE GOVERNING AGENCY PRIOR TO THE PLACEMENT.
- CONTRACTORS ARE RESPONSIBLE FOR ALL OSHA REQUIREMENTS ON THE PROJECT SITE.
- A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE AS WELL AS A STORM WATER POLLUTION PREVENTION PLAN.

UTILITY NOTES

- ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS, CITY AND STATE REQUIREMENTS AND THE MOST RECENT EDITIONS OF THE FOLLOWING: THE INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL COORDINATE LOCATION OF NEW "DRY UTILITIES" WITH THE APPROPRIATE UTILITY COMPANY, INCLUDING BUT NOT LIMITED TO: TELEPHONE & INTERNET SERVICE, GAS SERVICE, CABLE, AND POWER.
- EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS BASED ON ON-SITE SURVEY. PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE EACH UTILITY COMPANY LOCATE, IN THE FIELD, THEIR MAIN AND SERVICE LINES. THE CONTRACTOR SHALL NOTIFY BLUE STAKES AT 1-800-862-4111 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK. THE CONTRACTOR SHALL RECORD THE BLUE STAKES ORDER NUMBER AND FURNISH ORDER NUMBER TO OWNER AND ENGINEER PRIOR TO ANY EXCAVATION. IT WILL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO DIRECTLY CONTACT ANY OTHER UTILITY COMPANIES THAT ARE NOT MEMBERS OF BLUE STAKES. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROTECT ALL EXISTING UTILITIES SO THAT NO DAMAGE RESULTS TO THEM DURING THE PERFORMANCE OF THIS CONTRACT. ANY REPAIRS NECESSARY TO DAMAGED UTILITIES SHALL BE PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO COOPERATE WITH OTHER CONTRACTORS AND UTILITY COMPANIES INSTALLING NEW STRUCTURES, UTILITIES AND SERVICE TO THE PROJECT.
- CARE SHOULD BE TAKEN IN ALL EXCAVATIONS DUE TO POSSIBLE EXISTENCE OF UNRECORDED UTILITY LINES. EXCAVATION REQUIRED WITHIN PROXIMITY OF EXISTING UTILITY LINES SHALL BE DONE BY HAND. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT CONTRACTOR'S EXPENSE.
- TRENCH BACKFILL MATERIAL AND COMPACTION TESTS ARE TO BE TAKEN PER APWA STANDARD SPECIFICATIONS (CURRENT EDITION, SECTION 02320 - BACKFILLING TRENCHES, OR AS REQUIRED BY THE GEOTECHNICAL REPORT IF NATIVE MATERIALS ARE USED. NO NATIVE MATERIALS ARE ALLOWED IN THE PIPE ZONE. THE MAXIMUM LIFT FOR BACKFILLING EXCAVATIONS IS DETERMINED BY THE GEOTECHNICAL RECOMMENDATIONS.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES AND FOR THE PROTECTION OF WORKERS.
- THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE, CAUSED BY ANY CONDITION INCLUDING SETTLEMENT, TO EXISTING UTILITIES FROM WORK PERFORMED AT OR NEAR EXISTING UTILITIES. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE ROADWAY AND UTILITY FACILITIES. DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID FACILITIES.
- ALL WATER LINE AND SEWER LINE INSTALLATION AND TESTING TO BE IN ACCORDANCE WITH LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- ALL MANHOLES, HYDRANTS, VALVES, CLEANOUT BOXES, CATCH BASINS, METERS, ETC. MUST BE RAISED OR LOWERED TO FINAL GRADE PER APWA (CURRENT EDITION) STANDARDS AND INSPECTOR REQUIREMENTS. CONCRETE COLLARS MUST BE CONSTRUCTED ON ALL MANHOLES, CLEANOUT BOXES, CATCH BASINS, AND VALVES PER APWA STANDARDS. ALL MANHOLE, CATCH BASIN, OR CLEANOUT BOX CONNECTIONS MUST BE MADE WITH THE PIPE CUT FLUSH WITH THE INSIDE OF THE BOX AND GROUTED OR SEALED.
- CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW OR EXISTING PIPE DURING CONSTRUCTION.
- SILT AND DEBRIS ARE TO BE CLEANED OUT OF ALL STORM DRAIN BOXES. CATCH BASINS ARE TO BE MAINTAINED IN A CLEANED CONDITION AS NEEDED UNTIL AFTER THE FINAL BOND RELEASE INSPECTION.
- CONTRACTOR SHALL CLEAN ASPHALT, TAR OR OTHER ADHESIVES OFF OF ALL MANHOLE LIDS AND INLET GRATES TO ALLOW ACCESS.
- EACH TRENCH SHALL BE EXCAVATED SO THAT THE PIPE CAN BE LAID TO THE ALIGNMENT AND GRADE AS REQUIRED. THE TRENCH WALL SHALL BE SO BRACED THAT THE WORKMEN MAY WORK SAFELY AND EFFICIENTLY. ALL TRENCHES SHALL BE DRAINED SO THE PIPE LAYING MAY TAKE PLACE IN DEWATERED CONDITIONS.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES AMPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.
- ALL SEWER LINES AND SEWER SERVICES SHALL HAVE A MINIMUM SEPARATION OF 10 FEET, EDGE TO EDGE, FROM THE WATER LINES. IF A 10 FOOT SEPARATION CAN NOT BE MAINTAINED, CONSTRUCT PER GOVERNING AGENCY'S MINIMUM SEPARATION STANDARDS.
- CONTRACTOR SHALL INSTALL THRUST BLOCKING AT ALL WATERLINE ANGLE POINTS AND TEES.
- ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER, SIDEWALK AND STREET PAVING.
- CONTRACTOR SHALL INSTALL MAGNETIC LOCATING TAPE CONTINUOUSLY OVER ALL NONMETALLIC PIPE.

TRAFFIC CONTROL AND SAFETY NOTES

- TRAFFIC CONTROL AND STRIPING TO CONFORM TO THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
- BARRICAADING AND DETOURING SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS OF THE CURRENT M.U.T.C.D.
- NO STREET SHALL BE CLOSED TO TRAFFIC WITHOUT WRITTEN PERMISSION FROM THE APPROPRIATE AGENCY, EXCEPT WHEN DIRECTED BY LAW ENFORCEMENT OR FIRE OFFICIALS.
- THE CONTRACTOR SHALL MAKE EVERY EFFORT TO PROVIDE FOR SMOOTH TRAFFIC FLOW AND SAFETY. ACCESS SHALL BE MAINTAINED FOR ALL PROPERTIES ADJACENT TO THE WORK.
- DETOURING OPERATIONS FOR A PERIOD OF SIX CONSECUTIVE CALENDAR DAYS, OR MORE, REQUIRE THE INSTALLATION OF TEMPORARY STREET STRIPING AND REMOVAL OF INTERFERING STRIPING BY SANDBLASTING. THE DETOURING STRIPING PLAN OR CONSTRUCTION TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE GOVERNING AGENCY FOR REVIEW AND APPROVAL.
- ALL TRAFFIC CONTROL DEVICES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE END OF THE WORK TO THE SATISFACTION OF THE GOVERNING AGENCY.
- TRAFFIC CONTROL DEVICES (TCDs) SHALL REMAIN VISIBLE AND OPERATIONAL AT ALL TIMES.
- ALL PERMANENT TRAFFIC CONTROL DEVICES CALLED FOR HEREON SHALL BE IN PLACE AND IN FINAL POSITION PRIOR TO ALLOWING ANY PUBLIC TRAFFIC ONTO THE PORTIONS OF THE ROAD(S) BEING IMPROVED HEREUNDER, REGARDLESS OF THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR BY THESE PLANS.
- THE CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTAH TRANSIT AUTHORITY (UTA) IF THE CONSTRUCTION INTERRUPTS OR RELOCATES A BUS STOP OR HAS AN ADVERSE EFFECT ON BUS SERVICE ON THAT STREET TO ARRANGE FOR TEMPORARY RELOCATION OF STOP.
- TRAFFIC ON ADJACENT ROADS MAY NOT BE RE-ROUTED DURING THE HOURS OF 7 A.M. - 9 A.M. AND 4 P.M. - 6 P.M.

DEMOLITION NOTES

- EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM ON-SITE SURVEY AND MAY NOT BE LOCATED CORRECTLY AND IS NOT ALL INCLUSIVE. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS BEFORE BEGINNING DEMOLITION/CONSTRUCTION.
- THERE MAY BE BURIED UTILITIES WITHIN THE LIMITS OF DISTURBANCE THAT ARE NOT SHOWN ON THE PLANS DUE TO LACK OF MAPPING OR RECORD INFORMATION. CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN UNEXPECTED UTILITIES ARE DISCOVERED.
- THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL EXISTING UTILITIES AND IMPROVEMENTS WHETHER OR NOT SHOWN ON THESE PLANS. THE FACILITIES AND IMPROVEMENTS ARE BELIEVED TO BE CORRECTLY SHOWN BUT THE CONTRACTOR IS REQUIRED TO SATISFY HIMSELF AS TO THE COMPLETENESS AND ACCURACY OF THE LOCATIONS. ANY CONTRACTOR PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE HIMSELF WITH THE SITE AND SHALL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING DIRECTLY, OR INDIRECTLY, FROM HIS OPERATIONS, WHETHER OR NOT SAID FACILITIES ARE SHOWN ON THESE PLANS.

GRADING AND DRAINAGE NOTES

- SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AND ALL RELATED ADDENDUMS.
- THE CONTRACTOR SHALL STRIP AND CLEAR THE TOPSOIL, MAJOR ROOTS AND ORGANIC MATERIAL FROM ALL PROPOSED BUILDING AND PAVEMENT AREAS PRIOR TO SITE GRADING. (THE TOPSOIL MAY BE STOCKPILED FOR LATER USE IN LANDSCAPED AREAS.)
- THE CONTRACTOR SHALL REMOVE ALL ORGANIC MATERIAL AND OTHER DELETERIOUS MATERIALS PRIOR TO PLACING GRADING FILL OR BASE COURSE. THE AREA SHOULD BE PROOF-ROLLED TO IDENTIFY ANY SOFT AREAS. WHERE SOFT AREAS ARE ENCOUNTERED, THE CONTRACTOR SHALL REMOVE THE SOIL AND REPLACE WITH COMPACTED FILL.
- ALL DEBRIS PILES AND BERMS SHOULD BE REMOVED AND HAULED AWAY FROM SITE OR USED AS GENERAL FILL IN LANDSCAPED AREAS.
- THE CONTRACTOR SHALL GRADE THE PROJECT SITE TO PROVIDE A SMOOTH TRANSITION BETWEEN NEW AND EXISTING ASPHALT, CURB AND GUTTER, AND ADJOINING SITE IMPROVEMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE AND DEBRIS ON ADJACENT STREETS WHEN EQUIPMENT IS TRAVELING THOSE STREETS.
- THE CONTRACTOR SHALL BE FAMILIAR WITH ALL CONDITIONS AND RECOMMENDATIONS OUTLINED IN THE GEOTECHNICAL REPORT AND TAKE ALL NECESSARY PRECAUTIONS AND RECOMMENDED PROCEDURES TO ASSURE SOUND GRADING PRACTICES.
- THE CONTRACTOR SHALL TAKE APPROPRIATE GRADING MEASURES TO DIRECT STORM SURFACE RUNOFF TOWARDS CATCH BASINS.
- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON ON-SITE SURVEY. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM ALL NECESSARY CUTS AND FILLS WITHIN THE LIMITS OF THIS PROJECT AND THE RELATED OFF-SITE WORK, SO AS TO GENERATE THE DESIRED SUBGRADE, FINISH GRADES, AND SLOPES SHOWN.
- THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
- THE GRADING CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE OWNER TO PROVIDE FOR THE REQUIREMENTS OF THE PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND ASSOCIATED PERMIT. ALL CONTRACTOR ACTIVITIES 1 ACRE OR MORE IN SIZE ARE REQUIRED TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN.
- ALL CUT AND FILL SLOPES SHALL BE PROTECTED UNTIL EFFECTIVE EROSION CONTROL HAS BEEN ESTABLISHED.
- THE USE OF POTABLE WATER WITHOUT A SPECIAL PERMIT FOR BUILDING OR CONSTRUCTION PURPOSES INCLUDING CONSOLIDATION OF BACKFILL OR DUST CONTROL IS PROHIBITED. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WATER FROM GOVERNING AGENCY.
- THE CONTRACTOR SHALL MAINTAIN THE STREETS, SIDEWALKS, AND ALL OTHER PUBLIC RIGHT-OF-WAYS IN A CLEAN, SAFE AND USABLE CONDITION. ALL SPLILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS SHALL BE PROMPTLY REMOVED FROM THE PUBLICLY-OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC, SHALL BE MAINTAINED IN A CLEAN, SAFE, AND USABLE CONDITION.

ABBREVIATIONS

|         |                                            |
|---------|--------------------------------------------|
| APWA    | AMERICAN PUBLIC WORKS ASSOCIATION          |
| AR      | ACCESSIBLE ROUTE                           |
| ASTM    | AMERICAN SOCIETY FOR TESTING AND MATERIALS |
| AWWA    | AMERICAN WATER WORKS ASSOCIATION           |
| BOS     | BOTTOM OF STEP                             |
| BVC     | BEGIN VERTICAL CURVE                       |
| C       | CURB                                       |
| CB      | CATCH BASIN                                |
| CL      | CURB FACE OR CUBIC FEET                    |
| CF      | CENTER LINE                                |
| CO      | CLEAN OUT                                  |
| COMAM   | COMMUNICATION                              |
| CONC    | CONCRETE                                   |
| CONT    | CONTINUOUS                                 |
| DIA     | DIAMETER                                   |
| DIP     | DUCTILE IRON PIPE                          |
| ELEC    | ELECTRICAL                                 |
| ELEV    | ELEVATION                                  |
| EOA     | EDGE OF ASPHALT                            |
| EVC     | END OF VERTICAL CURVE                      |
| EW      | EACH WAY                                   |
| EXIST   | EXISTING                                   |
| FF      | FINISH FLOOR                               |
| FG      | FINISH GRADE                               |
| FI      | FIRE HYDRANT                               |
| FL      | FLOW LINE OR FLANGE                        |
| GB      | GRADE BREAK                                |
| GF      | GARAGE FLOOR                               |
| GV      | GATE VALVE                                 |
| HG      | HANDICAP                                   |
| HP      | HIGH POINT                                 |
| IRR     | IRRIGATION                                 |
| K       | RATE OF VERTICAL CURVATURE                 |
| LD      | LAND DRAIN                                 |
| LF      | LINEAR FEET                                |
| LP      | LOW POINT                                  |
| MEX     | MATCH EXISTING                             |
| MH      | MANHOLE                                    |
| MJ      | MECHANICAL JOINT                           |
| NG      | NATURAL GROUND                             |
| NIC     | NOT IN CONTRACT                            |
| NO      | NUMBER                                     |
| OC      | ON CENTER                                  |
| OCEW    | ON CENTER EACH WAY                         |
| OHP     | OVERHEAD POWER                             |
| PC      | POINT OF CURVATURE OR PRESSURE CLASS       |
| PCC     | POINT OF COMPOUND CURVATURE                |
| PI      | POINT OF INTERSECTION                      |
| PVI     | POST INDICATOR VALVE                       |
| PL      | PROPERTY LINE                              |
| PRC     | POINT OF REVERSE CURVATURE                 |
| PRO     | PROPOSED                                   |
| PT      | POINT OF TANGENCY                          |
| PVC     | POINT OF VERTICAL CURVATURE                |
| PVI     | POINT OF VERTICAL INTERSECTION             |
| PVT     | POINT OF TANGENCY                          |
| R       | RADIUS                                     |
| RD      | ROOF DRAIN                                 |
| ROW     | RIGHT OF WAY                               |
| S       | SLOPE                                      |
| SAN SWR | SANITARY SEWER                             |
| SD      | STORM DRAIN                                |
| SEC     | SECONDARY                                  |
| SS      | SANITARY SEWER                             |
| STA     | STATION                                    |
| SW      | SECONDARY WATER LINE                       |
| TBC     | TOP BACK OF CURB                           |
| TOG     | TOP OF GRATE                               |
| TOA     | TOP OF ASPHALT                             |
| TOC     | TOP OF CONCRETE                            |
| TOF     | TOP OF FOUNDATION                          |
| TOW     | TOP OF WALL                                |
| TOS     | TOP OF STEP                                |
| TYP     | TYPICAL                                    |
| VC      | VERTICAL CURVE                             |
| WIV     | WALL INDICATOR VALVE                       |
| W       | WATER LINE                                 |

NOTE: MAY CONTAIN ABBREVIATIONS THAT ARE NOT USED IN THIS PLAN SET.

