

AMERICAN FORK CITY COUNCIL

NOVEMBER 26, 2019

*AMENDED - PUBLIC HEARING, REGULAR SESSION AGENDA

NOTICE OF ELECTRONIC MEETING

One or more City Council members expect to be physically absent from this meeting but intend to participate electronically.

The American Fork City Council will hold a public hearing in conjunction with a regular session on **Tuesday, November 26, 2019, in the American Fork City Hall, 31 North Church Street, commencing at 7:00 p.m.** The agenda shall be as follows:

PUBLIC HEARING

- Receive public comment on the declaration of vehicles and office equipment to be surplus and to be disposed of.
- Receive public comment on the vacation of a portion of a public utility easement at 1217 East 400 North, Lot 110 Hansen Ranch subdivision.

REGULAR SESSION

1. Pledge of Allegiance; Invocation by Council Member Barnes; roll call.
2. Twenty-minute public comment period - limited to two minutes per person.
3. City Administrator's Report
4. Council Reports
5. Mayor's Report

COMMON CONSENT AGENDA

(*Common Consent* is that class of Council action that requires no further discussion or which is routine in nature. All items on the Common Consent Agenda are adopted by a single motion unless removed from the Common Consent Agenda.)

1. Approval of the October 22, 2019 Minutes
2. Approval of the October 29, 2019 Minutes

ACTION ITEMS

1. Ratification of city payments (November 5, 2019, to November 19, 2019) and approval of purchase requests over \$25,000.
2. Review and action on approval of a Beer/Alcoholic Beverage License for Hapa Sushi Japanese Cuisine located at 513 South 500 East.
3. Review and action on approval of a Beer/Alcoholic Beverage License for La Costa located at 852 East State Road.
4. Review and action on an ordinance vacating a portion of a public utility easement at 1217 East 400 North, Lot 110 Hansen Ranch Phase I subdivision.
5. Review and action on subdivisions, commercial projects, condominiums, and PUD's including 1) plat approval; 2) method of satisfaction of water rights requirements; 3)

posting of an improvement bond or setting of a time frame for improvement installation; and 4) authorization to sign the final plat and acceptance of all dedications to the public and to have the plat recorded.

- a. Review and action on an ordinance approving a district framework plan for the Cottages at American Fork Phase 2 located in the area of 340 South 700 West
 - b. Review and action on an ordinance approving a commercial site plan for a Historic Building Conservation Project (Furry Tail Transformations) located at 55 East 400 North in the R-1-7,500 Residential zone
 - c. Review and action on an ordinance approving an overall concept plan for Lake City Row Planned Community Development Project, located in the area of 860 East 620 South in the PC-Planned Community zone
 - d. Review and action on the final plat of Walnut Court Plat A located at 353 West 400 North in the R-2-7,500 Residential zone.
6. Review and action on granting a public utility easement located at 300 East 1600 North to Rocky Mountain Power.
 7. Review and action on a resolution declaring items to be surplus and disposed of.
 8. Review and action on a Tier 1 Auto Dealership agreement with National Buick GMC.
 9. Review and action on a resolution authorizing American Fork City to execute an interlocal cooperative agreement and service agreement for LightHub Communication Agency.
 10. Consideration and action to enter into a closed session to discuss the character or professional competence of individuals, to discuss pending or reasonably imminent litigation, to discuss the purchase, lease or sale of real property, or to discuss other items described in Utah State Code 52-4-204 and 52-4-205.
 11. Adjournment.

Dated this 25 day of November, 2019.



Terilyn Lurker
City Recorder

*Previous Action Item #8 was removed from the agenda.

- In accordance with the Americans with Disabilities Act, the City of American Fork will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at 801-763-3000 at least 48 hours in advance of the meeting.
- The order of agenda items may be changed to accommodate the needs of the City Council, staff, and the public.



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Finance **Director Approval** Kyle Maurer

AGENDA ITEM Review and Action on a Beer/Alcoholic Beverage License for Hapa Sushi Japanese Cuisine Located at 513 S 500 E, American Fork, UT 84003.

SUMMARY RECOMMENDATION

Staff recommends approval.

BACKGROUND

Hapa Sushi Japanese Cuisine is applying for a beer/alcoholic beverage license.

BUDGET IMPACT

The City receives a small application fee.

SUGGESTED MOTION

I move to approve a beer and alcoholic beverage license for Hapa Sushi Japanese Cuisine located at 513 South 500 East, American Fork, Utah 84003.

SUPPORTING DOCUMENTS

Hapa Sushi application (PDF)

Hapa Sushi Local Consent (PDF)



Beer/Alcoholic Beverage Business License Application

5.2.a

American Fork City
51 East Main, American Fork, Utah 84003
(801) 763-3000 • www.afcity.org

License #: _____
Date: _____
CC Approved: _____

Print clearly or type an answer to every question. Incomplete applications will not be accepted. Beer/Alcoholic Beverage business licenses expire December 31st of each year. All Beer/Alcoholic Beverage business license applications require City Council approval.

Type of American Fork City License: Class A Beer Class B Beer Class C Beer Alcoholic Beverage License

Type of DABC License applying for (if required):

Alta nchimeg SECTION 1: APPLICANT INFORMATION *Vanwagoner*
Applicant Name: *Alta nchimeg Vanwagoner*

Home Phone: _____ Business Phone: *385-248-0404*

Home Address: _____

City: _____ State: _____ Zip: _____

Addresses for the past 5 years: *Yes* City: _____ State: _____ Zip: _____

City: _____ State: _____ Zip: _____

City: _____ State: _____ Zip: _____

Date of Birth: _____ Age: _____

Are you a US Citizen? Yes No Social Security #: _____

SECTION 2: BUSINESS INFORMATION

Name of Business to be Licensed: *Hapa sush Japanese Cuisine*

Address of Business: *5135 500E American Fork UT 84003*

Copy of County Health Permit: Yes (please attach)

SECTION 3: BEER/ALCOHOLIC BEVERAGE LICENSE FEES

New Beer/Alcoholic Beverage Application Fee	\$300.00	\$ <i>300.00</i>
Replacement License Fee (No inspections required)	\$10.00	\$ _____
TOTAL FEES:		\$ <i>300.00</i>

SECTION 4: APPLICANT AGREEMENT

I hereby certify that I have complied with the requirements and possess the qualifications specified in the Alcoholic Beverage Control Act, and that all the information I have provided in this application is true.
I hereby certify that I have never been convicted of a felony, or any misdemeanor involving moral turpitude, or of any violation of any law or ordinance relating to alcoholic beverages, including DUI offenses.
I agree that if a license is issued, it shall be subject to suspension or revocation as provided in Chapter 5.08 of the American Fork City Code. I further agree to post any bonds required by the City pursuant to the terms of Chapter 5.08 of the City Code. No business license shall be transferred from one person to another, nor from one location to another.

Applicant Signature: *Alta nchimeg* Date: *11/12/2019*
Applicant Printed Name: *Alta nchimeg Vanwagoner* Title: *Manager/owner*

For Office Use Only

Amount Paid: _____ Payment Type: Cash Check # _____ Credit Card Accepted by: _____

rev. 6/15

Attachment: Hapa Sushi application (Review and Action on Hapa Sushi Japanese Cuisine Beer/Alcoholic Beverage License)

LIMITED-SERVICE RESTAURANT LIQUOR LICENSE

Local Consent

PURPOSE: Local business licensing authority provides written consent to the Alcoholic Beverage Control Commission (1) to issue an on-premise alcohol license for a person to store, sell, offer for sale, furnish, or allow the consumption of an alcoholic product on the premises of the applicant.