LEGEND

|  |                                     |  |                                      |
|--|-------------------------------------|--|--------------------------------------|
|  | SECTION CORNER                      |  | EXISTING EDGE OF ASPHALT             |
|  | EXISTING MONUMENT                   |  | PROPOSED EDGE OF ASPHALT             |
|  | PROPOSED MONUMENT                   |  | EXISTING STRIPING                    |
|  | EXISTING REBAR AND CAP              |  | PROPOSED STRIPING                    |
|  | SET ENSIGN REBAR AND CAP            |  | EXISTING FENCE                       |
|  | EXISTING WATER METER                |  | PROPOSED FENCE                       |
|  | PROPOSED WATER METER                |  | EXISTING FLOW LINE                   |
|  | EXISTING WATER MANHOLE              |  | PROPOSED FLOW LINE                   |
|  | PROPOSED WATER MANHOLE              |  | GRADE BREAK                          |
|  | EXISTING WATER BOX                  |  | EXISTING STORM DRAIN LINE            |
|  | EXISTING WATER VALVE                |  | PROPOSED STORM DRAIN LINE            |
|  | PROPOSED WATER VALVE                |  | ROOF DRAIN LINE                      |
|  | EXISTING FIRE HYDRANT               |  | CATCHMENTS                           |
|  | PROPOSED FIRE HYDRANT               |  | HIGHWATER LINE                       |
|  | PROPOSED FIRE DEPARTMENT CONNECTION |  | EXISTING SANITARY SEWER              |
|  | EXISTING SECONDARY WATER VALVE      |  | PROPOSED SANITARY SEWER LINE         |
|  | PROPOSED SECONDARY WATER VALVE      |  | PROPOSED SAN. SWR. SERVICE LINE      |
|  | EXISTING IRRIGATION BOX             |  | EXISTING LAND DRAIN LINE             |
|  | EXISTING IRRIGATION VALVE           |  | PROPOSED LAND DRAIN LINE             |
|  | PROPOSED IRRIGATION VALVE           |  | PROPOSED LAND DRAIN SERVICE LINE     |
|  | EXISTING SANITARY SEWER MANHOLE     |  | EXISTING CULINARY WATER LINE         |
|  | PROPOSED SANITARY SEWER MANHOLE     |  | PROPOSED CULINARY WATER LINE         |
|  | EXISTING SANITARY CLEAN OUT         |  | PROPOSED CULINARY WATER SERVICE LINE |
|  | EXISTING STORM DRAIN CLEAN OUT BOX  |  | EXISTING SECONDARY WATER LINE        |
|  | PROPOSED STORM DRAIN CLEAN OUT BOX  |  | PROPOSED SEC. WATER SERVICE LINE     |
|  | EXISTING STORM DRAIN INLET BOX      |  | EXISTING IRRIGATION LINE             |
|  | EXISTING STORM DRAIN CATCH BASIN    |  | PROPOSED IRRIGATION LINE             |
|  | PROPOSED STORM DRAIN CATCH BASIN    |  | EXISTING OVERHEAD POWER LINE         |
|  | EXISTING STORM DRAIN COMBO BOX      |  | EXISTING ELECTRICAL LINE             |
|  | PROPOSED STORM DRAIN COMBO BOX      |  | EXISTING GAS LINE                    |
|  | EXISTING STORM DRAIN CLEAN OUT      |  | EXISTING TELEPHONE LINE              |
|  | EXISTING STORM DRAIN CULVERT        |  | ACCESSIBLE ROUTE                     |
|  | PROPOSED STORM DRAIN CULVERT        |  | SAW CUT LINE                         |
|  | TEMPORARY SAG INLET PROTECTION      |  | STRAW WATTLE                         |
|  | TEMPORARY IN-LINE INLET PROTECTION  |  | TEMPORARY BERM                       |
|  | ROOF DRAIN                          |  | TEMPORARY SILT FENCE                 |
|  | EXISTING ELECTRICAL MANHOLE         |  | LIMITS OF DISTURBANCE                |
|  | EXISTING ELECTRICAL BOX             |  | EXISTING WALL                        |
|  | EXISTING TRANSFORMER                |  | PROPOSED WALL                        |
|  | EXISTING UTILITY POLE               |  | EXISTING CONTOURS                    |
|  | EXISTING LIGHT                      |  | PROPOSED CONTOURS                    |
|  | PROPOSED LIGHT                      |  | BUILDABLE AREA WITHIN SETBACKS       |
|  | EXISTING GAS METER                  |  | PUBLIC DRAINAGE EASEMENT             |
|  | EXISTING GAS MANHOLE                |  | EXISTING ASPHALT TO BE REMOVED       |
|  | EXISTING GAS VALVE                  |  | PROPOSED ASPHALT                     |
|  | EXISTING TELEPHONE MANHOLE          |  | EXISTING CURB AND GUTTER             |
|  | EXISTING TELEPHONE BOX              |  | PROPOSED CURB AND GUTTER             |
|  | EXISTING TRAFFIC SIGNAL BOX         |  | PROPOSED REVERSE PAN CURB AND GUTTER |
|  | EXISTING CABLE BOX                  |  | TRANSITION TO REVERSE PAN CURB       |
|  | EXISTING BOLLARD                    |  | CONCRETE TO BE REMOVED               |
|  | PROPOSED BOLLARD                    |  | EXISTING CONCRETE                    |
|  | EXISTING SIGN                       |  | PROPOSED CONCRETE                    |
|  | PROPOSED SIGN                       |  | BUILDING TO BE REMOVED               |
|  | EXISTING SPOT ELEVATION             |  | EXISTING BUILDING                    |
|  | PROPOSED SPOT ELEVATION             |  | PROPOSED BUILDING                    |
|  | EXISTING FLOW DIRECTION             |  |                                      |
|  | EXISTING TREE                       |  |                                      |
|  | DENSE VEGETATION                    |  |                                      |

NOTE: MAY CONTAIN SYMBOLS THAT ARE NOT USED IN THIS PLAN SET.



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CONTACT:  
BRAD REYNOLDS  
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COTTAGES AT MILLCREEK

PHASE 1

3507 SOUTH 1300 EAST

MILLCREEK, UTAH



GENERAL NOTES

PROJECT NUMBER  
14761

PRINT DATE  
2026-05-21

PROJECT MANAGER  
BOE

DESIGNED BY  
BAC

C-002

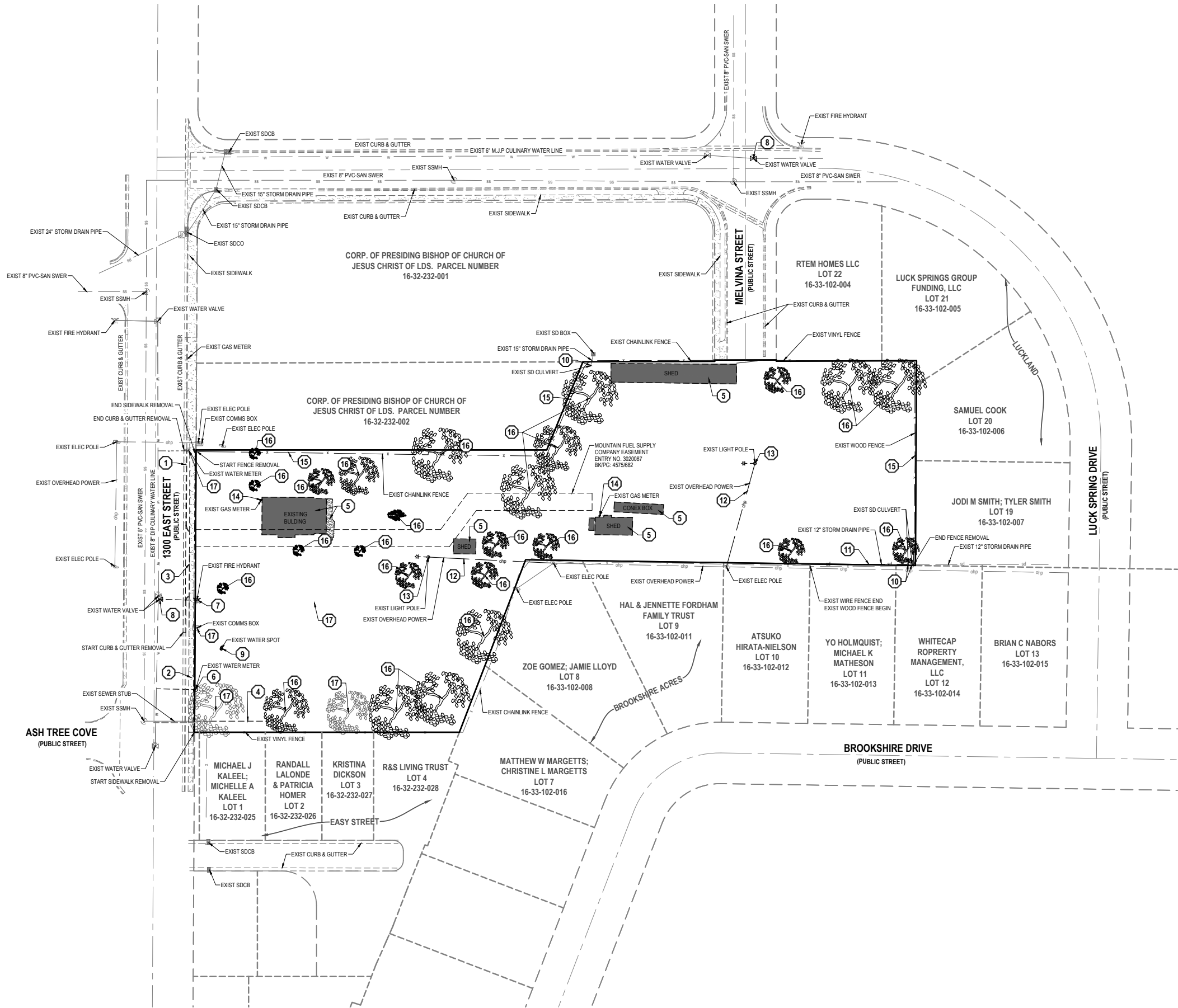
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Know what's below.  
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CALL BLUESTAKES  
@ 811 AT LEAST 48 HOURS  
PRIOR TO THE  
COMMENCEMENT OF ANY  
CONSTRUCTION.

BENCHMARK

EXISTING STREET MONUMENT LOCATED AT  
THE INTERSECTION OF  
MURPHY'S LANE AND 1300 EAST  
SALT LAKE CITY, UTAH  
  
ELEV = 4355.47'



- GENERAL NOTES
1.

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

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

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

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

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

THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
7.

EXISTING TREES SHOWN ON THIS PLAN ARE FOR REFERENCE ONLY. TREE REMOVAL AND PRESERVATION SHOULD FOLLOW MILLCREEK CITY CODE 19.77.040.
8.

AN ENCROACHMENT PERMIT IS NEEDED FOR ANY AND ALL ROAD CUTS IN THE MILLCREEK CITY PUBLIC ROW. CONTACT KALIE BOSKA AT 801-214-2603.
9.

REMOVE AND REPLACE ALL DAMAGED AND/OR FAILED CURB, GUTTER AND SIDEWALK PANELS TO THE NEAREST JOINT, AT THE DISCRETION OF THE MILLCREEK INSPECTOR.

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

SAWCUT, REMOVE, AND PROPERLY DISPOSE OF EXISTING CONCRETE CURB AND GUTTER.
- 2

SAWCUT, REMOVE, AND PROPERLY DISPOSE OF EXISTING CONCRETE SIDEWALK.
- 3

REMOVE EXIST CONCRETE DRIVE APPROACH.
- 4

FIELD LOCATE AND REMOVE EXIST SANITARY SEWER LATERAL TO ROAD RIGHT OF WAY. CAP AND ABANDON LATERAL FROM SEWER MAIN LINE TO RIGHT OF WAY (COORDINATE WITH MT OLYMPUS IMPROVEMENT DISTRICT).
- 5

REMOVE AND PROPERLY DISPOSE OF EXISTING STRUCTURES, CONCRETE SLABS, STAIRS, ETC., INCLUDING ALL ELECTRICAL APPURTENANCES, IN THIS AREA WHETHER OR NOT IDENTIFIED ON PLANS. CONTRACTOR TO FILL IN ALL HOLES CREATED DURING DEMOLITION WITH STRUCTURAL FILL TO PROPER SUBGRADE ELEVATION AND MEET COMPACTION OF 95% OF MAXIMUM DRY DENSITY AS PER ASTM D-1557.
- 6

REMOVE AND PROPERLY DISPOSE OF EXISTING WATER SERVICE LINE AND WATER METER, ABANDON SERVICE AT MAIN. SALVAGE EXISTING WATER METER TO SALT LAKE CITY PUBLIC UTILITIES.
- 7

REMOVE AND RELOCATE EXISTING FIRE HYDRANT.
- 8

REMOVE AND RELOCATE EXISTING WATER VALVE.
- 9

REMOVE AND PROPERLY DISPOSE OF EXISTING WATER SPOT.
- 10

REMOVE AND PROPERLY DISPOSE OF EXISTING STORM DRAIN CULVERT.
- 11

REMOVE AND PROPERLY DISPOSE OF EXISTING STORM DRAIN PIPE.
- 12

REMOVE AND PROPERLY DISPOSE OF EXISTING OVERHEAD POWER LINES. COORDINATE WITH LOCAL POWER COMPANY.
- 13

REMOVE AND PROPERLY DISPOSE OF EXISTING STREET LIGHT. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
- 14

REMOVE AND PROPERLY DISPOSE OF EXISTING GAS METER. COORDINATE WITH LOCAL GAS COMPANY.
- 15

REMOVE AND PROPERLY DISPOSE OF EXISTING FENCE.
- 16

REMOVE EXISTING TREES. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
- 17

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

EN SIGN

THE STANDARD IN ENGINEERING

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COTTAGES AT MILLCREEK

PHASE 1

3507 SOUTH 1300 EAST

MILLCREEK, UTAH



DEMOLITION PLAN

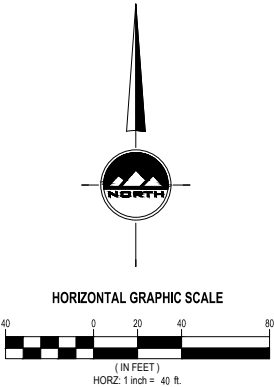
PROJECT NUMBER  
14761

PROJECT MANAGER  
ROE

PRINT DATE  
2026-05-21

DESIGNED BY  
BAC

C-100







811

Know what's below.  
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@ 811 AT LEAST 48 HOURS  
PRIOR TO THE  
COMMENCEMENT OF ANY  
CONSTRUCTION.

BENCHMARK

EXISTING STREET MONUMENT LOCATED AT  
THE INTERSECTION OF  
MURPHY'S LANE AND 1300 EAST  
SALT LAKE CITY, UTAH  
  
ELEV = 4355.47"

| Drainage Summary Table |                       |                       |                                       |                                      |                                                              |                                                              |                                           |                                           |
|------------------------|-----------------------|-----------------------|---------------------------------------|--------------------------------------|--------------------------------------------------------------|--------------------------------------------------------------|-------------------------------------------|-------------------------------------------|
| Basin                  | Drainage Area (acres) | Weighted Curve Number | Peak Inflow to System (10 year) (cfs) | Restricted Discharge (10 year) (cfs) | 80 <sup>th</sup> Percentile Retention Volume Required (c.f.) | 80 <sup>th</sup> Percentile Retention Volume Provided (c.f.) | 10-year Detention Storage Required (c.f.) | 10-year Detention Storage Provided (c.f.) |
| Total Site             | 1.30                  | 88.04                 | 191                                   | 0.26                                 | 1,211                                                        | 1,225                                                        | 2,114                                     | 2,354                                     |

NOTE: THE SCS TR-55 METHOD WAS USED TO MODEL THE HYDROLOGY, REFER TO PROJECT DRAINAGE REPORT FOR MORE INFORMATION.

- GENERAL NOTES
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  - ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
  - ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF INCONSOLIDATED FILL, ORGANICS, AND DEBRIS, PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.
  - THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.
  - ELEVATIONS HAVE BEEN TRUNCATED FOR CLARITY. XX.XX REPRESENTS AN ELEVATION OF 43XX.XX ON THESE PLANS.
  - LANDSCAPED AREAS REQUIRE SUBGRADE TO BE MAINTAINED AT A SPECIFIC ELEVATION BELOW FINISHED GRADE AND REQUIRE SUBGRADE TO BE PROPERLY PREPARED AND SCARIFIED. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
  - SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.
  - EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
  - ALL STORM DRAIN INFRASTRUCTURE TO BE INSTALLED PER MILLCREEK CITY OR APWA STANDARD PLANS AND SPECIFICATIONS.
  - ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS. NOTIFY ENGINEER IF MINIMUM COVER CANNOT BE ATTAINED.
  - ALL FACILITIES WITH DOWNSPOUTS/ROOF DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM. SEE PLUMBING PLANS FOR DOWNSPOUT/ROOF DRAIN LOCATIONS AND SIZES. ALL ROOF DRAINS TO HAVE MINIMUM 1% SLOPE.
  - THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  - NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.
  - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
  - A LAND DISTURBANCE AND GRADING PERMIT MUST BE OBTAINED FROM MILLCREEK PRIOR TO DISTURBING ANY VEGETATION OR MOVING MORE THAN ANY SOIL GREATER THAN 1" IN DEPTH, AREAS OVER 1-ACRE, AND/OR ON OR NEAR SENSITIVE LANDS.

- SCOPE OF WORK:
- PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- CATCH BASIN PER MILLCREEK CITY STD PLAN NO. 215 AND SPECIFICATIONS.
  - COMBINATION INLET/CLEANOUT BOX PER MILLCREEK CITY STD PLAN NO. 230 AND SPECIFICATIONS.
  - CLEANOUT BOX W/ GRATED LID PER MILLCREEK CITY STD PLAN NO. 220 AND SPECIFICATIONS. SIZE PER PLAN.
  - YARD DRAIN. SIZE PER PLAN. MATCH GRATE TO FINISH GRADE. INSTALLATION PER MANUFACTURER'S SPECIFICATIONS.
  - UNDERGROUND DETENTION CHAMBER SYSTEM: ACO 600 1 LAYER STORMBROXX SYSTEM OR APPROVED EQUIVALENT. INSTALLATION PER MANUFACTURER'S SPECIFICATIONS. SUBMITTAL REQUIRED PRIOR TO ORDERING MATERIALS.

TOP GRAVEL = 4349.85

TOP CHAMBERS = 4349.35

BTM CHAMBERS = 4347.33

BTM GRAVEL = 4346.83

80TH PERCENTILE RETENTION VOLUME REQUIRED = 1,211 C.F.

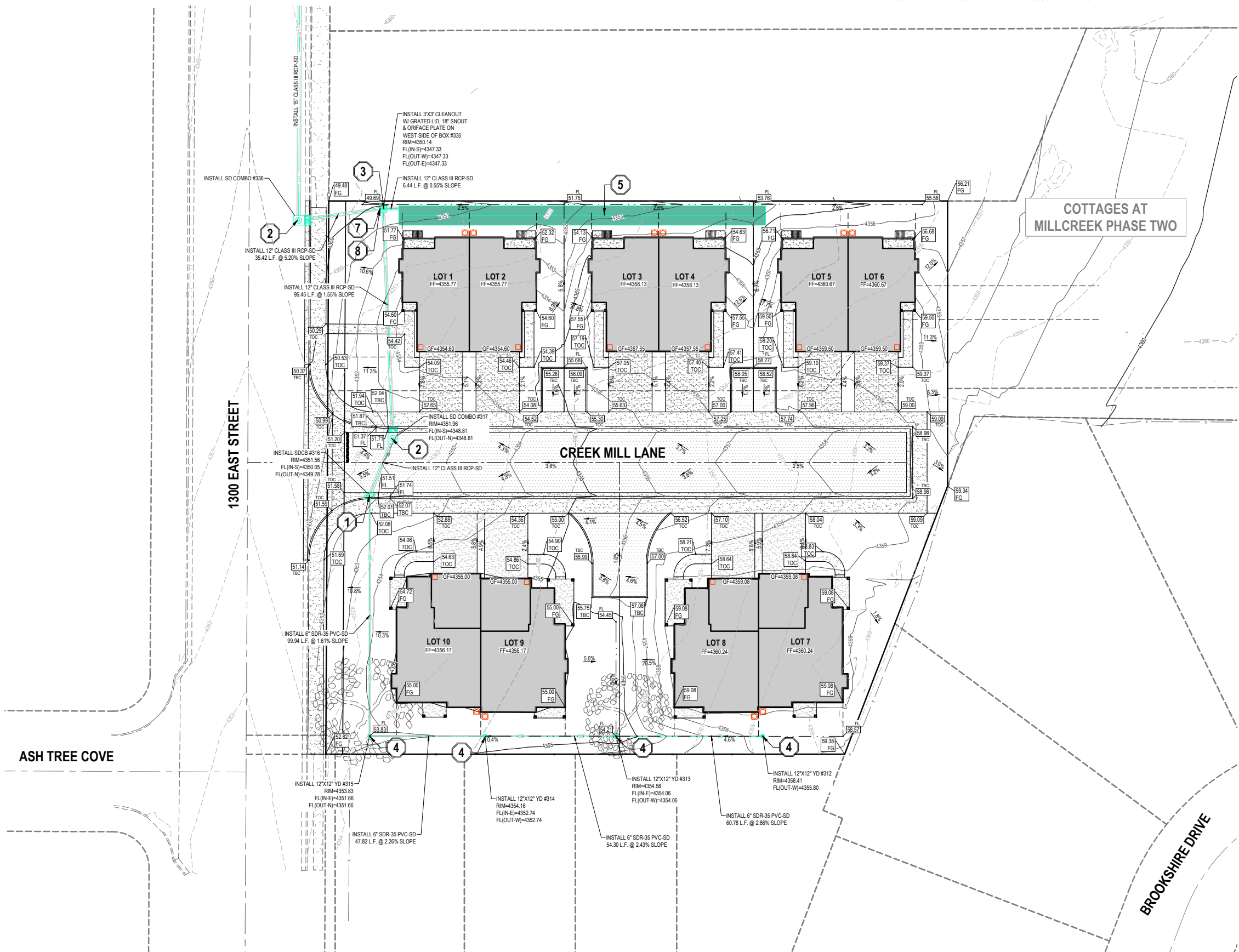
80TH PERCENTILE RETENTION PROVIDED = 1,225 C.F.