AUTHORITY: Utah Code 32B-1-202; 32B-5-201 through 203; 32B-5-205 and -206

American Fork City

Local business license authority

, City Town County

hereby grants its consent to the issuance of a Limited-Service restaurant liquor license to:

Business Name (DBA): Hapa sushi Japanese Cuisine

Entity Name (or owner's name if sole proprietor): Hapa sushi Japanese Cuisine

Location Address: 513 S 500 E American Fork 84003

Authorized Signature

Name/Title

Date

This is a suggested format. A locally produced city, town, or county form is also acceptable. The local consent must be submitted to the DABC by the applicant as part of a complete application.

Attachment: Hapa Sushi Local Consent (Review and Action on Hapa Sushi Japanese Cuisine Beer/Alcoholic Beverage License)



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Finance **Director Approval** Kyle Maurer

AGENDA ITEM Review and Action on a Beer/Alcoholic Beverage License for La Costa Restaurant Inc. Located at 852 E State St, American Fork, UT 84003.

SUMMARY RECOMMENDATION

Staff recommends approval.

BACKGROUND

La Costa Restaurant Inc., is applying for a beer/alcoholic beverage license. The business has had a change in ownership, necessitating the application.

BUDGET IMPACT

The City receives a small application fee.

SUGGESTED MOTION

I move to approve a beer and alcoholic beverage license for La Costa Restaurant, Inc., located at 852 East State St, American Fork, Utah 84003.

SUPPORTING DOCUMENTS

La Costa application (PDF)

La Costa Local Consent (PDF)



Beer/Alcoholic Beverage Business License Application

5.3.a

American Fork City
51 East Main, American Fork, Utah 84003
(801) 763-3000 • www.afcity.org

License #: _____
Date: _____
CC Approved: _____

Print clearly or type an answer to every question. Incomplete applications will not be accepted. Beer/Alcoholic Beverage business licenses expire December 31st of each year. All Beer/Alcoholic Beverage business license applications require City Council approval.

Type of American Fork City License: Class A Beer Class B Beer Class C Beer Alcoholic Beverage License

Type of DABC License applying for (if required): _____

SECTION 1: APPLICANT INFORMATION

Applicant Name: BIPLOVE TIMILSINA

Home Phone: 801-815-2108 Business Phone: 801-815-2108
12944 Phensaf Moorev

Home Address: _____

City: _____ State: _____ Zip: _____

Addresses for the past 5 years: Same City: _____ State: _____ Zip: _____

City: _____ State: _____ Zip: _____

City: _____ State: _____ Zip: _____

Date of Birth: _____ Age: _____

Are you a US Citizen? Yes No Social Security #: _____

SECTION 2: BUSINESS INFORMATION

Name of Business to be Licensed: La Costa Restaurant

Address of Business: 852 E State St #9718 City: American Fork State: UT Zip: 84003

Copy of County Health Permit: Yes (please attach)

SECTION 3: BEER/ALCOHOLIC BEVERAGE LICENSE FEES

New Beer/Alcoholic Beverage Application Fee.....	\$300.00	\$ <u>300.00</u>
Replacement License Fee (No inspections required).....	\$10.00	\$ _____
TOTAL FEES:		\$ <u>300.00</u>

SECTION 4: APPLICANT AGREEMENT

I hereby certify that I have complied with the requirements and possess the qualifications specified in the Alcoholic Beverage Control Act, and that all the information I have provided in this application is true.

I hereby certify that I have never been convicted of a felony, or any misdemeanor involving moral turpitude, or of any violation of any law or ordinance relating to alcoholic beverages, including DUI offenses.

I agree that if a license is issued, it shall be subject to suspension or revocation as provided in Chapter 5.08 of the American Fork City Code. I further agree to post any bonds required by the City pursuant to the terms of Chapter 5.08 of the City Code. No business license shall be transferred from one person to another, nor from one location to another.

Applicant Signature: _____ Date: 11/20/2019

Applicant Printed Name: Biplove Timilsina Title: owner

For Office Use Only

Amount Paid: _____ Payment Type: Cash Check # _____ Credit Card Accepted by: _____

rev. 6/15

Attachment: La Costa application (Review and Action on La Costa Restaurant Inc Beer/Alcoholic Beverage License)

FULL-SERVICE RESTAURANT LIQUOR LICENSE

Local Consent

PURPOSE: Local business licensing authority provides written consent to the Alcoholic Beverage Control Commission (1) to issue an on-premise alcohol license for a person to store, sell, offer for sale, furnish, or allow the consumption of an alcoholic product on the premises of the applicant.

AUTHORITY: Utah Code 32B-1-202; 32B-5-201 through 203; 32B-5-205 and -206

American Fork City
Local business license authority

City Town County

hereby grants its consent to the issuance of a full-service restaurant liquor license to:

Business Name (DBA): LA COSTA RESTAURANT INC.

Entity Name (or owner's name if sole proprietor): LA COSTA RESTAURANT INC.

Location Address: 852 E STATE STREET # 9718
AMERICAN FORK.

Authorized Signature

Name/Title

Date

This is a suggested format. A locally produced city, town, or county form is also acceptable. The local consent must be submitted to the DABC by the applicant as part of a complete application.

Attachment: La Costa Local Consent (Review and Action on La Costa Restaurant Inc Beer/Alcoholic Beverage License)



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Recorder **Director Approval** Terilyn Lurker

AGENDA ITEM Review and action on an ordinance approving a vacation of a portion of a public utility easement at 1217 East 400 North, Lot 110 Hansen Ranch Subdivision Phase I.

SUMMARY RECOMMENDATION

Staff would recommend approval of the easement vacation as requested.

BACKGROUND

This is before the city council at the request of the homeowner. Currently, there is a ten-foot utility easement along the rear of the lots in the Hansen Ranch Phase I subdivision. The request is to reduce that easement to five-feet.

By approving this ordinance, the City is stating there is good cause for the vacating of said portion of easement and will not be detrimental to the public interest.

BUDGET IMPACT

NA

SUGGESTED MOTION

I move to approve the ordinance vacating a portion of the easement at 1217 East 400 North.

SUPPORTING DOCUMENTS

110 Hansen Ranch Easement Vacation Ordinance (PDF)

ORDINANCE NO. _____**AN ORDINANCE VACATING A PORTION OF A PUBLIC UTILITY EASEMENT AT 1217 EAST 400 NORTH, AMERICAN FORK, UTAH**

WHEREAS, the City of American Fork has received a request to vacate a portion of the public utility easement at 1217 East 400 North; and

WHEREAS, the City finds that there is good cause for the vacating of said portion of easement; and

WHEREAS, the vacating of said easement will not be detrimental to the public interest; and

AND WHEREAS, the City gave advance public notice of its intent to vacate a portion of said easement and then held a public hearing on November 26, 2019, regarding such intent and carefully considered the comments of the public thereof.

THEREFORE, BE IT ORDAINED by the City Council of American Fork City, as follows:

SECTION I: Vacation of a portion of a public utility easement at 1217 East 400 North, American Fork, Utah

- A. The City Council of American Fork City finds and declares that there is good cause for vacating a portion of the easement at 1217 East 400 North and that vacating it will not be detrimental to the public interest.
- B. Easement Vacation Description:

The southern most five (5) feet of the northern public utility easement along the rear lot line of Lot 110 in the Hansen Ranch Phase I subdivision as recorded in the office of the Utah County Recorder, said vacated portion also shown on the attached map, and more particularly described as follows:

The Public Utility Easement shown on the rear boundary line of Lot 110 of Hansen Ranch Phase I Subdivision, being reduced by the five feet farthest from the rear lot line for a total remaining easement width of five feet adjacent to the lot line.

SECTION II: SEVERABILITY

The sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable. If any such section, paragraph, sentence, clause, or phrase shall be declared invalid or unconstitutional by the valid judgment or decree of a Court of competent jurisdiction, such invalidity or

unconstitutionality shall not affect any of the remaining sections, paragraphs, sentences, clauses, or phrases of this Ordinance.

SECTION III: EFFECTIVE DATE

This Ordinance shall take effect immediately upon its passage and first publication as provided by law.