80TH PERCENTILE HWM = 4348.38

10-YR DETENTION VOLUME REQUIRED = 2,039 C.F.

10-YR DETENTION VOLUME PROVIDED = 2,354 C.F.

10-YR HWM = 4349.09
  - ORIFICE PLATE (3.0" DIA.) PER DETAIL 71C-600 INSTALLED ON WEST SIDE OF STORM DRAIN BOX.
  - 18" SNOUT PER DETAIL 81C-600 INSTALLED ON WEST SIDE OF STORM DRAIN BOX.



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3507 SOUTH 1300 EAST

MILLCREEK, UTAH

Professional Engineer

No. 169379

ROBERT Q. ELDER

5-21-26

STATE OF UTAH

GRADING PLAN

PROJECT NUMBER  
14761

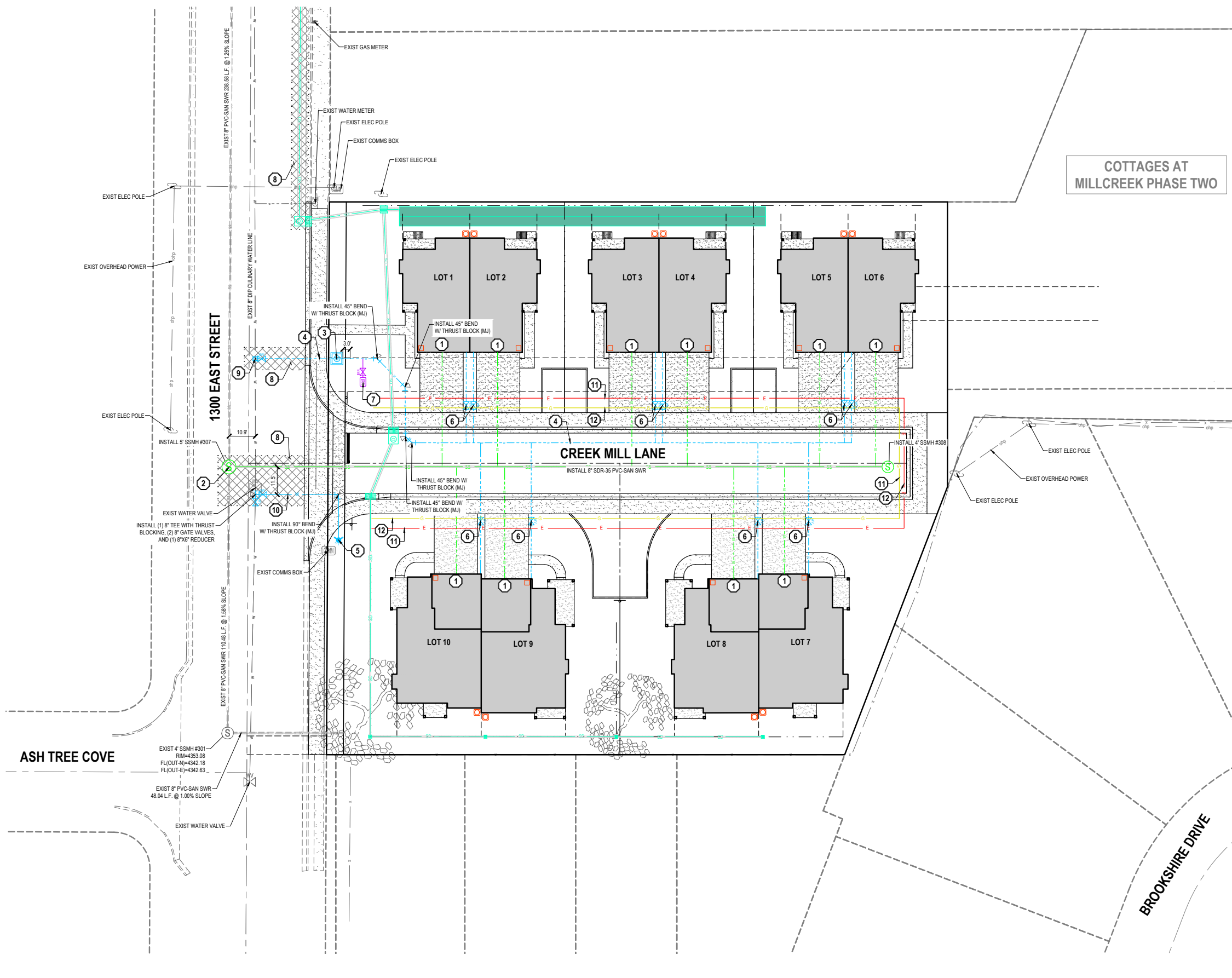
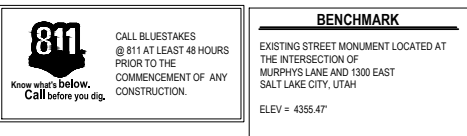
PROJECT MANAGER  
ROE

PRINT DATE  
2026-05-21

DESIGNED BY  
BAC

C-300





## GENERAL NOTES

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3. ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER MOUNT OLYMPUS IMPROVEMENT DISTRICT STANDARD PLANS AND SPECIFICATIONS.
4. ALL WATER INFRASTRUCTURE TO BE INSTALLED PER SALT LAKE CITY PUBLIC UTILITIES STANDARD PLANS AND SPECIFICATIONS.
5. DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
6. PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION
7. THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL PLUMBING PLANS.
8. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
9. THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
10. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
11. **A RIGHT-OF-WAY ENCROACHMENT PERMIT MUST BE OBTAINED FROM MILLCREAK PRIOR TO DOING ANY WORK IN THE RIGHT-OF-WAY. CONTACT KALEE BOSKA AT 801-214-2603.**

**SCOPE OF WORK:**

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

- 1 4" SDR-35 PVC SANITARY SEWER LATERAL @ 2.00% MIN SLOPE PER MT OLYMPIUS IMPROVEMENT DISTRICTS STANDARDS AND SPECIFICATIONS.
- 2 CONNECT TO EXISTING SEWER MAIN WITH NEW MANHOLE AND CAST IN PLACE BASE PER MT OLYMPIUS IMPROVEMENT DISTRICTS STANDARDS AND SPECIFICATIONS.
- 3 2" TYPE K COPPER WATER SERVICE AND 2" CULINARY WATER METER IN CONCRETE VAULT PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS. A MINIMUM OF 3 FEET OF COPPER PIPE IS REQUIRED PAST THE WATER METER.
- 4 2.5" SDR9 BLUE C.T.S. POLY PIPE (AFTER WATER METER). A MINIMUM OF 3 FEET OF TYPE K COPPER PIPE IS REQUIRED PAST THE WATER METER.
- 5 RELOCATE EXISTING FIRE HYDRANT PER APWA STD PLAN NO. 546.
- 6 1" SDR9 BLUE C.T.S. CULINARY WATER SERVICE POLY PIPE W/ CURB STOP VALVE PER SLC PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- 7 POINT OF CONNECTION FOR IRRIGATION CONTRACTOR: INSTALL 1-1/2" SERVICE LINE W/ STOP AND WASTE VALVE AND BACKFLOW PREVENTION ASSEMBLY PER APWA STANDARD PLAN NO. 631.1 AND SPECIFICATIONS.
- 8 SAWCUT AND PATCH EXIST ASPHALT PER MILLCREEK CITY STD PLAN 240 AND SPECIFICATIONS. MATCH EXIST PAVEMENT SECTION.
- 9 HOT TAP CONNECTION TO EXIST 8" WATER LINE W/ 8" TAPPING SLEEVE AND 8" GATE VALVE PER SLC PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- 10 8" DIP CULINARY WATER LINE PER SLC PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- 11 ELECTRICAL LINE. COORDINATE WITH ROCKY MOUNTAIN POWER.
- 12 GAS LINE. COORDINATE WITH ENBRIDGE GAS.



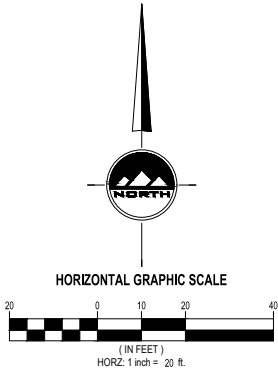
**COTTAGES AT MILLCREEK  
PHASE 1  
3507 SOUTH 1300 EAST  
MILLCREEK, UTAH**



## UTILITY PLAN

|                         |                         |
|-------------------------|-------------------------|
| PROJECT NUMBER<br>14761 | PRINT DATE<br>2026-05-2 |
| PROJECT MANAGER<br>RQE  | DESIGNED BY<br>BAC      |

# C-400



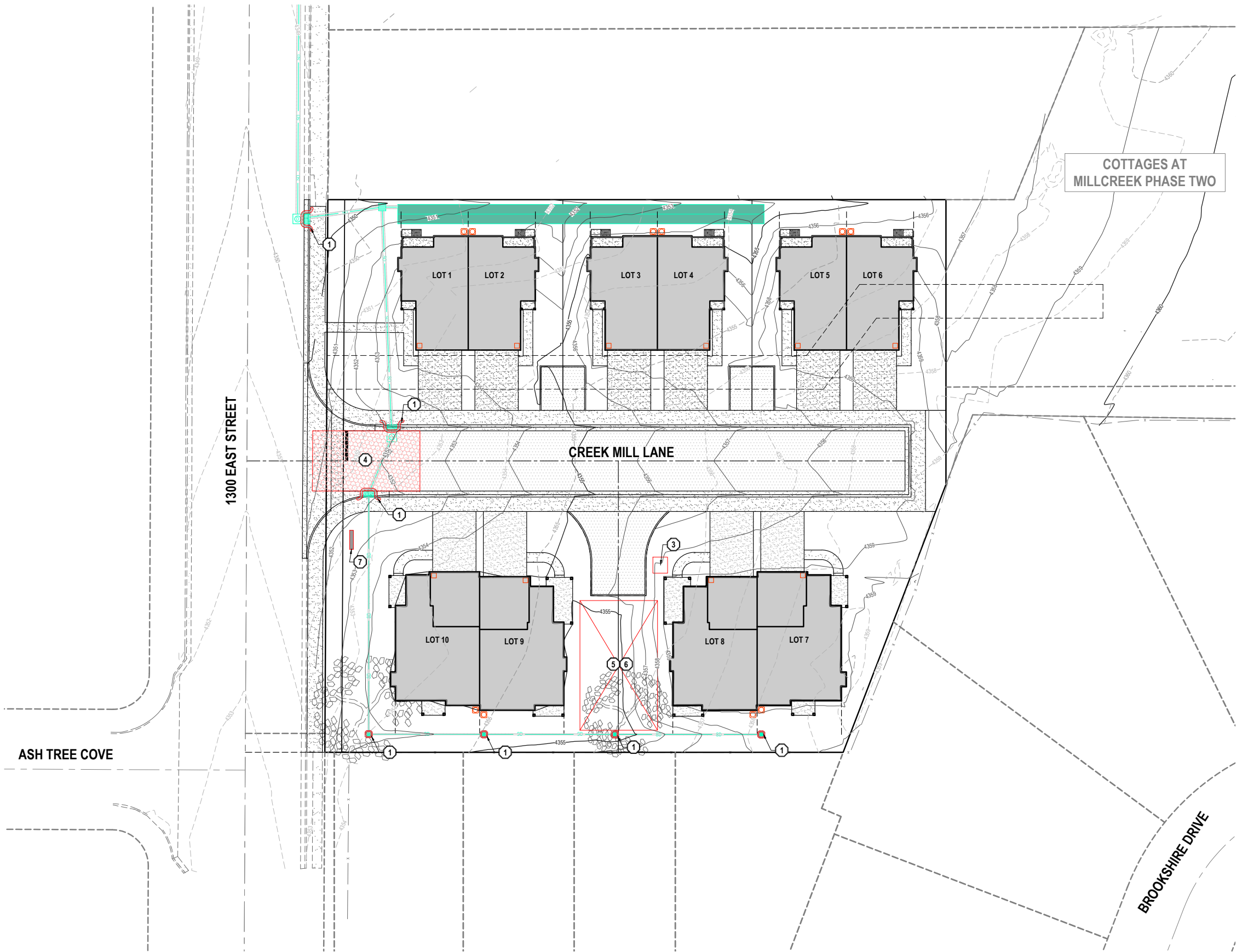
811

Know what's below.  
Call before you dig.

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

BENCHMARK

EXISTING STREET MONUMENT LOCATED AT  
THE INTERSECTION OF  
MURPHY'S LANE AND 1300 EAST  
SALT LAKE CITY, UTAH  
ELEV = 4355.47"



GENERAL NOTES

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

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

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

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

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

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

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

SCOPE OF WORK:

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

1 INLET PROTECTION PER DETAIL 1/C-600.

2 SILT FENCE PER DETAIL 2/C-600.

3 PORTABLE TOILET PER DETAIL 3/C-600.

4 VEHICLE WASHDOWN AND STABILIZED CONSTRUCTION ENTRANCE PER DETAIL 4/C-600.

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

6 SUGGESTED STOCKPILE AREA.

7 SWPPP NOTIFICATION SIGN.

FOR:  
BRAD REYNOLDS  
P.O. BOX 17958  
SALT LAKE CITY, UTAH

CONTACT:  
BRAD REYNOLDS  
PHONE: 801.281.2200

EN SIGN

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TOOELE  
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CEDAR CITY  
Phone: 435.865.1453

RICHFIELD  
Phone: 435.896.2983

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P.O. BOX 17958  
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PHONE: 801.281.2200

COTTAGES AT MILLCREEK  
PHASE 1  
3507 SOUTH 1300 EAST  
MILLCREEK, UTAH

PROFESSIONAL ENGINEER  
No. 169379  
ROBERT Q. ELDER  
5-21-26  
STATE OF UTAH

EROSION CONTROL PLAN

PROJECT NUMBER  
14761

PRINT DATE  
2026-05-21

PROJECT MANAGER  
RQE

DESIGNED BY  
BAC

C-500



811

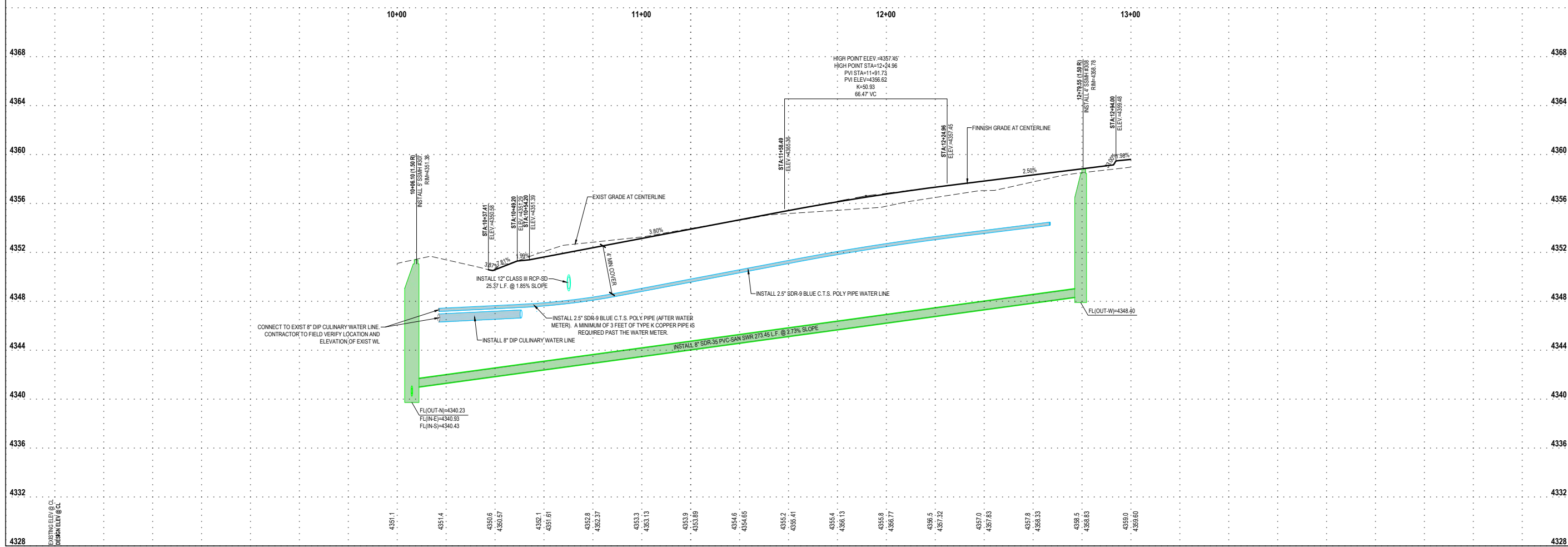
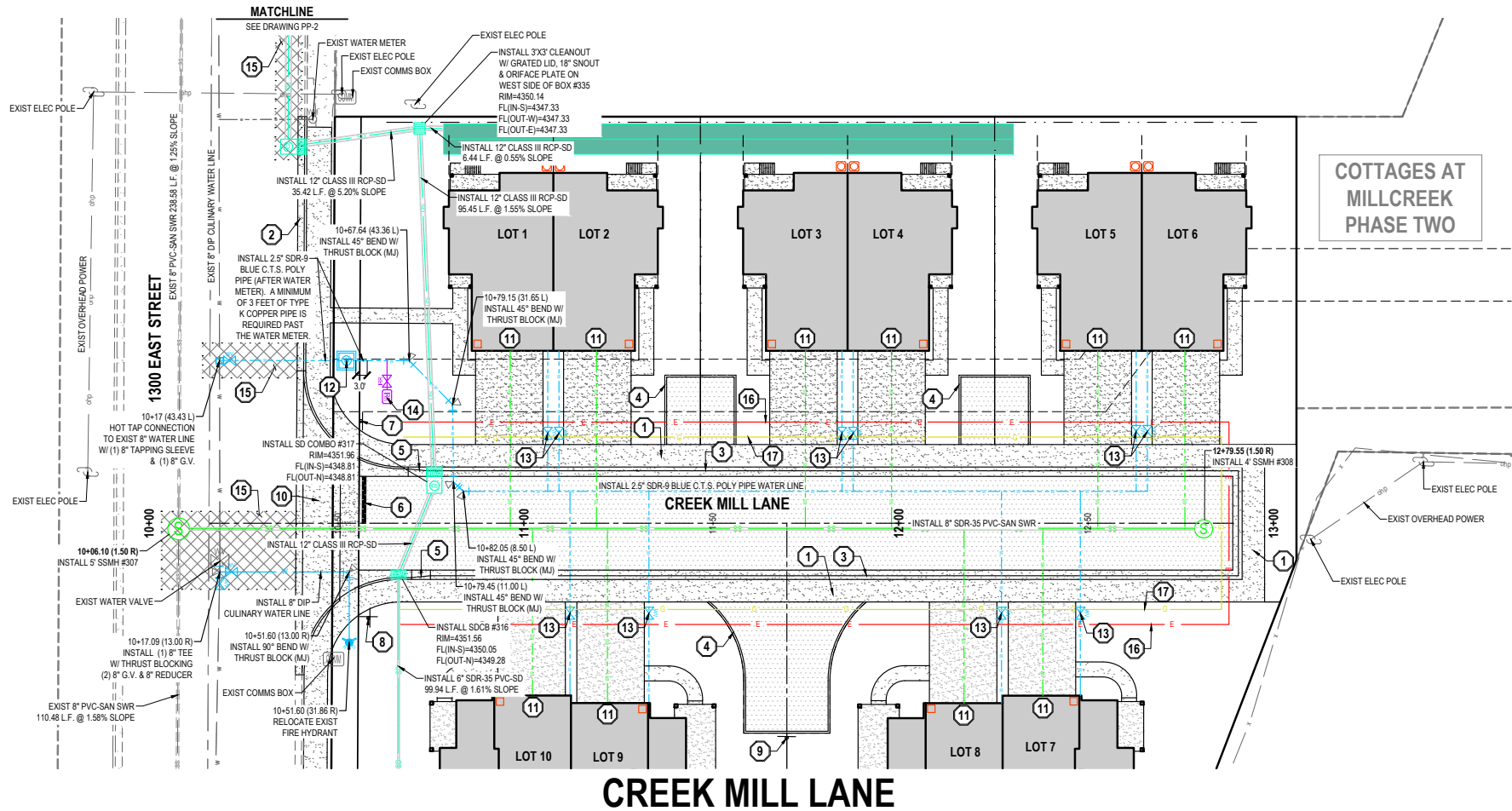
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CONSTRUCTION.