PASSED AND ADOPTED by the City Council of American Fork City this 26 day of November, 2019.

ATTEST: Bradley J. Frost, Mayor

Terilyn Lurker, City Recorder

Attachment: 110 Hansen Ranch Easement Vacation Ordinance (Easement Vacation - Lot 110 Hansen Ranch)



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Planning **Director Approval** Adam Olsen

AGENDA ITEM Review and action on an ordinance approving a district framework plan for the Cottages at American Fork Phase 2 located in the area of 340 South 700 West

SUMMARY RECOMMENDATION The planning commission recommended approval of the district framework plan for the Cottages at American Fork Phase 2 as stated in the attached minutes of the November 6, 2019 planning commission meeting.

BACKGROUND The applicant proposes a district framework plan for the second phase of the Cottages at American Fork (“Meadows”) Apartments. For further analysis, please refer to the attached district framework plan, staff report and planning commission minutes.

BUDGET IMPACT No direct budgetary impact is anticipated as a result of this approval.

SUGGESTED MOTION I move to adopt the ordinance approving a district framework plan for the Cottages at American Fork Phase 2 located in the area of 340 South 700 West.

SUPPORTING DOCUMENTS

1. Ord (PDF)
2. District Framework Plan (PDF)
3. Staff Report (PDF)
4. Minutes (PDF)

ORDINANCE NO.

AN ORDINANCE APPROVING THE DISTRICT FRAMEWORK PLAN FOR COTTAGES AT AMERICAN FORK PHASE 2 LOCATED AT 340 SOUTH 700 WEST.

BE IT ORDAINED BY THE CITY COUNCIL OF AMERICAN FORK, UTAH,

PART I

DEVELOPMENT APPROVED - ZONE MAP AMENDED

- A. The district framework plan for Cottages at American Fork Phase 2, as set forth in the attachment, is hereby approved.
- B. Said Plan is hereby adopted as an amendment to the Official Zone Map and territory included in the Plan is hereby designated as Large-Scale Development Overlay Zone _____.
- C. Said Plans shall hereafter constitute the zone requirements applicable within the property so described.

PART II

ENFORCEMENT, PENALTY, SEVERABILITY, EFFECTIVE DATE

- A. Hereafter, these amendments shall be construed as a part of the Zoning Ordinance of American Fork, Utah, to the same effect as if originally a part thereof, and all provisions of said Ordinance shall be applicable thereto including, but not limited to, the enforcement, violation, and penalty provision thereof.
- B. All ordinances, or resolutions, or parts thereof, in conflict with the provisions of this ordinance, are hereby repealed.
- C. This ordinance shall take effect upon its passage and first publication following completion of all terms and conditions of approval, as set forth under the motion to approve, passed and adopted by the American Fork City Council.

PASSED AND ORDERED PUBLISHED BY THE CITY COUNCIL OF AMERICAN FORK, UTAH, THIS 26th DAY OF NOVEMBER, 2019.

Brad Frost, Mayor

ATTEST:

Terilyn Lurker, Recorder

Attachment: 1. Ord (Cottages 2 District Framework Plan)

District Framework Plan: Meadows at American Fork – Phase II

September 23, 2019



Exhibit 1: Legal Description

Beginning at a point being North 00°24'14" East 116.05 feet along the section line and West 1,825.72 feet from the East Quarter Corner of Section 22, Township 5 South, Range 1 East, Salt Lake Base and Meridian; and running

thence South 00°50'29" West 224.84 feet;

thence North 89°27'26" West 155.29 feet;

thence South 89°45'37" West 107.56 feet;

thence North 89°21'35" West 261.62 feet;

thence North 88°56'13" West 103.76 feet;

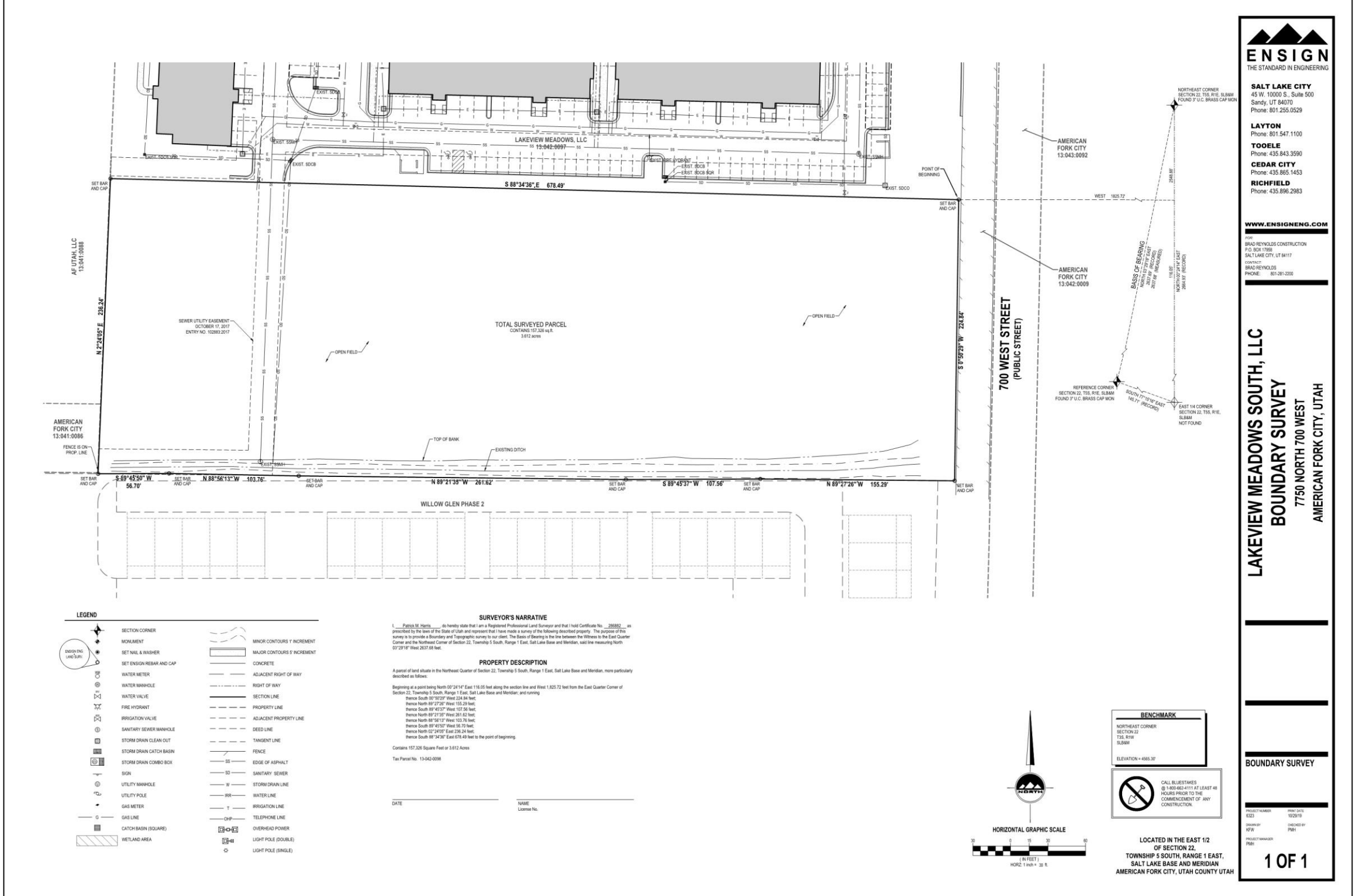
thence South 89°45'50" West 56.70 feet;

thence North 02°24'05" East 236.24 feet;

thence South 88°34'36" East 678.49 feet to the point of beginning.