BENCHMARK

EXISTING STREET MONUMENT LOCATED AT  
THE INTERSECTION OF  
MURPHY'S LANE AND 1300 EAST  
SALT LAKE CITY, UTAH  
ELEV = 4355.47'

- SCOPE OF WORK:**  
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED.  
THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS.
- 6" THICK CONCRETE SIDEWALK PER MILLCREEK CITY STD PLAN NO 145 AND SPECIFICATIONS.
  - 30" NO. 1 CURB AND GUTTER PER MILLCREEK CITY STD PLAN NO 140 AND SPECIFICATIONS.
  - 30" NO. 3 CURB AND GUTTER PER MILLCREEK CITY STD PLAN NO 140 AND SPECIFICATIONS.
  - 6" TYPE "P" VERTICAL CURB PER APWA STD PLAN NO. 209 AND SPECIFICATIONS.
  - TRANSITION BETWEEN NO. 1 CURB AND GUTTER AND NO. 3 CURB AND GUTTER.
  - 12" WIDE SOLID WHITE STOP BAR PER M.U.T.C.D. STANDARD PLANS.
  - "STOP" SIGN PER M.U.T.C.D. STANDARD PLANS.
  - STREET SIGN PER M.U.T.C.D. STANDARD PLANS.
  - "NO PARKING ANYTIME" SIGN PER M.U.T.C.D. STANDARD PLANS.
  - FLARED DRIVE APPROACH PER MILLCREEK CITY STD PLAN NO. 125 AND SPECIFICATIONS.
  - 4" SDR-35 PVC SANITARY SEWER LATERAL @ 2.00% MIN SLOPE PER MT OLYMPUS IMPROVEMENT DISTRICT'S STANDARDS AND SPECIFICATIONS.
  - 2" TYPE K COPPER WATER SERVICE AND 2" CULINARY WATER METER IN CONCRETE VAULT PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS. A MINIMUM OF 3 FEET OF COPPER PIPE IS REQUIRED PAST THE WATER METER.
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  - GAS LINE. COORDINATE WITH ENBRIDGE GAS.



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FOR:  
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CONTACT:  
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PHONE: 801.281.2200

LICENS. PROFESSIONAL ENGINEER

No. 169379

ROBERT Q. ELDER

5-21-26

STATE OF UTAH

PROJECT NUMBER  
14761

PRINT DATE  
2026-05-21

PROJECT MANAGER  
ROE

DESIGNED BY  
BAC

PP-1

811

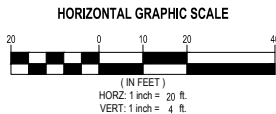
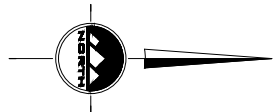
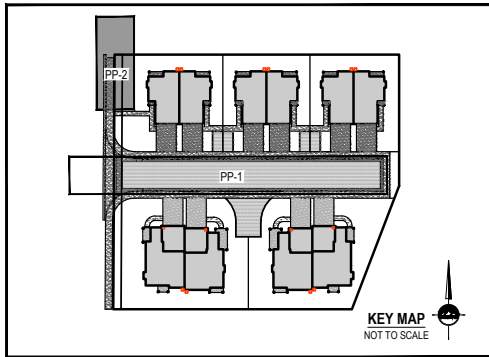
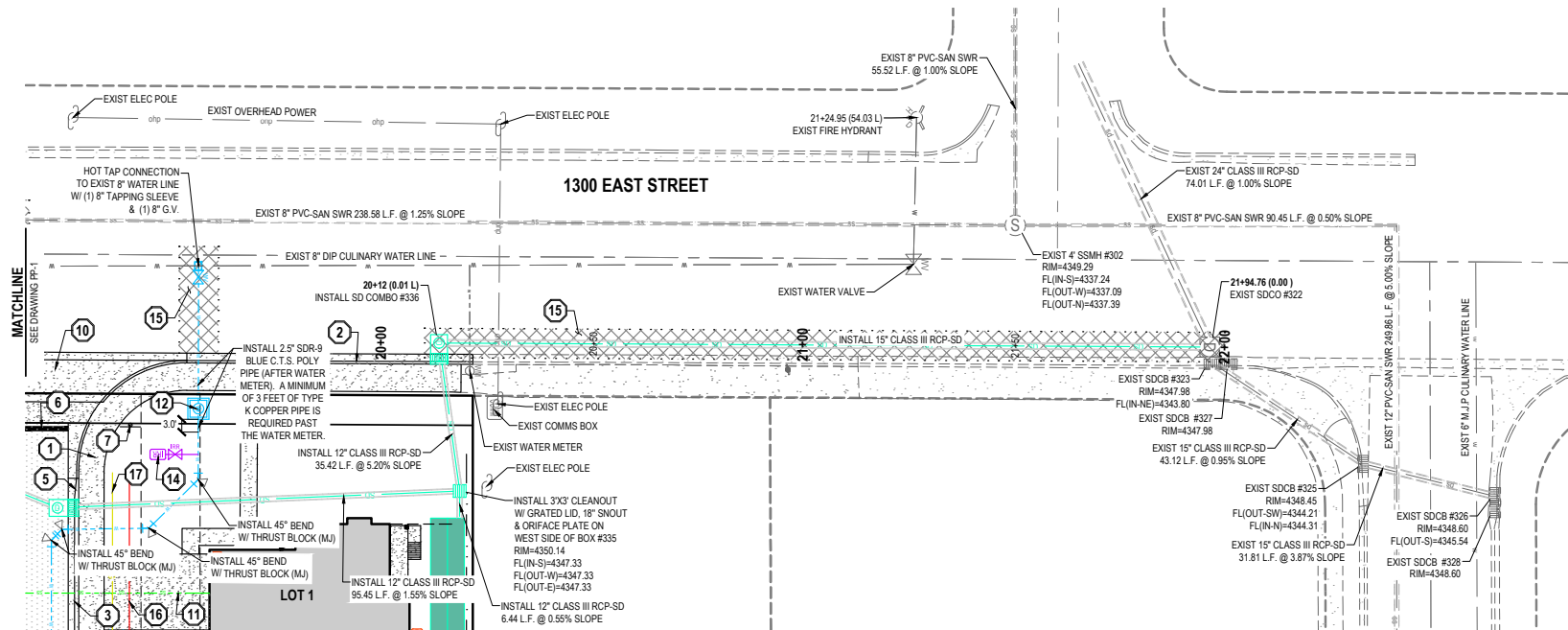
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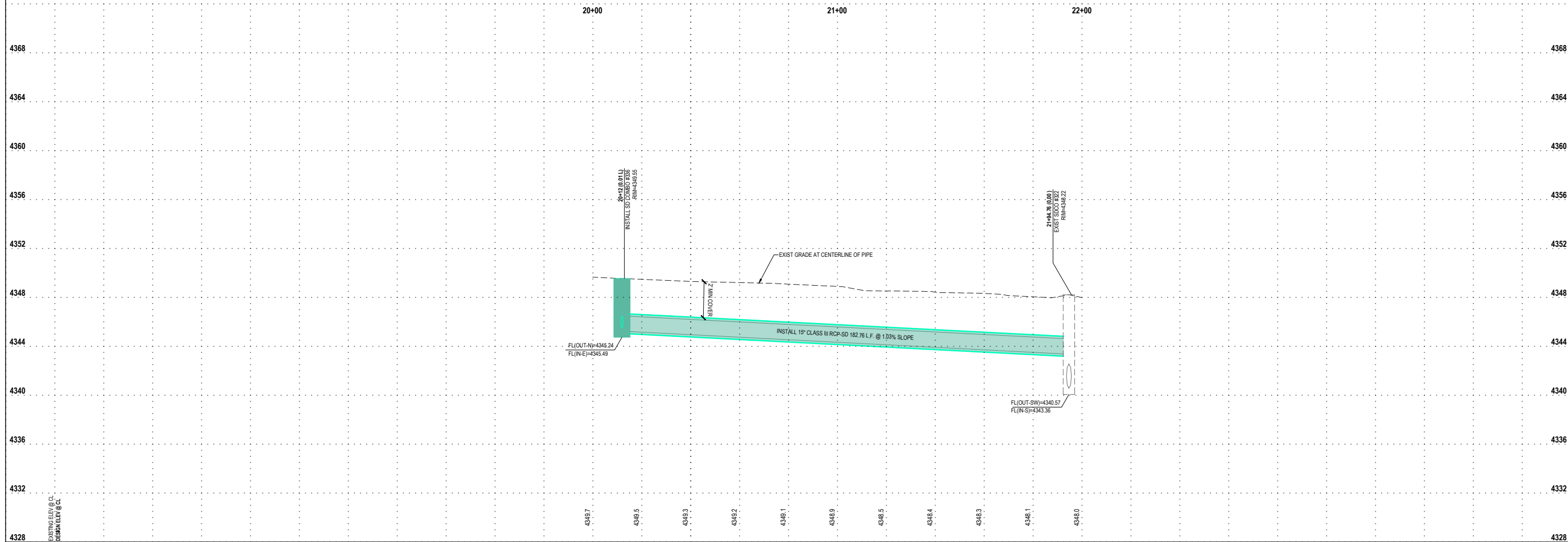
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EXISTING STREET MONUMENT LOCATED AT  
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  - GAS LINE. COORDINATE WITH ENBRIDGE GAS.



## STORM DRAIN CONNECTOR



EN SIGN

THE STANDARD IN ENGINEERING

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45 W 10000 S, Suite 500  
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LAYTON

Phone: 801.547.1100

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Phone: 435.865.1453

RICHFIELD

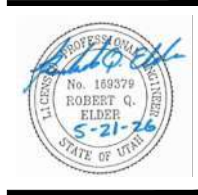
Phone: 435.896.2983

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FOR:  
BRAD REYNOLDS  
P.O. BOX 17958  
SALT LAKE CITY, UTAH

CONTACT:  
BRAD REYNOLDS  
PHONE: 801.281.2200

COTTAGES AT MILLCREEK  
PHASE 1  
3507 SOUTH 1300 EAST  
MILLCREEK, UTAH



PLAN AND PROFILE  
STORM DRAIN  
CONNECTOR

PROJECT NUMBER  
14761

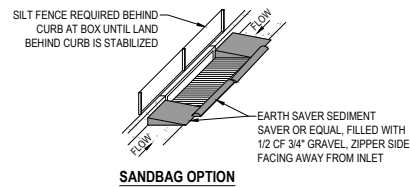
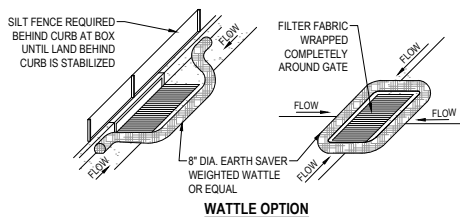
PRINT DATE  
2026-05-21

PROJECT MANAGER  
ROE

DESIGNED BY  
BAC

PP-2



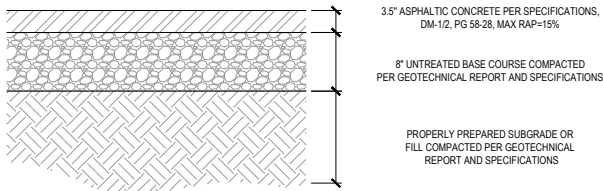


## 1 SAG INLET PROTECTION

SCALE: NONE

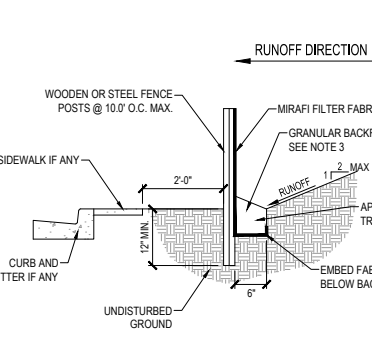
### ASPHALT NOTES

- ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
- ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED PER THE PROJECT GEOTECHNICAL REPORT OR TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-180 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD BE PLACED PER GEOTECHNICAL RECOMMENDATIONS BUT SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
- REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.



## 5 STANDARD ASPHALT SECTION

SCALE: NONE

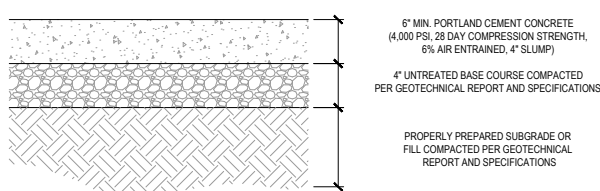


## 2 TEMPORARY SILT FENCE

SCALE: NONE

### CONCRETE NOTES

- ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
- ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED PER THE PROJECT GEOTECHNICAL REPORT OR TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-180 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD BE PLACED PER GEOTECHNICAL RECOMMENDATIONS BUT SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
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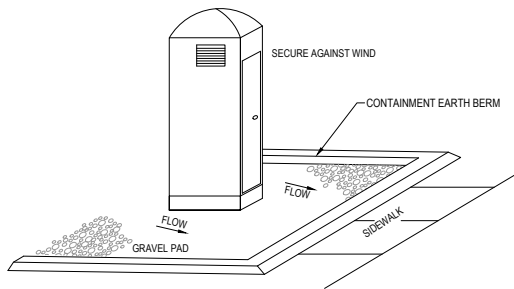


## 6 CONCRETE PAVEMENT SECTION

SCALE: NONE

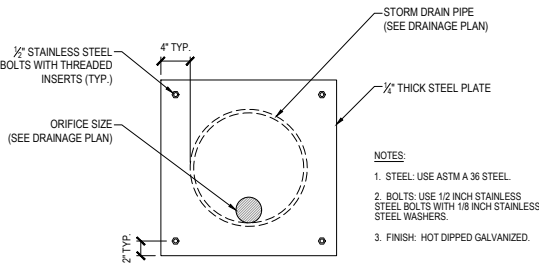
### NOTES:

- EXCAVATE 6"x6" TRENCH ALONG LIMITS OF DISTURBANCE AS SHOWN ON CONSTRUCTION DRAWINGS. POSTS SHALL BE POSITIONED ON DOWNSTREAM SIDE OF FENCE.
- LAY TOE-IN FABRIC FLAP IN BOTTOM OF TRENCH. BACKFILL TRENCH WITH FREE DRAINING GRANULAR MATERIAL. COMPACT TRENCH TO SATISFACTION OF THE ENGINEER OF RECORD.
- SILT FENCE GEOTEXTILE SHALL MEET AASHTO M288-92 REQUIREMENTS.
- REMOVE & DISPOSE OF SEDIMENT WHEN ACCUMULATION IS 50% OF EXPOSED FENCE HEIGHT.
- 10' MAX. SPACING BETWEEN STAKES.
- SILT FENCES SHALL BE INSTALLED ALONG CONTOURS, NOT UP AND DOWN SLOPES, WITH 10' OVERLAP AT BREAKS.



## 3 PORTABLE TOILET

SCALE: NONE



## 7 ORIFICE PLATE

SCALE: NONE

### NOTES:

Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.

PIPE: Pipe sizes and locations are as shown on plan and profile sheets, including flow-line elevations.

BACKFILLING TRENCHES: Granular backfill borrow (Common Fill) in accordance with APWA Section 33.05.20 (Backfilling Trenches) and meeting AASHTO M 145 A-1-a requirement

- Non-plastic and well graded material.
- Maximum aggregate size is 1 1/2 inches for plastic pipe, 2 inches for all other pipes.
- Compacted to 95% required all sides.

PIPE COVER: Pipe cover for all pipes shall be 2 feet minimum, as per APWA Section 33.41.00 (Storm Drainage Systems). Cover for Reinforced Concrete Pipe may be reduced to 1 foot with approval of the Millcreek Public Works Director.

PEA GRAVEL: Pea gravel is not allowed in any part of the trench.

SLOPES AND SHORING: All aspects of trench excavation shall conform to current OSHA requirements.

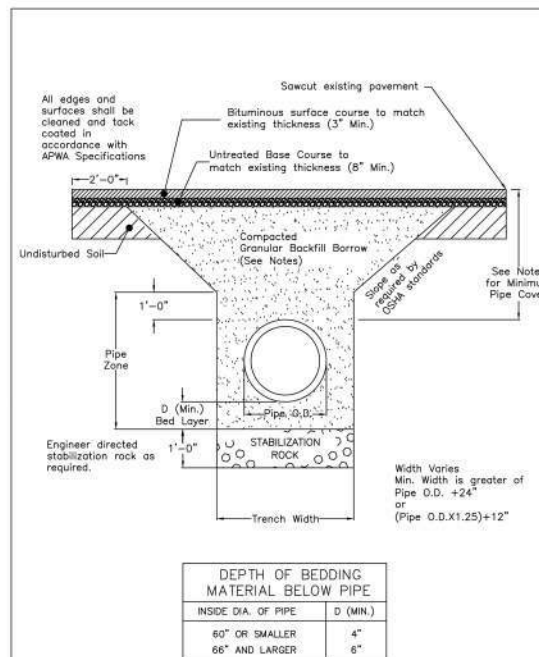
STABILIZATION ROCK: Stabilization rock shall conform follows gradation:

| Sieve Size | % Passing |
|------------|-----------|
| 2"         | 95-100    |
| 1 1/2"     | 60-70     |
| 1"         | 40-50     |
| 1/2"       | 4-6       |



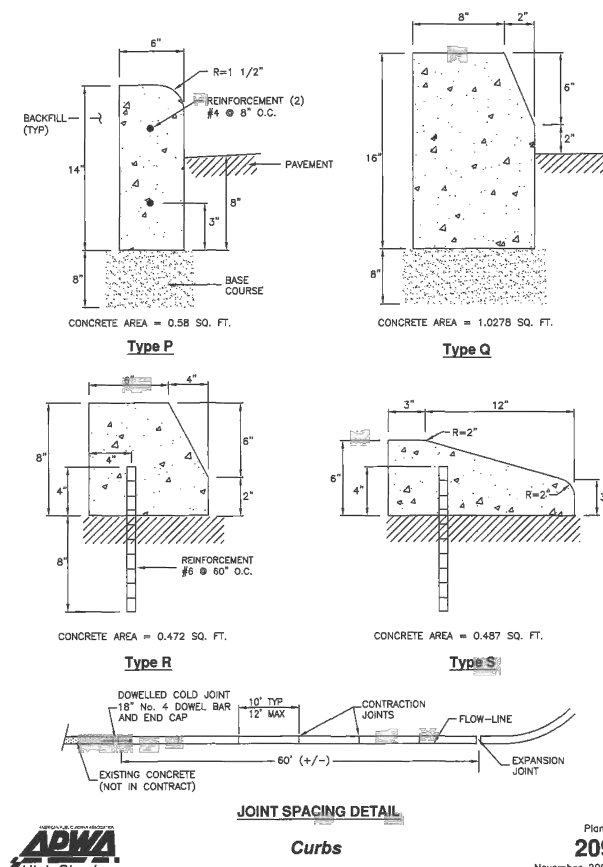
### TRENCH SECTION

STANDARD PLAN  
240  
SHEET 1 OF 2



### TRENCH SECTION

STANDARD PLAN  
240  
SHEET 2 OF 2



### JOINT SPACING DETAILS

#### Curbs

Plan  
209  
November 2009



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FOR:  
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SALT LAKE CITY, UTAH

CONTACT:  
BRAD REYNOLDS  
PHONE: 801.281.2200

**COTTAGES AT MILLCREEK**  
**PHASE 1**  
3507 SOUTH 1300 EAST  
MILLCREEK, UTAH



### DETAILS

PROJECT NUMBER  
14761

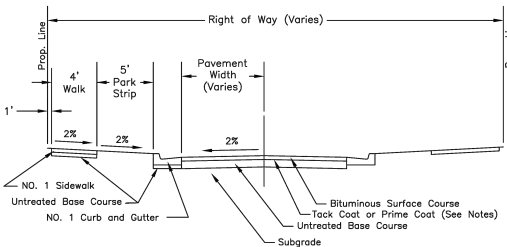
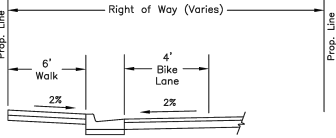
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PROJECT MANAGER  
ROE

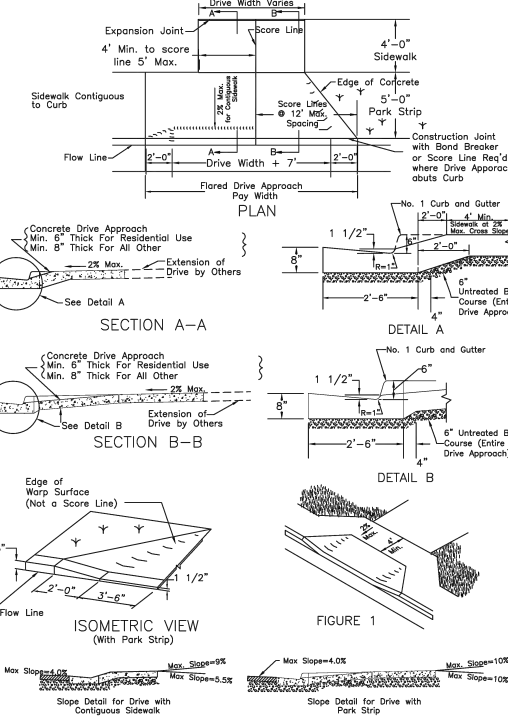
DESIGNED BY  
BAC

**C-600**

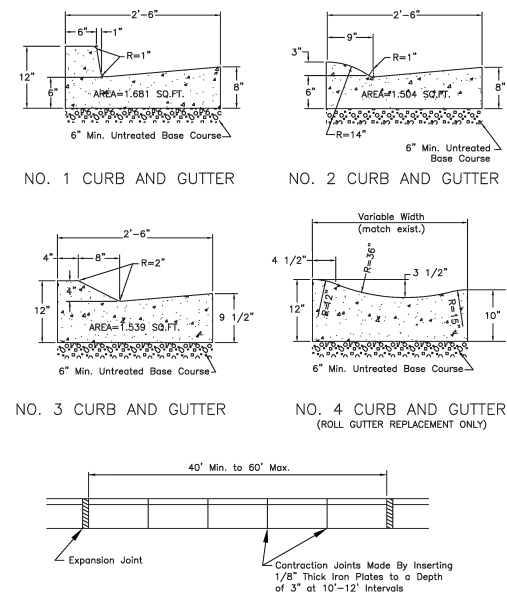
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| <p><b>NOTES:</b></p> <p>Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.</p> <p>SUBGRADE: See APWA Section 32 05 10 (Backfilling Roadways) for preparation and proof rolling of roadway, curb and gutter, and sidewalk.</p> <p>UNTREATED BASE COURSE: Shall be Grade 1 as per APWA Section 32 11 23 (Aggregate Base Courses). Place fill in no greater than 6 inch lifts after compaction as per APWA Section 32 05 10 (Backfilling Roadways). Compact to no less than 95% relative density based on the Modified Proctor Density as per APWA Section 31 23 26 (Compaction).</p> <p>PRIME COAT: Prime coat, as directed by the engineer, on untreated base course before placing asphalt. See APWA Section 32 12 13 (Prime Coat).</p> <p>TACK COAT: Grade SS-1, CSS-1, or CSS-1h emulsified asphalt shall be applied to existing asphalt concrete or portland cement concrete surfaces prior to placing asphalt concrete pavement as per APWA Section 32 12 13.13 (Tack Coat).</p> <p>ASPHALT CONCRETE: Aggregate grading shall conform to Dense Grade DM-3/4 or DM-1/2 as per APWA Section 32 12 05 (Bituminous Concrete), unless specified otherwise. Dense Grade DM-1/2 shall be limited to asphalt tie-ins and driveways. Asphalt Cement shall be AC-20 as per APWA Section 32 12 03 (Asphalt Binder) unless otherwise specified and/or approved by the Millcreek Public Works Director or designated representative. Minimum allowed roadway section is 3 inches asphalt concrete on 8 inches untreated base course. Thicker sections are required for roadways with heavy truck traffic and all roadways with classification of collector or higher. Pave only when air temperature in the shade and road bed temperature are measured at 50 degrees and rising.</p> |                 |                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ROADWAY SECTION | STANDARD PLAN<br>110<br>SHEET 1 OF 2 |

|                                                                                                                                                                                                                                                      |                 |                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------|
|  <p><b>STANDARD CONFIGURATION</b></p>  <p><b>ROADWAY SECTION / BIKE LANE</b></p> |                 |                                      |
|                                                                                                                                                                     | ROADWAY SECTION | STANDARD PLAN<br>110<br>SHEET 2 OF 2 |

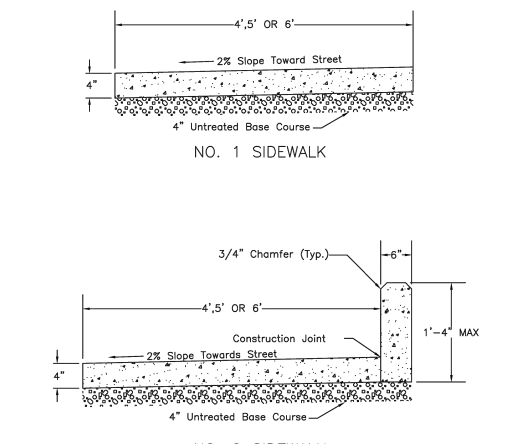
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| <p><b>NOTES:</b></p> <p>Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.</p> <p>SUBGRADE: See APWA Section 32 05 10 (Backfilling Roadways) for preparation and proof rolling of roadway, curb and gutter, and sidewalk.</p> <p>UNTREATED BASE COURSE: Shall be Grade 1 as per APWA Section 32 11 23 (Aggregate Base Courses). Place fill in no greater than 6-inch lifts before compaction as per APWA Section 32 05 10 (Backfilling Roadways). Compact to no less than 95% relative density based on the Modified Proctor Density as required in APWA Section 31 23 26 (Compaction).</p> <p>CONCRETE: Concrete shall be Class 4000 as per APWA 03 30 04 (Concrete). Allowable slump shall not exceed 4".</p> <p>FLY ASH: Fly ash is allowed as a portland cement replacement. Maximum percentage replacement on a weight basis is 15%.</p> <p>EXPANSION JOINT: Expansion joint shall be 1/2" thick preformed expansion joint filler F1-bituminous mastic as per APWA Section 32 13 73 (Concrete Paving Joint Sealants) at each interface as shown.</p> <p>Sidewalk within driveway limits shall be considered incidental to flared drive approach cost.</p> <p>Existing sidewalk, curb &amp; gutter shall be removed to the nearest joint outside the drive approach section before constructing new drive approach.</p> <p>DRIVEWAY APRONS WITH SIDEWALK CONTIGUOUS TO THE CURB: Sidewalk within the flared drive approach section shall maintain a minimum 4-foot width with a cross slope not to exceed 2 percent (see figure 1):</p> <ol style="list-style-type: none"> <li>The apron transition shown in Detail A of Standard Plan 125 (Sheet 2 of 2) may be used.</li> <li>Other approaches may be considered by submittal to the Millcreek Public Works Director for approval.</li> </ol> |                       |                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | FLARED DRIVE APPROACH | STANDARD PLAN<br>125<br>SHEET 1 OF 2 |

|                                                                                                                         |                       |                                      |
|-------------------------------------------------------------------------------------------------------------------------|-----------------------|--------------------------------------|
|  <p><b>FLARED DRIVE APPROACH</b></p> |                       |                                      |
|                                      | FLARED DRIVE APPROACH | STANDARD PLAN<br>125<br>SHEET 2 OF 2 |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                 |                                      |
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| <p><b>NOTES:</b></p> <p>Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.</p> <p>SUBGRADE: See APWA Section 32 05 10 (Backfilling Roadways) for preparation and proof rolling of roadway, curb and gutter, and sidewalk.</p> <p>UNTREATED BASE COURSE: Shall be Grade 1 as per APWA Section 32 11 23 (Aggregate Base Courses). Place fill in no greater than 6-inch compacted lifts as per APWA Section 32 05 10 (Backfilling Roadways). Compact to no less than 95% relative density based on the Modified Proctor Density Method D as required in APWA Section 31 23 26 (Compaction).</p> <p>CONCRETE: Concrete shall be Class 4000 as per APWA 03 30 04. Allowable slump shall not exceed 4".</p> <p>FLY ASH: Fly ash is allowed as a portland cement replacement. Maximum percentage replacement on a weight basis is 15%.</p> <p>EXPANSION JOINT: Expansion Joint shall be 1/2 inch thick preformed expansion joint filler F1-bituminous mastic as per APWA Section 32 13 73 (Concrete Paving Joint Sealants) at spacing shown.</p> |                 |                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | CURB AND GUTTER | STANDARD PLAN<br>140<br>SHEET 1 OF 2 |

|                                                                                                                    |                 |                                      |
|--------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------|
|  <p><b>CURB AND GUTTER</b></p> |                 |                                      |
|                                 | CURB AND GUTTER | STANDARD PLAN<br>140<br>SHEET 2 OF 2 |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------------------------|
| <p><b>NOTES:</b></p> <p>Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.</p> <p>SUBGRADE: See APWA Section 32 05 10 (Backfilling Roadways) for preparation and proof rolling of roadway, curb and gutter, and sidewalk.</p> <p>UNTREATED BASE COURSE: Shall be Grade 1 as per APWA Section 32 11 23 (Aggregate Base Courses). Place fill in no greater than 6-inch compacted lifts as per APWA Section 32 05 10 (Backfilling Roadways). Compact to no less than 95% relative density based on the Modified Proctor Density as required in APWA Section 31 23 26 (Compaction).</p> <p>CONCRETE: Concrete shall be Class 4000 as per APWA 03 30 04 (Concrete). Allowable slump shall not exceed 4".</p> <p>FLY ASH: Fly ash is allowed as a portland cement replacement. Maximum percentage replacement on a weight basis is 15%.</p> <p>EXPANSION JOINT: Provide 1/2" thick preformed expansion joint filler F1-bituminous mastic as per APWA Section 32 13 73 (Concrete Paving Joint Sealants) at a minimum of 40 feet and a maximum of 60 feet intervals.</p> <p>CONTRACTION JOINT: Score lines shall be placed to create square panels in sidewalk. (When contiguous sidewalk is constructed, score lines shall align with curb score lines, with an additional sidewalk score line between curb score lines to provide a maximum of 6' spacing.)</p> <p>CURB WALL: Shall have a 3/4 inch vertical chamfered joint at 12 feet spacing. Exposed surface of wall is to have a smooth finish free from irregularities.</p> <p>SIDEWALK WIDTH: See Plan Sheets or Standard Plan 115.</p> <p>TRIP HAZARD: Changes in elevation greater than 1/4" shall be beveled with a slope no greater than 1V:2H.</p> |          |                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SIDEWALK | STANDARD PLAN<br>145<br>SHEET 1 OF 2 |

|                                                                                                              |          |                                      |
|--------------------------------------------------------------------------------------------------------------|----------|--------------------------------------|
|  <p><b>SIDEWALK</b></p> |          |                                      |
|                         | SIDEWALK | STANDARD PLAN<br>145<br>SHEET 2 OF 2 |



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**CEDAR CITY**  
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**RICHFIELD**  
Phone: 435.896.2983

**WWW.ENSIGNENG.COM**

FOR:  
BRAD REYNOLDS  
P.O. BOX 17958  
SALT LAKE CITY, UTAH

CONTACT:  
BRAD REYNOLDS  
PHONE: 801.281.2200

**COTTAGES AT MILLCREEK**  
**PHASE 1**  
**3507 SOUTH 1300 EAST**  
**MILLCREEK, UTAH**

**NOTES:**

Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.

**REINFORCING STEEL:** All reinforcing steel shall be grade 60 as per APWA Section 03 20 00 (Concrete Reinforcing). All reinforcing steel shall be centered in the walls and slabs. Steel shall be cut to maintain 2" clear around pipe opening. A1 bars required at all corners, vertical and horizontal, at the same size and spacing as wall steel.

**PIPE:** Pipe sizes and locations are as shown on plan and profile sheets, including flow-line elevations.

**PIPE COVER:** See Standard Plan 240 – Trench Section.

**GROUT:** Grout shall be cement based shrinkage resistant grout as per APWA 03 61 00 (Cementitious Grouting).

**FORMING:** Forming both sides of walls required.

**FRAME AND GRATE:** See Standard Plan 202 for Frame and Grate Detail.

**BACKFILL:** Granular backfill borrow shall conform to APWA 31 05 13 (Common Fill) and installed in accordance with APWA 31 23 23 (Backfilling For Structures) and compacted to 95% required all sides.

**CONCRETE:** Concrete shall be Class 4000 as per APWA 03 30 04 (Concrete). Allowable slump shall not exceed 4".

**FLY ASH:** Fly ash is allowed as a portland cement replacement. Maximum percentage replacement by weight is 15%.

**DEPTH OF INLET:** Depth of inlet may be extended to 8 feet by permission of the Millcreek Public Works Director.

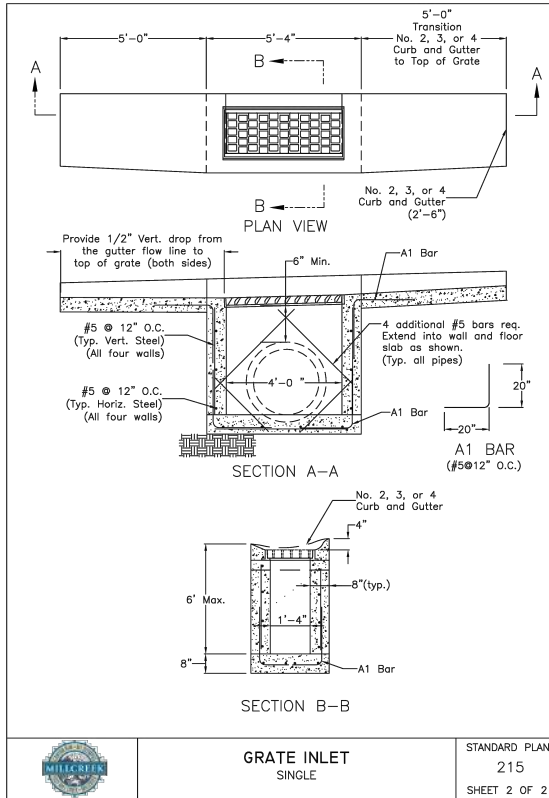
**WATER TABLE:** No additional requirements when constructing in locations with high water table.

**LIMITATIONS:** The Grate Inlet is for use with No. 2, 3, or 4 Curb and Gutter or locations with no curb and gutter.



**GRATE INLET**  
SINGLE

STANDARD PLAN  
215  
SHEET 1 OF 2



**GRATE INLET**  
SINGLE

STANDARD PLAN  
215  
SHEET 2 OF 2

**NOTES:**

Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.

**REINFORCING STEEL:** All reinforcing steel shall be grade 60 as per APWA Section 03 20 00 (Concrete Reinforcing). All reinforcing steel shall be centered in the walls and slabs with a minimum 2" cover. Steel shall be cut to maintain 2" clear around pipe and lid opening. A1 bars required at all corners, vertical and horizontal. A1 bars connecting two walls shall match wall steel size and spacing. A1 bars connecting walls to top slab shall match slab steel size and spacing.

**PIPE:** Pipe sizes and locations are as shown on plan and profile sheets, including flow-line elevations.

**PIPE COVER:** See Standard Plan 240 – Trench Section.

**GROUT:** Grout shall be cement based shrinkage resistant grout as per APWA 03 61 00 (Cementitious Grouting).

**FORMING:** Forming both sides of walls required.

**FRAME AND LID:** See Standard Plan 203 or 204 for Frame and Lid Detail.

**LADDER RUNGS:** Ladder rungs to be placed in boxes greater than 4 feet deep. See Standard Plan 208 for Detail. Ladder rungs shall be aligned with access opening.

**BACKFILL:** Granular backfill borrow shall conform to APWA 31 05 13 (Common Fill) and installed in accordance with APWA 31 23 23 (Backfilling For Structures) and compacted to 95% required all sides.

**CONCRETE:** Concrete shall be Class 4000 as per APWA 03 30 04 (Concrete). Allowable slump shall not exceed 4".

**FLY ASH:** Fly ash is allowed as a portland cement replacement. Maximum percentage replacement by weight is 15%.

**WATER TABLE:** Wall thickness or steel requirement must be increased when constructing in locations with high water table. See table below for additional requirements.

| BOX WALL THICKNESS & STEEL REQUIREMENTS: |              |             |             |             |
|------------------------------------------|--------------|-------------|-------------|-------------|
| MAX. BOX WIDTH                           | 6'           | 8'          | 8'          | 12'         |
| MAX. BOX DEPTH                           | 6'           | 8'          | 12'         | 12'         |
| WALL THICKNESS                           | 8"           | 8"          | 12"         | 12"         |
| WALL STEEL (VERT. & HORIZ.)              | #5 @12" O.C. | #5 @6" O.C. | #5 @6" O.C. | #7 @9" O.C. |

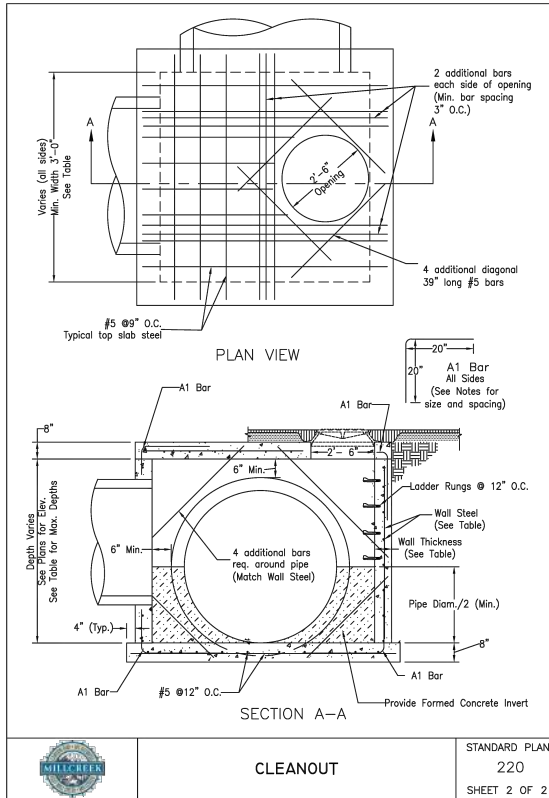
  

| MODIFICATION FOR HIGH WATER TABLE |             |             |             |             |
|-----------------------------------|-------------|-------------|-------------|-------------|
| WALL THICKNESS                    | 8"          | 10"         | 16"         | 12"         |
| WALL STEEL (VERT. & HORIZ.)       | #5 @9" O.C. | #5 @6" O.C. | #5 @6" O.C. | #7 @6" O.C. |



**CLEANOUT**

STANDARD PLAN  
220  
SHEET 1 OF 2



**CLEANOUT**

STANDARD PLAN  
220  
SHEET 2 OF 2

**NOTES:**

Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.