Contains 157,326 Square Feet or 3.612 Acres

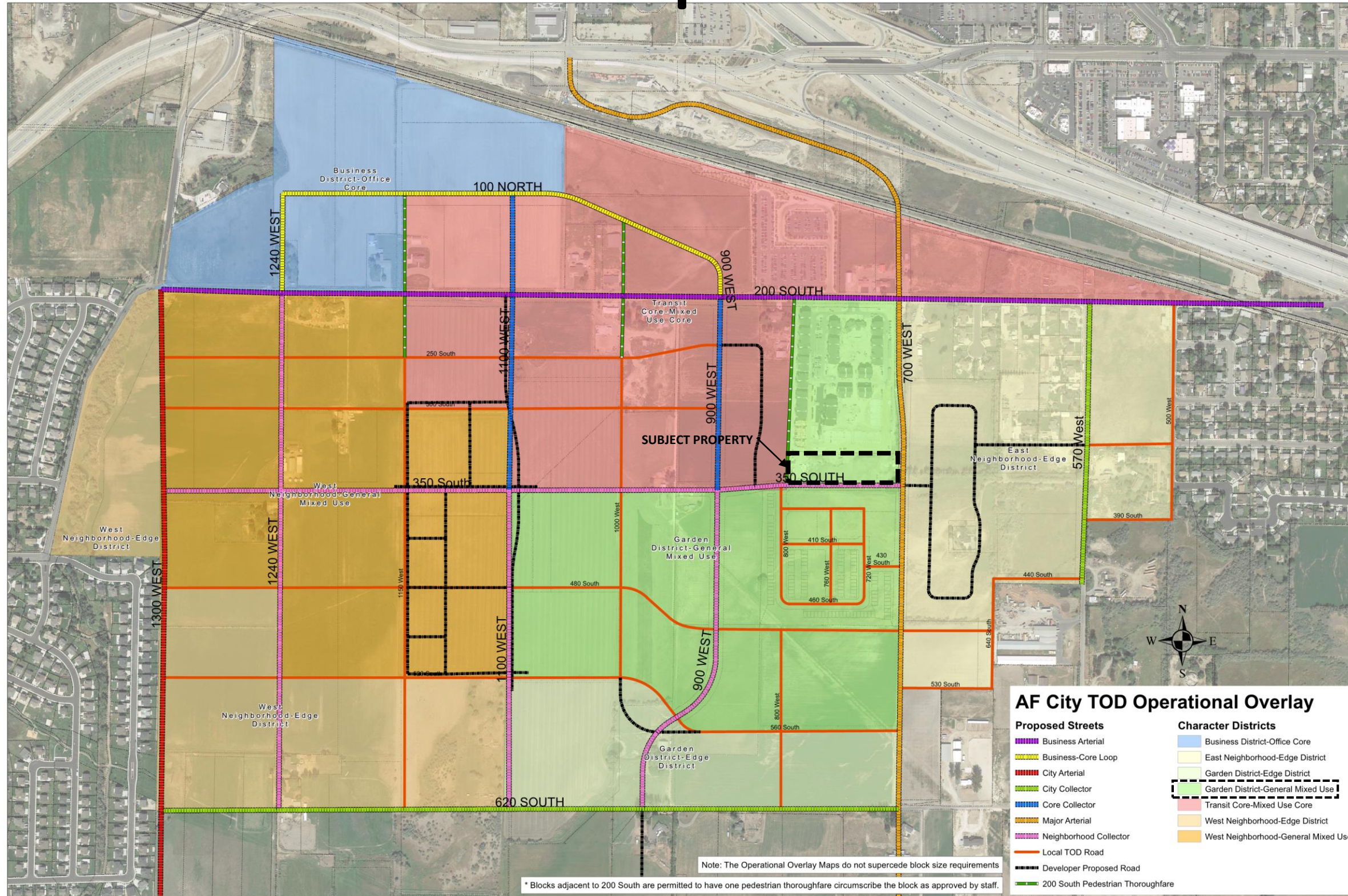
Exhibit 2: Boundary Survey



Click image for link to Boundary Survey and Title Report

Attachment: 2. District Framework Plan (Cottages 2 District Framework Plan)