**REINFORCING STEEL:** All reinforcing steel shall be grade 60 rebar as per APWA Section 03 20 00 (Concrete Reinforcing). All reinforcing steel shall be centered in the walls and slabs, with a minimum 2" cover. Steel shall be cut to maintain 2" clear around pipe and lid opening. A1 bars required at all corners, vertical and horizontal. A1 bars connecting two walls shall match wall steel size and spacing. A1 bars connecting walls to top slab shall match slab steel size and spacing.

**PIPE:** Pipe sizes and locations are as shown on plan and profile sheets, including flow-line elevations.

**PIPE COVER:** See Standard Plan 240 – Trench Section.

**GROUT:** Grout shall be cement based shrinkage resistant grout as per APWA 03 61 00 (Cementitious Grouting).

**FORMING:** Forming both sides of walls required.

**FRAME AND LID:** See Standard Plan 203 or 204 for Frame and Lid Detail.

**FRAME AND GRATE:** See Standard Plan 201 for Frame and Grate Detail.

**LADDER RUNGS:** Ladder rungs to be placed in boxes greater than 4 feet deep. Ladder rungs must be aligned with access opening. See Standard Plan 208 for Detail.

**BACKFILL:** Granular backfill borrow shall conform to APWA 31 05 13 (Common Fill) and installed in accordance with APWA 31 23 23 (Backfilling For Structures) and compacted to 95% required all sides.

**CONCRETE:** Concrete shall be Class 4000 as per APWA 03 30 04. (Concrete) Allowable slump shall not exceed 4".

**FLY ASH:** Fly ash is allowed as a portland cement replacement. Maximum percentage replacement on a weight basis is 15%.

**WATER TABLE:** Wall thickness or steel requirement must be increased when constructing in locations with high water table. See table below for additional requirements.

**LIMITATIONS:** Cleanout with grate is for use with No. 2, 3 or 4 curb and gutter only.

| BOX WALL THICKNESS & STEEL REQUIREMENTS: |             |             |             |  |
|------------------------------------------|-------------|-------------|-------------|--|
| MAX. BOX DEPTH                           | 6'          | 8'          | 12'         |  |
| WALL THICKNESS                           | 8"          | 8"          | 10"         |  |
| WALL STEEL (VERT. & HORIZ.)              | #5 @9" O.C. | #5 @6" O.C. | #5 @6" O.C. |  |

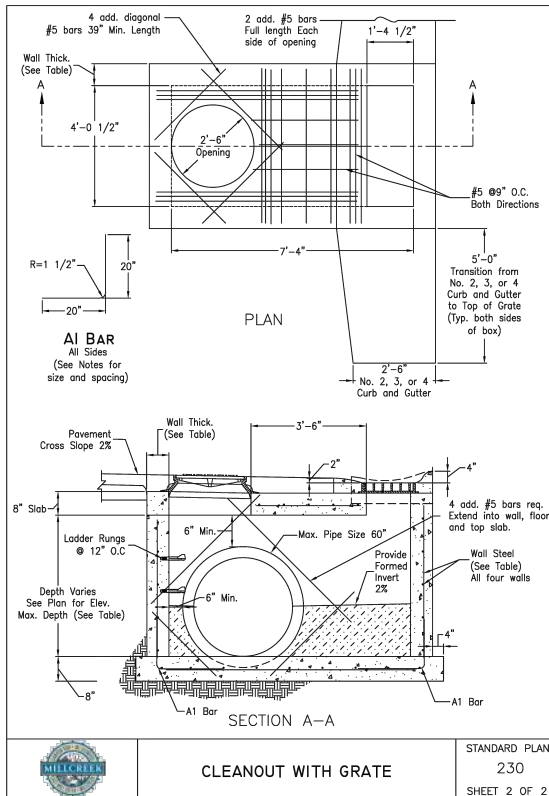
  

| MODIFICATION FOR HIGH WATER TABLE |             |             |             |  |
|-----------------------------------|-------------|-------------|-------------|--|
| WALL THICKNESS                    | 8"          | 8"          | 12"         |  |
| WALL STEEL (VERT. & HORIZ.)       | #5 @6" O.C. | #5 @6" O.C. | #5 @6" O.C. |  |



**CLEANOUT WITH GRATE**

STANDARD PLAN  
230  
SHEET 1 OF 2



**CLEANOUT WITH GRATE**

STANDARD PLAN  
230  
SHEET 2 OF 2

**NOTES:**

Materials, construction, and workmanship shall be in accordance with the current edition of "APWA Manual of Standard Specifications 2017 Edition", including addendum and modifications thereto, and as instructed by the Millcreek Public Works Director. Reference to specific sections of APWA does not limit requirements to that section.

All precast concrete shall conform to APWA Section 03 40 00 (Precast Concrete).

**SHOP DRAWINGS:** Prepare and submit shop drawings under the seal of a professional engineer as per APWA Section 03 40 00 (Precast Concrete). Manufacturers may submit designs that deviate from the standard plans. The submitted designs must meet HS20 loading and be approved by the Millcreek Public Works Director.

**LIFTING HOLES:** Two lifting holes are required for boxes weighing less than 40,000 pounds. Boxes weighing more than 40,000 pounds require four lifting holes and may only be used with permission of the Millcreek Public Works Director. Lifting holes shall be two inches in diameter and be located at least twelve inches below the top of the box. Lifting holes shall be placed so that the two inch minimum cover on steel is maintained. Lifting holes shall be filled with a Cement Based Shrinkage Resistant Grout as per APWA 03 61 00 (Cementitious Grouting).

**LEVELING COURSE:** A six inch thick leveling course consisting of granular backfill borrow is required and shall conform to APWA 31 05 13 (Common Fill) and installed in accordance with APWA 31 23 23 (Backfilling For Structures) and compacted to 95% required all sides.

**FORMING OF PIPE OPENINGS:** All pipe opening shall be formed or cored by manufacturer.

**GROUTING AROUND PIPE OPENINGS:** Grout required around all pipe openings with cement based shrinkage resistant grout as per APWA 03 61 00 (Cementitious Grout).

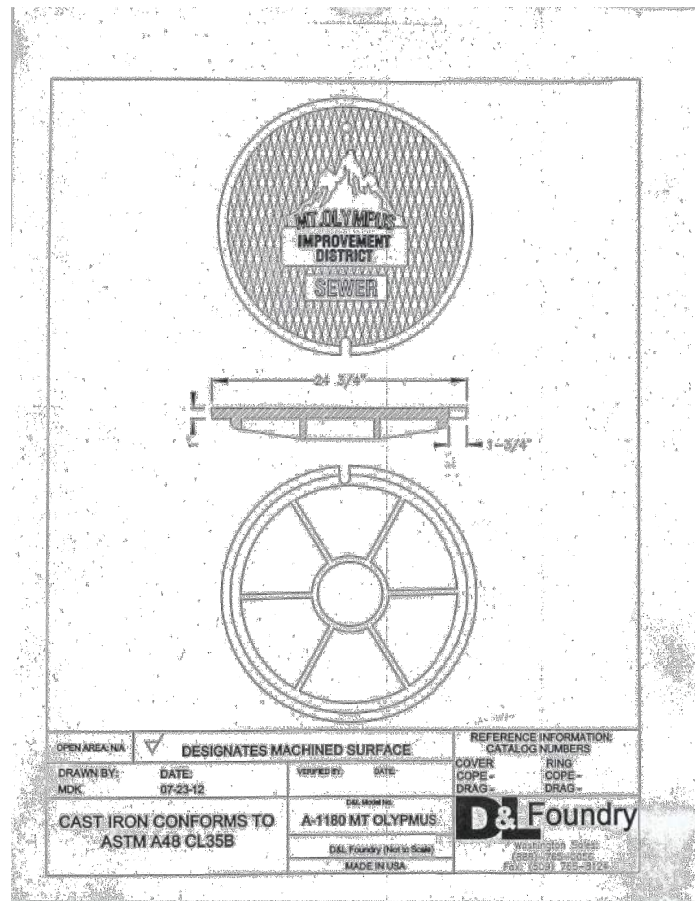
**MINIMUM EXCAVATION WIDTH:** Minimum excavation width shall be outer box dimension plus three feet each side.

**INSPECTION:** Inspection and certification required on all precast boxes. Inspectors must be on the Millcreek approved list of third party inspectors.



**PRECAST BOX**

STANDARD PLAN  
235  
SHEET 1 OF 2

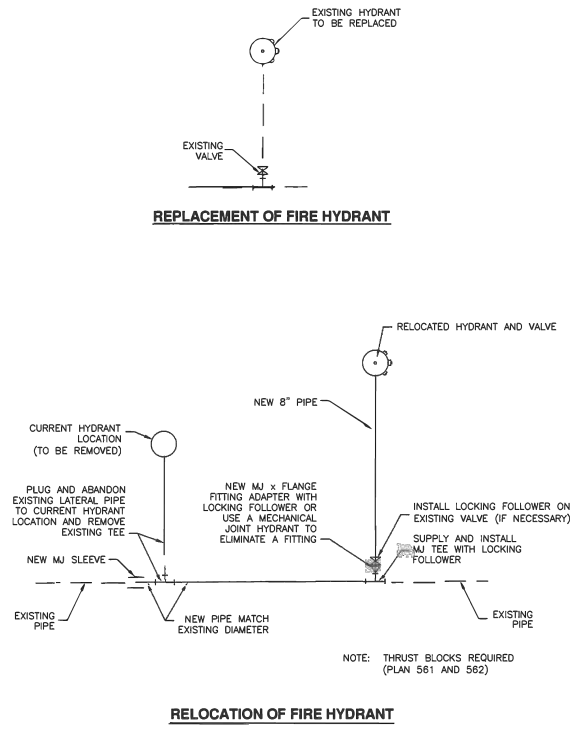
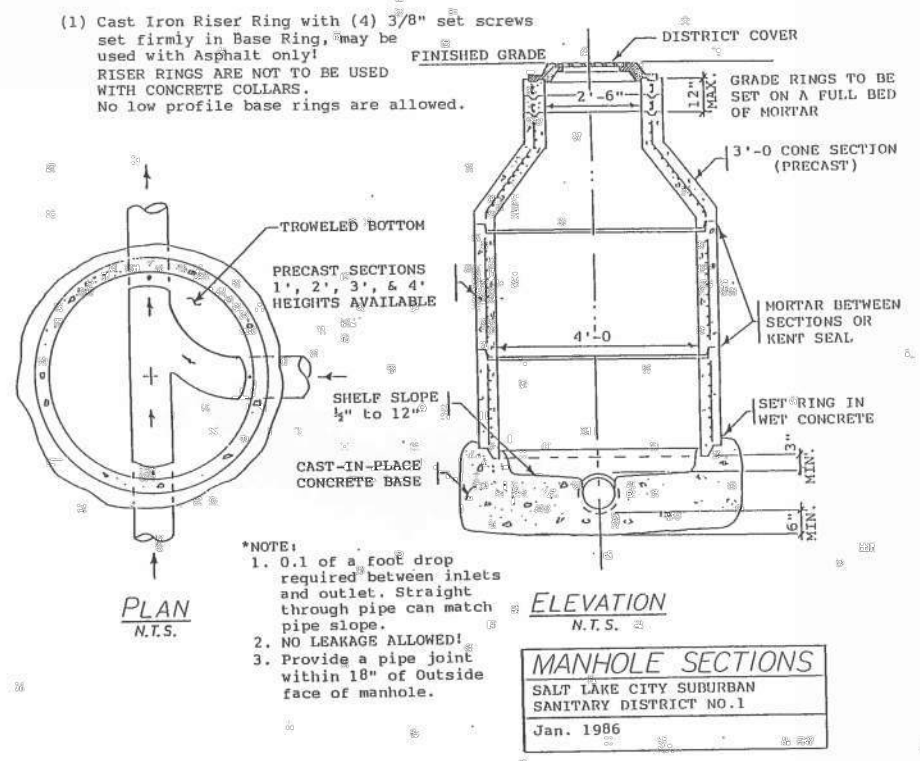


**DETAILS**

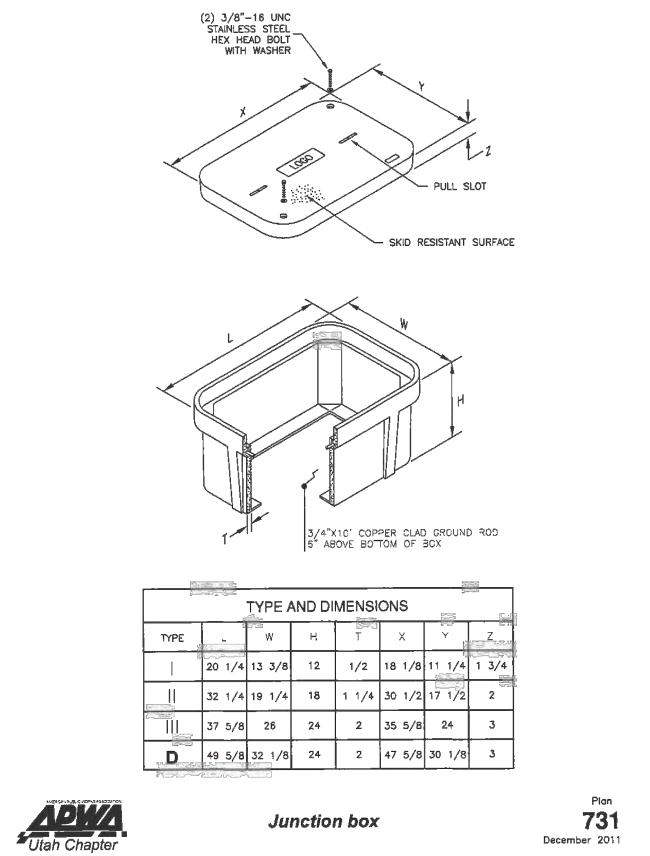
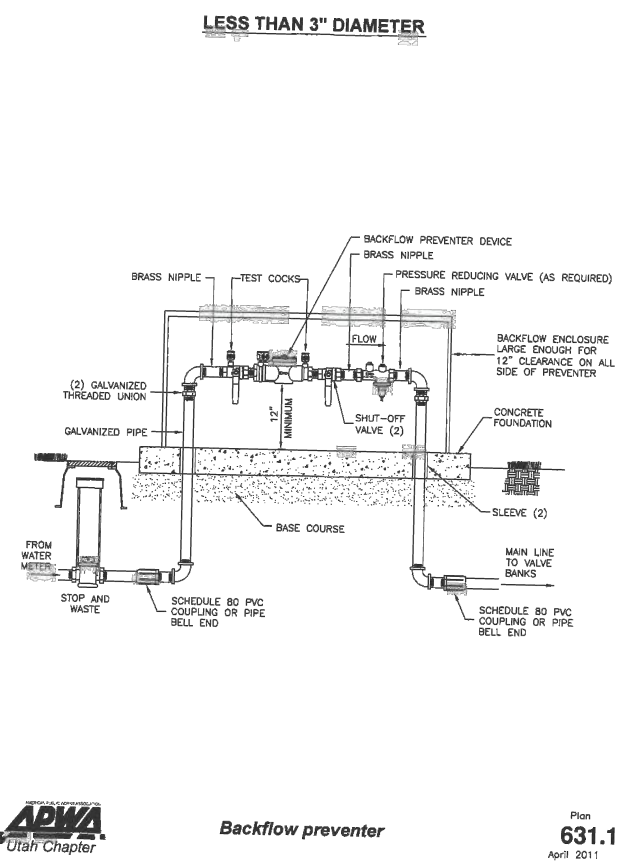
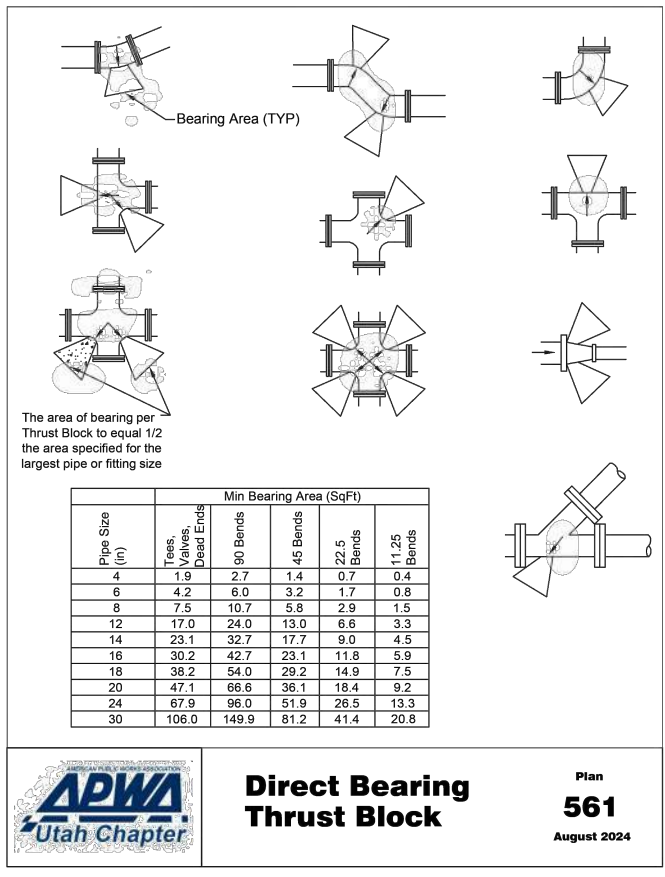
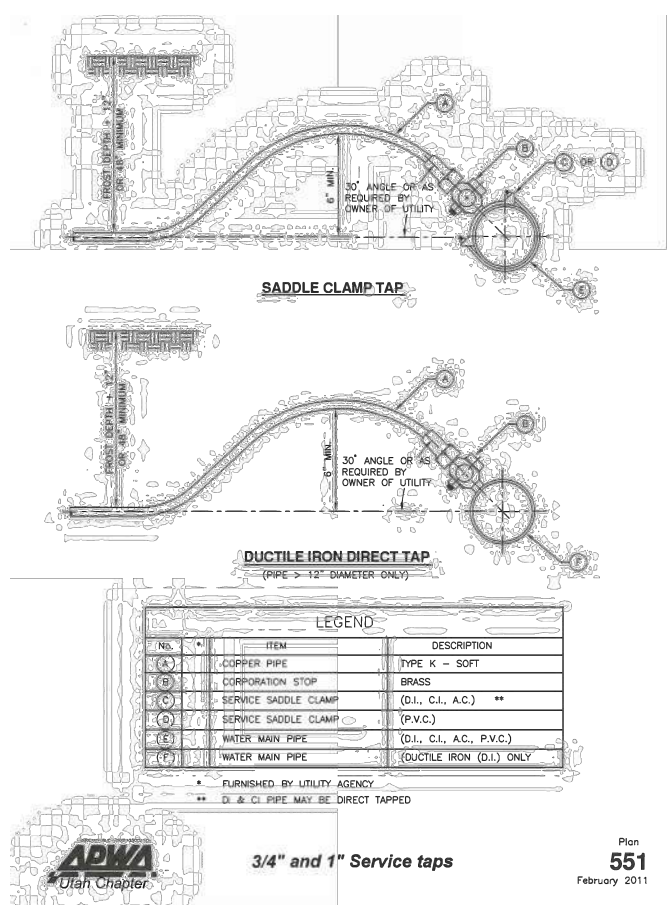
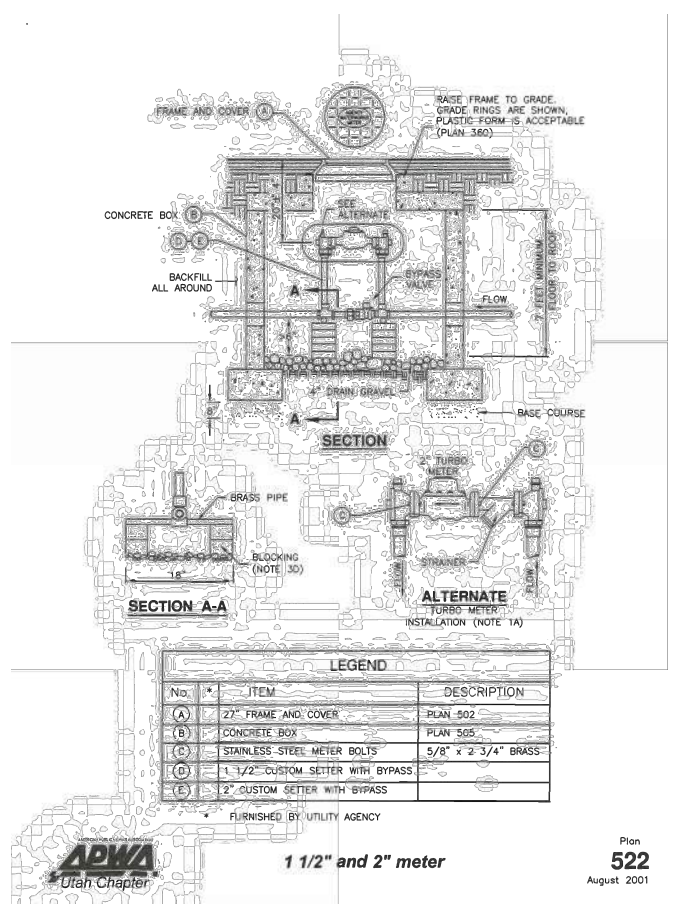
PROJECT NUMBER  
14761  
PROJECT MANAGER  
ROE

PRINT DATE  
2026-05-21  
DESIGNED BY  
BAC





**ADWA** Utah Chapter  
Fire hydrant replacement or relocation  
Plan 546  
February 2011



**ENSIGN**  
THE STANDARD IN ENGINEERING

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**COTTAGES AT MILLCREEK**  
**PHASE 1**  
3507 SOUTH 1300 EAST  
MILLCREEK, UTAH

**DETAILS**

PROJECT NUMBER 14761  
PRINT DATE 2026-05-21  
PROJECT MANAGER ROE  
DESIGNED BY BAC

**C-603**



811

CALL BLUESTAKES  
@ 811 AT LEAST 48 HOURS  
PRIOR TO THE  
COMMENCEMENT OF ANY  
CONSTRUCTION.  
Know what's below.  
Call before you dig.

BENCHMARK

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

H.P.E. INC. ELECTRICAL ENGINEERS  
POWER SYSTEMS, CONTROL & INSTRUMENTATION SYSTEMS  
HEGERHORST POWER ENGINEERING INCORPORATED  
717 NORTH MAIN STREET  
SPRINGVILLE, UT 84663  
HPE PROJECT:26.032  
FOR INFORMATION ABOUT THIS JOB, PLEASE CONTACT: ###

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FAX (801) 642-2154  
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EN SIGN

THE STANDARD IN ENGINEERING

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LAYTON  
Phone: 801.547.1100

TOOELE  
Phone: 435.843.3590

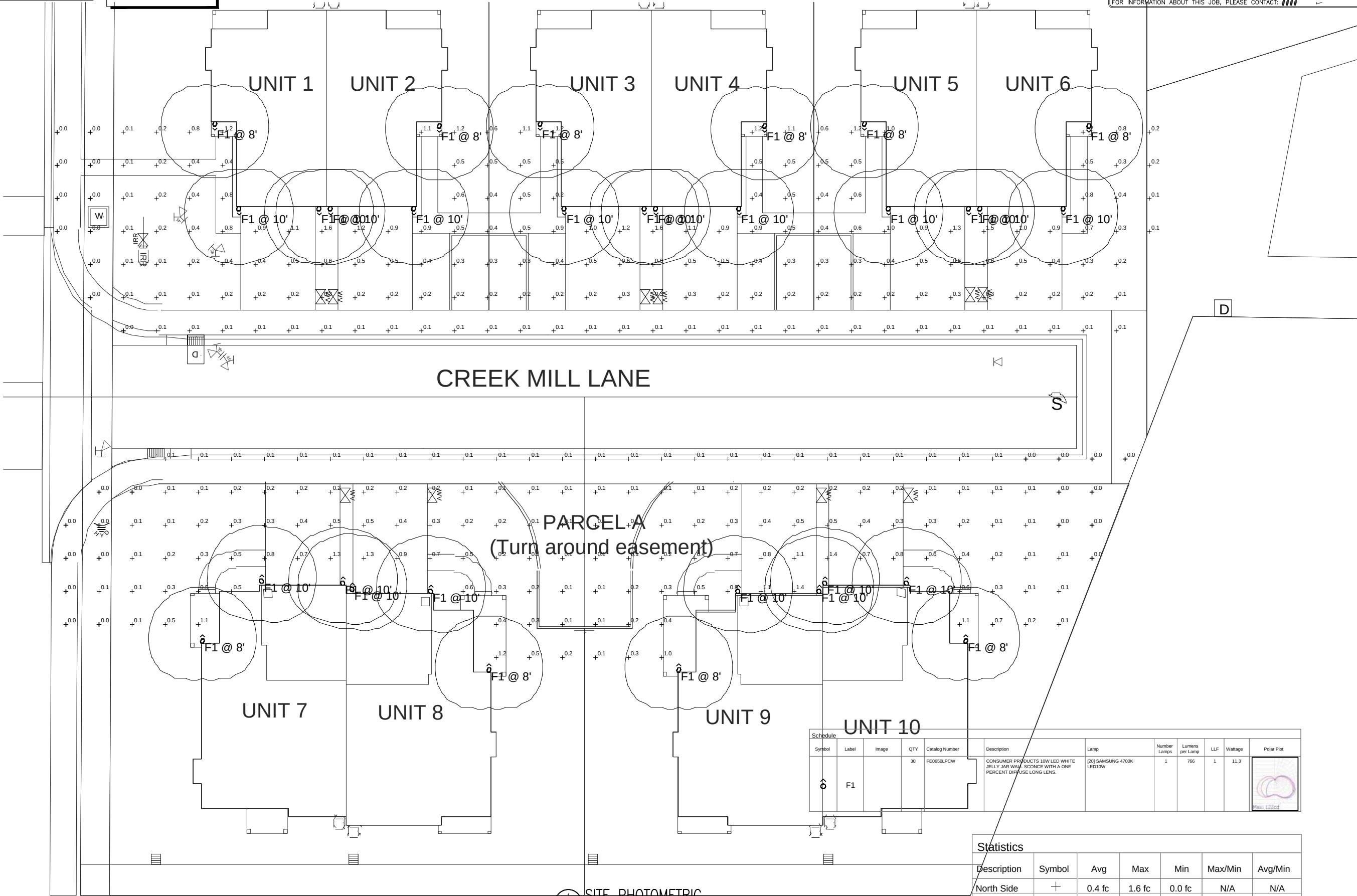
CEDAR CITY  
Phone: 435.865.1453

RICHFIELD  
Phone: 435.896.2983

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FOR:  
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P.O. BOX 17958  
SALT LAKE CITY, UTAH

CONTACT:  
BRAD REYNOLDS  
PHONE: 801.281.2200



SITE PHOTOMETRIC  
SCALE: 3/32" = 1'-0"

| Schedule |       |       |     |                |                                                                                             |                           |              |                 |     |
|----------|-------|-------|-----|----------------|---------------------------------------------------------------------------------------------|---------------------------|--------------|-----------------|-----|
| Symbol   | Label | Image | QTY | Catalog Number | Description                                                                                 | Lamp                      | Number Lamps | Lumens per Lamp | LLF |
| ⊙        | F1    |       | 30  | FE0650LPCW     | CONSUMER PRODUCTS 10W LED WHITE JELLY JAR WALL SCONCE WITH A ONE PERCENT DIFFUSE LONG LENS. | [20] SAMSUNG 4700K LED10W | 1            | 766             | 1   |

| Statistics  |        |        |        |        |         |         |
|-------------|--------|--------|--------|--------|---------|---------|
| Description | Symbol | Avg    | Max    | Min    | Max/Min | Avg/Min |
| North Side  | +      | 0.4 fc | 1.6 fc | 0.0 fc | N/A     | N/A     |
| South Side  | +      | 0.3 fc | 1.4 fc | 0.0 fc | N/A     | N/A     |

COTTAGES AT MILLCREEK  
PHASE 1  
3507 SOUTH 1300 EAST  
MILLCREEK, UTAH

REGISTERED PROFESSIONAL ENGINEER  
No. 86-1214-2202  
KEITH B. HEGERHORST  
5 / 21 / 2026  
STATE OF UTAH

PHASE 1  
PHOTOMETRICS

PROJECT NUMBER  
14761  
PROJECT MANAGER  
RQE

PRINT DATE  
05/21/6  
DESIGNED BY  
BES

E1.1



**Minutes of the  
Millcreek Planning Commission  
June 17, 2026  
5:00 p.m.  
Regular Meeting**

The Planning Commission of Millcreek, Utah, met in a regular public meeting on Wednesday, June 17, 2026, at City Hall, located at 1330 E. Chambers Avenue, Millcreek, Utah 84106. The meeting was conducted electronically and live streamed via the City's website with an option for online public comment.

**PRESENT:**

**Commissioners**

Shawn LaMar, Chair  
Christian Larsen, Vice Chair  
Steven Anderson (arrived at 5:11 pm)  
Jenny Burgess  
Nils Per Lofgren (excused)  
Jacob Richardson  
Victoria Reid  
Diane Soule  
Ian Wright

**City Staff**

Elyse Sullivan, City Recorder  
Francis Lilly, Planning Director (electronic)  
Brad Sanderson, Current Planning Manager  
Jake Green, Dev. Review Specialist  
Ryan Bagshaw, Dev. Review Coordinator  
Sean Murray, Planner

**Attendees:** Brad Reynolds, Ryan Reynolds, Mike Matheson, Thomas Moffat, Abdul-Qoyum Mohmand, Brent Halliday, Sheryl Martin, Tracy Thomas, Lincoln Clark, Travis Clark, Vicky DiGregorio, Lee Dial, Tanya Andrew, Bob Tueller

**REGULAR MEETING – 5:00 p.m.**

**TIME COMMENCED – 5:03 p.m.**

Chair LaMar called the meeting to order and briefly explained the duties of the planning commission.

**1. Public Hearings**

**1.1 Consideration of ZM-26-012, Rezone Request from R-1-10 Zone to R-1-8 Zone**

**Location: 3757 S 2300 E Applicant: Thomas Moffat Planner: Brad Sanderson**

Brad Sanderson presented a request to rezone property at 3757 S 2300 East from R-1-10 to R-1-8 to facilitate a two-lot subdivision while retaining the existing home. He explained that the proposed rezone is consistent with the Future Land Use Map designation of Neighborhood 1 and represents only a modest reduction in minimum lot size, from 10,000 to 8,000 square feet, with minimal changes to frontage and setback requirements. The applicant could subdivide under the current zoning, but the smaller lot standard would allow a more practical lot configuration while preserving the existing residence. Sanderson noted that an existing awning and detached accessory structure would be removed to meet setback requirements,



and a new detached garage would be constructed to provide the required covered parking for the existing home, while the proposed new home would include an attached two-car garage.

Sanderson reported that the proposal was presented at both an open house and a neighborhood meeting, which had limited attendance, and that the community council ultimately issued a favorable recommendation for the rezone despite raising questions regarding the orientation and layout of the future subdivision. During commission discussion, Chair LaMar sought clarification regarding compliance with parking, setback, and other development standards. Sanderson explained that the subdivision process would include a transition period to bring the existing home into compliance before the final plat is recorded and confirmed that no additional fence or buffering requirements would be triggered because the surrounding properties are similarly zoned. He added that the applicant had expressed a willingness to replace the existing fence in coordination with the neighboring property owner. Based on the findings and conclusions in the staff report, Sanderson recommended approval of the rezoning request.

Thomas Moffat, applicant, explained that the property already meets the minimum acreage requirements for subdivision under the existing zoning but requested the rezoning to create a cleaner, more practical lot configuration. Moffat stated that the intent was to avoid an irregular property line perpendicular to the right-of-way and instead establish lot lines that are more consistent with the surrounding neighborhood. He also expressed a commitment to working with Sanderson throughout the subdivision process to ensure the existing property is brought into compliance before the final plat is recorded, preventing any nonconforming conditions.

*Chair LaMar opened the public hearing.*

There were no comments. Sanderson noted some people attended the neighborhood meeting and open house with questions but were all supportive of the project.

*Chair LaMar closed the public hearing.*

**Commissioner Richardson, based on the findings and conclusions listed within the staff report, moved that the Planning Commission recommend approval of file number ZM-26-012, as presented. Commissioner Larsen seconded.**

Commissioner Anderson arrived during the motion and noted that an irrigation line runs along the south property line and expressed concern that it has not been adequately maintained, resulting in periodic flooding. He emphasized the importance of preserving a safe outlet for the irrigation system as part of any future development and suggested the issue be addressed during the subdivision process. Brad Sanderson explained that while the subdivision would not return to the Planning Commission for further review, the city's standard process requires detailed civil plans prepared by a licensed engineer or surveyor. He added that when irrigation facilities are present, the irrigation company must review the plans, approve the proposed improvements, and sign the final plat to ensure the irrigation system is properly accommodated and maintained.

**Chair LaMar called for the vote. Chair LaMar voted yes, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Larsen voted yes, Commissioner Reid**

**voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed unanimously.**

### **1.2 Consideration of ZM-26-013, Rezone Request from R-1-8 Zone to R-2-8 Zone**

**Location: 3507 S 1300 E Applicant: Ryan Reynolds Planner: Brad Sanderson**

Brad Sanderson presented a request to rezone approximately 1.25 acres on the eastern portion of a larger parcel from R-1 to R-2-6.5, creating consistent zoning across the property. He explained that the Future Land Use Map designates the entire area as Neighborhood 1 (low density residential) and noted that the existing zoning split was established during the city's comprehensive rezoning process rather than following property boundaries. Sanderson stated that the proposed rezone would align the eastern portion of the parcel with the existing R-2-6.5 zoning on the western portion.

Sanderson reviewed several development concepts that had been considered, including single-family lots, a through street connecting 1300 East to Melvina Street, and the ultimately preferred layout featuring four duplex buildings served by a cul-de-sac. He explained that the cul-de-sac design would reduce the potential for cut-through traffic while providing a development pattern that fits the site more effectively than a five-lot single-family subdivision. The proposal would result in eight residential units in four residential-style duplex buildings designed with pitched roofs, setbacks, heights, and building footprints comparable to surrounding single-family homes. He noted that the applicant, Brad Reynolds Construction, has completed similar residential duplex developments throughout Millcreek and the Salt Lake Valley.

Sanderson reported that the proposal was presented at both a neighborhood meeting and a subsequent open house. The earlier neighborhood meeting drew a larger audience due in part to notifications for another nearby project, resulting in a range of opinions regarding single-family versus duplex development. Attendance at the open house was smaller, and he observed that neighboring residents generally responded favorably to the proposed cul-de-sac, building design, setbacks, and overall site layout. While several written comments expressing opposition were received, Sanderson stated that the residents living closest to the property generally expressed support for the proposal. He concluded by inviting questions from the Commission and noting that the applicant was present to address any additional concerns.

Commissioner Burgess asked how traffic would be addressed. Sanderson explained that a traffic study had not been conducted because the proposal did not meet the threshold for a development that would typically require one. He noted that the property could potentially accommodate five single-family homes under the existing zoning, while the proposed development would consist of eight residential units, representing a net increase of three units over the currently permitted density. Sanderson acknowledged that the development would generate additional traffic on Melvina Street and Luck Lane compared to the property's current undeveloped condition but stated that the city had not completed a study to quantify the anticipated traffic impacts.

Commissioner Soule shared observations from a site visit, noting that the property is accessed from Luck Spring Lane near a church, where existing traffic is already concentrated. She stated that the proposed cul-de-sac appeared to be an appropriate design solution, as it would distribute neighborhood traffic more effectively than routing all access through 1300 East.



Commissioner Soule expressed support for the proposal, commenting that the site is well suited for residential development. She also remarked that, had the city's proposed small-lot zoning standards already been adopted, the property could have been an ideal location for a cottage-style housing development.

Ryan Reynolds, applicant, expressed appreciation for the opportunity to continue developing projects in Millcreek, noting that this would be the company's third project in the city within the past six years. He stated that the proposed rezone would unify the property's split zoning designation, creating a more cohesive development that better aligns with the surrounding neighborhood. Reynolds explained that the proposed duplex development is consistent with existing housing in the area, noting that several twin homes already exist nearby on Luck Spring Lane and Melvina Street. He described the homes as high-quality residences featuring durable exterior materials and upgraded finishes, similar to the company's other Millcreek developments. Reynolds also emphasized that the duplex configuration would provide a more attainable price point than a single-family subdivision, while avoiding an impractical lot layout under the existing zoning. He concluded by stating that the project would offer quality housing opportunities in a neighborhood he believes is an excellent place to live and raise a family.

Commissioner Richardson asked about price points. Reynolds said the units are intended as for-sale homes, not rentals, and estimated they would likely be priced in the \$600–700k range, noting comparable single-family homes on the same land would likely exceed \$1 million, so the duplex format improves affordability. Chair LaMar asked about a cluster of mature trees in the northeast corner of the site and whether they could be preserved. Reynolds said tree retention had been a major topic at neighborhood meetings and that they intend to keep as many large, mature trees as possible for privacy and overall project quality. Chair LaMar also asked about perimeter fencing, and Reynolds explained it would likely be a combination of precast and vinyl fencing, with final decisions still to be made. Commissioner Burgess thanked the applicant for committing to preserve the trees.

*Chair LaMar opened the public hearing.*

Mike Matheson, whose residence is located directly southeast of the subject parcel, expressed support for the proposed rezoning. He stated that he and his wife had met with Brad Sanderson and Ryan Reynolds several times and appreciated the thoughtful design of the project. He commented that the proposed layout, including the cul-de-sac configuration, would help maintain slow traffic speeds and preserve the character of the existing neighborhood. He also noted that the previously discussed single-family concept did not appear to fit the site as well and expressed confidence in the applicant's work based on other nearby developments. He concluded by encouraging the Planning Commission to approve the rezoning request.

Abdul Mohmand, Lorraine Drive, asked for clarification regarding an earlier version of the proposal, noting that the subject property had previously been considered in conjunction with the parcel at the corner of Lorraine Drive and 1300 East. He recalled discussion of parking spaces proposed near the corner to serve the single-family homes and asked how that element related to the current proposal, specifically whether it remained part of the project or if the developments had since been separated.

Tanya Andrew, Melvina Street, expressed enthusiasm for a new street name.

Ryan Reynolds clarified that the parking discussion referred to a separate development proposal located on the west side of 1300 East. He explained that the western property remains under review and that site plans are still being refined in coordination with city staff. Chair LaMar confirmed that the current rezoning request pertains only to the eastern portion of the property and is being considered independently of the separate project.

*Chair LaMar closed the public hearing.*

Commissioner Soule thanked residents for coming to the meeting to give positive feedback. Commissioner Larsen stated that his primary hesitation with the proposal stemmed from the property's Future Land Use designation as Neighborhood 1. However, he acknowledged that the parcel is already split between two zoning districts and expressed the view that the property owner should have the ability to utilize either existing zoning designation. He noted his appreciation for the proposed residential product and specifically commended the cul-de-sac design for helping to mitigate traffic impacts associated with the increased density. Considering the existing split zoning and the request to extend the zoning already in place on the western portion of the property, Commissioner Larsen indicated his support for the rezoning request.

The commission focused on whether to tie the proposed rezoning to a development agreement that would lock in the building quality and design being presented. Sanderson cautioned that while the elevations and materials look good, the city has no code mechanism to force that exact product without a development agreement; if ownership changed, someone could still build a “boxier” but code-compliant building. Chair LaMar and Commissioner Larsen both said they liked the project, especially since four duplex buildings could be less visually dense than six single-family homes that could be built under current R-1-8 zoning, and they felt the concept fit the neighborhood despite the “Neighborhood 1” land-use designation. Sanderson explained that staff had not proposed a development agreement only because the project already meets all other code standards but acknowledged an agreement could be used purely to ensure this specific design and material quality. Commissioners debated whether that extra control was necessary. Chair LaMar liked the idea of conditioning approval on the depicted project, while Commissioner Anderson felt a development agreement was unnecessary, arguing that the builder’s reputation and financial interest in selling attractive homes already incentivize them to build something high quality, and that the city should also show some trust.

**Commissioner Soule, based on the findings and conclusions listed within the staff report, moved that the Planning Commission recommend approval of file ZM-26-013 as presented. Commissioner Anderson seconded. Chair LaMar called for the vote. Chair LaMar voted no, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Larsen voted yes, Commissioner Reid voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed.**

Chair LaMar voted no because he felt a development agreement would be prudent.



## 2. New Item

### **2.1 Consideration of SD-26-004, Request for a Subdivision Location: 3210 S Highland Drive Applicant: Millcreek Planner: Brad Sanderson**

Brad Sanderson presented a condominium plat application for the mixed-use hotel development located at the corner of Chambers Avenue and Highland Drive. He reminded the commission that the project had previously received approvals for a minor subdivision, street vacation, easements, and related property adjustments through the Planning Commission and City Council. He explained that the current application seeks to further subdivide the property into vertical condominium units to establish separate ownership interests within the mixed-use building.

Sanderson described the proposed condominium plat as dividing the structure by volume and floor level. The ground floor facing the Common would contain retail space, with the city retaining ownership of most of that level except for the Fine Arts Center portion. The city would also retain ownership of the central parking structure, while the hotel would occupy the portions of the building along Highland Drive and Chambers Avenue, and residential condominium units would be located above the retail space. He noted that the roof areas would also be divided according to ownership. Sanderson explained that condominium plats for mixed-use buildings require the creation of ownership boundaries by level rather than by traditional lot lines.

Sanderson stated that the application complies with all criteria required for condominium plat approval, including health, safety, access, and zoning requirements. He reported that the proposal was presented at an open house, where only one representative from the East Mill Creek Community Council attended. The community council subsequently reviewed the application and issued a favorable recommendation. Based on the applicable approval criteria and the findings contained in the staff report, Sanderson recommended approval of the condominium plat application.

In response to Commissioner Wright's question regarding similar ownership arrangements, Sanderson explained that this type of vertical condominium ownership is common in office buildings and mixed-use developments. He noted that establishing condominium units creates the legal descriptions necessary for individual ownership should portions of the building be sold, functioning similarly to a residential condominium plat. Sanderson also advised the commission that a future application would return for review to further subdivide the residential portion of the building into 25 individual condominium units, creating separate ownership for each residential unit.

Chair LaMar asked for public comment. There was none.

**Commissioner Reid, based on the findings and conclusions listed within the staff report, moved that the Planning Commission approve file number SD-26-004 as presented. Commissioner Burgess seconded. Chair LaMar called for the vote. Chair LaMar voted yes, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Larsen voted yes, Commissioner Reid voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed unanimously.**

### 3. Continuing Business

#### **3.1 Consideration of ZM-26-011, Request for a Development Agreement Through an Olympus Hills West Village Center Special District (OHV-VCSD) Zone Rezone Application Location: 3962 S Wasatch Boulevard Applicant: Lee Dial of Cowboy Partners Planner: Brad Sanderson**

Brad Sanderson introduced the continued consideration of the proposed development agreement for the Olympus Hills West Village Center Special District, noting that the item had been continued from the previous month's meeting to allow additional information to be gathered. He reminded the Planning Commission that the prior discussion focused on several outstanding issues, including traffic circulation to and from Highland Drive, the reduction in proposed commercial space, potential freeway noise impacts and reflections, and building-related design concerns. Rather than repeating the full presentation from the previous meeting, Sanderson proposed focusing on those specific topics that had prompted the continuation. He explained that the applicant had prepared a presentation addressing each of the commission's concerns and noted that staff had also received an updated traffic study from Hales Engineering earlier that day. Sanderson stated that the applicant would review the requested information before the commission resumed its discussion, adding that reopening the previously closed public hearing would be at the commission's discretion.

Lee Dial, representing Cowboy Partners, presented updates to the proposed Olympus Hills West Village Center development in response to issues raised by the Planning Commission at the previous meeting. He explained that the project includes two buildings over below-grade parking, with the north building dedicated to residential units and the south building containing residential units above commercial space, including retail, restaurant, and office uses. In response to concerns about the amount of commercial space, Dial stated that the proposal had been revised to increase commercial square footage from approximately 3,000 to 4,000 square feet by eliminating a previously proposed food truck concept. He noted that the development team intends to attract a restaurant tenant and has already begun discussions with prospective operators, while requesting flexibility to allow other retail uses if a restaurant cannot be secured after a good-faith effort.

Dial also described revisions to the landscaping plan, agreeing to install a uniform street tree pattern in response to commission feedback. To address concerns about signage, he proposed using halo-lit building signs with lower-intensity lighting to reduce visual impacts while still providing sufficient visibility for commercial tenants from Interstate 215. He reviewed proposed exterior materials, emphasizing a palette centered on brick and wood-look fiber cement siding, with stone limited to accent features, and explained that the architectural design had been refined to ensure a high-quality appearance consistent with the developer's long-term ownership of the property.

Addressing concerns regarding privacy and noise, Dial explained that rooftop amenity areas have been designed with setbacks and landscape planters to limit views toward neighboring homes west of Interstate 215. He further stated that, based on input from the project's acoustical consultant, sound generated by the development would reflect upward rather than toward adjacent residential properties due to the orientation of the buildings and the surrounding topography. He also noted that restaurant activity would be located on the east side of the development, with the buildings themselves serving as a buffer from nearby residences.



Dial discussed updates to the project's traffic circulation, explaining that the secondary northern access would function as a right-in/right-out entrance only, primarily serving service vehicles and reducing conflicts with traffic near the freeway interchange. He noted that an updated traffic study had been completed and submitted to the city earlier that day for staff and commission review and invited staff to summarize its findings for the commission.

The commission's discussion then centered on traffic impacts and access design for the mixed-use project. Dial reiterates that the northern driveway is intended as a secondary access point—mainly for garbage trucks and supplemental circulation—not the primary entrance, which will be shared with the Porsche dealership on the south. He said the developers are comfortable with the traffic engineer's recommendation to make that north access right-in/right-out only, enforced with a raised median on Wasatch, to prevent left turns that would conflict with queuing for the freeway. City staff, Jake Green, then summarized the updated traffic study, explaining that the new proposal generates only 186 more daily trips than the 2023 concept—"negligible" for a project this size—and that the analysis still shows a warranted traffic signal at the Wasatch intersection by about 2030, after project build-out. Millcreek, not UDOT, will decide whether to install that light (UDOT will only advise due to the proximity to freeway ramps). The commission briefly explores whether a roundabout could work there, but Green says the expected traffic volumes and queuing issues make a roundabout problematic at that location. Commissioner Anderson noted a raised median would also improve safety and turning behavior at the opposing Einstein Bagels access, and he and Green clarify how the median's length and placement will restrict unsafe left turns.

Commissioner Soule asked about the name, "Liberty Cove." Dial noted all of Cowboy Partners' projects use the name Liberty, and they added Cove because of Olympus Cove. The commission then focused on the first-floor commercial space: several members say they strongly prefer that it be built and marketed as a restaurant, not generic commercial, to avoid a permanently vacant or weakly activated corner. Sanderson explains how other agreements have handled this—by requiring the space to be fully "restaurant-ready" (grease traps, venting, etc.) and giving the developer a fixed window (e.g., a few years) to make a good-faith effort to land a restaurant tenant before allowing a switch to other retail. Commissioners weigh how long that window should be and how to define "good-faith effort," while also discussing how prescriptive they should be about exterior materials (e.g., percentage of brick) so the built project matches the quality shown in the renderings without over-locking the design or making the project financially infeasible. Dial said full plans have not been established yet. Sanderson noted the material elevation in the presentation showed 47% brick. Commissioner Soule asked about prohibiting neon lighting due to resident complaints at the last commission meeting.

Chair LaMar asked for public comment.

Vicky DeGregorio, Aura Circle in Holladay, reiterated concerns regarding the proposed illuminated building signage, stating that the lighting plan had not been meaningfully revised since the previous meeting. She argued that the Village Center Special District was specifically created to accommodate neighborhood-scale commercial uses that remain compatible with the surrounding residential character, and that examples of illuminated signage presented by the applicant were not comparable because they were located in

traditional commercial areas far from residential homes. She emphasized that the proposed signs would be approximately 300 feet from nearby residences and directly visible from second- and third-story bedroom windows, making them significantly more intrusive than the examples provided. DeGregorio also questioned the advertising value of freeway-facing illuminated signs, noting that motorists would only have a brief opportunity to see them before passing the site, while nearby residents would experience their visual impact every night. She urged the commission to require either non-illuminated signage, a nighttime curfew for illuminated signs, or other restrictions through the development agreement before approval, explaining that once the project is built, future mitigation would be difficult or impossible. She further expressed concern that the city's existing lighting standards measure illumination only as an average at the property line and would not adequately protect upper-story homes from direct light. In closing, she suggested additional design measures, including darker exterior colors and enhanced landscaping along the west side of the project, but emphasized that eliminating or significantly limiting illuminated signage would provide the greatest benefit to the surrounding neighborhood.

Brent Halliday, Aura Drive in Holladay, expressed support for thoughtful development while emphasizing concerns related to traffic circulation and safety in the area surrounding the proposed project. Speaking from the perspective of both a resident and bicyclist, he described existing traffic challenges along Wasatch Boulevard, including the difficulty of making left turns into and out of the Olympus Hills Shopping Center due to heavy traffic. He stated that a future traffic signal at the shopping center entrance would improve safety and traffic flow and noted additional conflicts created by vehicles attempting to turn into the Einstein Bagels driveway, creating hazardous conditions for motorists and cyclists. Halliday suggested that a raised median could help reduce unsafe turning movements by restricting left turns and directing vehicles to make safer right-turn movements from the proposed development. While acknowledging neighboring residents' concerns regarding lighting, he indicated that traffic safety was his primary concern, adding that although limited freeway lighting exists near the interchange, the area generally retains dark nighttime views of the mountains that residents value.

Bob Tueller, Aura Circle in Holladay, stated that his primary concern remained the proposed lighting, particularly the west-facing sign. Drawing on his marketing and advertising experience, he stated that the west-facing sign would not meaningfully attract customers or determine the success of the businesses, while north- and south-facing signage would be more visible to approaching traffic. He expressed support for progress and neighborhood improvements but urged the commission to protect residents' nighttime views of Mount Olympus by limiting or eliminating unnecessary illuminated signage.

Chair LaMar stated that the public comments and additional information provided by the applicant highlighted the need for greater specificity regarding signage and building materials before final approval. While he appreciated the expanded sign exhibits and supporting information, he did not believe it was appropriate to rely solely on the city's standard sign code for a project within the Village Center Special District. He suggested incorporating language into the development agreement requiring the applicant to return with a more detailed signage plan as part of the conditional use process, allowing the Planning Commission to review sign placement, size, illumination levels, and other design details after further refinement. He also recommended including provisions related to exterior building



materials in the development agreement, providing additional flexibility to ensure the project's final design remains compatible with the surrounding neighborhood.

Commissioner Wright felt there could be unlit signs or that lighting could be kept to ground level. The commission worked through the details of how to lock key expectations into the development agreement. They converge on requiring that the ground-floor commercial space be truly restaurant-ready (including grease traps and vent shafts) and that the developer have a fixed window—generally coalescing around two years from the issuance of the certificate of occupancy—to secure a restaurant tenant before being allowed to switch to other retail. Commissioners stressed they want the space activated quickly and not left vacant for years. They also return to the idea that the sign package is not yet detailed enough to simply defer to the generic sign code, especially given the sensitivity of the site; several members say they would like the full signage package (locations, sizes, lighting) to come back to the Planning Commission, though Sanderson notes that, legally, their role is to recommend and the City Council ultimately decides whether to require that. Finally, they clarify that because this zone treats mixed-use as a development-agreement use rather than a conditional use, there will not be a later conditional-use review—making it all the more important to get specifics on materials, brick percentage, and signage into this development agreement now.

Dial explained the proposed timeline for securing a restaurant tenant within the project's commercial space, noting that detailed architectural work and active tenant recruitment would begin after approval of the development agreement and issuance of a building permit. He stated that his goal is to secure a restaurant tenant early in the approximately 20-month construction period so that lease negotiations and tenant improvements can be completed before the building receives a certificate of occupancy. He explained that restaurant build-outs can require six to nine months, making early recruitment essential to having the business open when the project is completed. Dial emphasized that a restaurant remains his primary objective, as he believes it will be the most valuable amenity for future residents and the overall success of the development. While acknowledging the need for flexibility during the leasing process, he stated that he does not intend for the commercial space to remain vacant and has already begun preliminary discussions with potential restaurant operators. He affirmed that if they had no intention of doing a restaurant, the developers would not pay for grease traps or ventilation hoods.

The commission refined the specific conditions they want in the development agreement. They agree the restaurant requirement should run for 24 months from issuance of the certificate of occupancy, giving the developer time to recruit a tenant but avoiding long-term vacant space. For building materials, they settle on requiring approximately 47% brick on the exterior, plus or minus 5%, effectively turning the applicant's own illustrative percentages into a standard, and confirming there will be no stucco (consistent with the submitted elevations). They then refined a lighting rule: no illuminated signage above 15 feet measured from the elevation of Wasatch Drive on any façade, leaving only low-level, street-oriented lighting subject to the normal sign code. Commissioners debate but ultimately do not add an outright ban on “neon,” worrying that language could accidentally prohibit small LED “neon-style” window signs inside a future restaurant.

Chair LaMar allowed additional public comment.

Todd Larsen asked about code enforcement on the Porsche dealership's lighting. Staff noted that code enforcement was already looking into whether Porsche is dimming its lights at 9 p.m.

Commissioner Larsen, based on the findings and conclusions of the staff report, moved that the Planning Commission recommend approval of ZM-26-011 adding a Development Agreement including the Terms and Exhibits of Finding 9 of the staff report, additional terms based on the traffic study received June 17, 2026, and additional conditions:

- 1) requiring brick as 47% +/- 5% of exterior material;
- 2) prohibit illuminated signage above 15 ft of the elevation of Wasatch Drive on all facades;
- 3) require a good faith effort to acquire only a restaurant tenant to occupy the commercial space in 24 months of certificate of occupancy; and
- 4) build the commercial space to properly accommodate a restaurant use including grease traps, vents, etc.

To the already existing Olympus Hills West Village Center Special District Zone specifically pertaining to property approximately located at 3962 S Wasatch Blvd.

*[Finding 9 from staff report - Staff is suggesting the following item or 'terms and exhibits' be considered and recommended to the City Council as part of a Development Agreement:*

1. *Uses shall include the following:*
  - a. *Restaurant - Minimum 4,000 sqft. sit-down restaurant(s),*
  - b. *Office - Between 5,000-8,000sqft of Professional Office Space,*
  - c. *Open Space - Minimum 10,000sqft of contiguous landscaped usable area,*
  - d. *Residential - Between 65 to 70 residential units,*
  - e. *Parking - Minimum of 220 Parking Spaces.*
2. *Exhibit A - Site Plan Layout*
3. *Exhibit B - Building Mass, Orientation, Elevations including materials and colors*
4. *Exhibit C - Landscape Plan*
5. *Exhibit D - Lighting Plan*
6. *Exhibit E - Signage Plan*
7. *Exhibit F - Amenities Plan*
8. *Exhibit G - Frontage Improvements]*

Commissioner Wright seconded. Chair LaMar called for the vote. Chair LaMar voted yes, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Larsen voted yes, Commissioner Reid voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed unanimously.

#### 4. Commission Business

##### 4.1 Approval of May 20, 2026 Regular Meeting Minutes

Chair LaMar moved to approve the minutes as presented in the packet. Commissioner Richardson seconded. Chair LaMar called for the vote. Chair LaMar voted yes, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Larsen voted yes, Commissioner Reid voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed unanimously.



Commissioner Richardson did not have a report.

Sanderson noted Chambers Avenue construction was starting to provide access to the city hall parking garage and construction for Millcreek Common Phase II was coming along.

- City Council Mtg. 6/22/26, 7:00 p.m.
- Historic Preservation Commission Mtg. 7/9/26, 6:00 p.m.
- City Council Mtg. 7/13/26, 7:00 p.m.
- Planning Commission Mtg. 7/15/26, 5:00 p.m.

**ADJOURNED:** Commissioner Burgess moved to adjourn the meeting at 7:22 p.m. Commissioner Soule seconded. Chair LaMar called for the vote. Chair LaMar voted yes, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Larsen voted yes, Commissioner Reid voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed unanimously.

**APPROVED:** \_\_\_\_\_ **Date** \_\_\_\_\_  
**Shawn LaMar, Chair**

**Attest:** Elyse Sullivan, Recorder