Exhibit 3: Development Area Plan



LEGEND

--- SUBJECT PROPERTY

Exhibit 4: Boundary Map

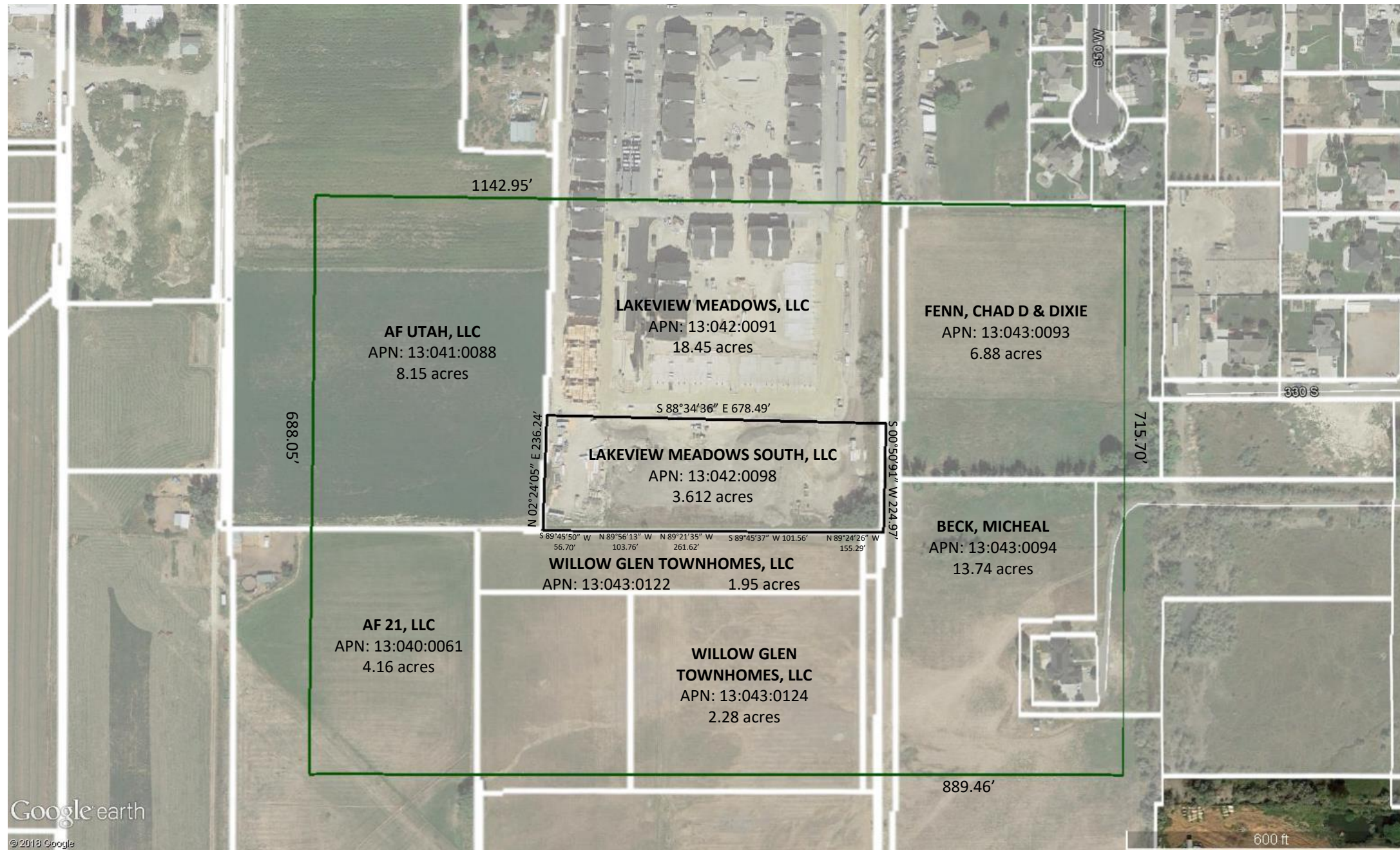
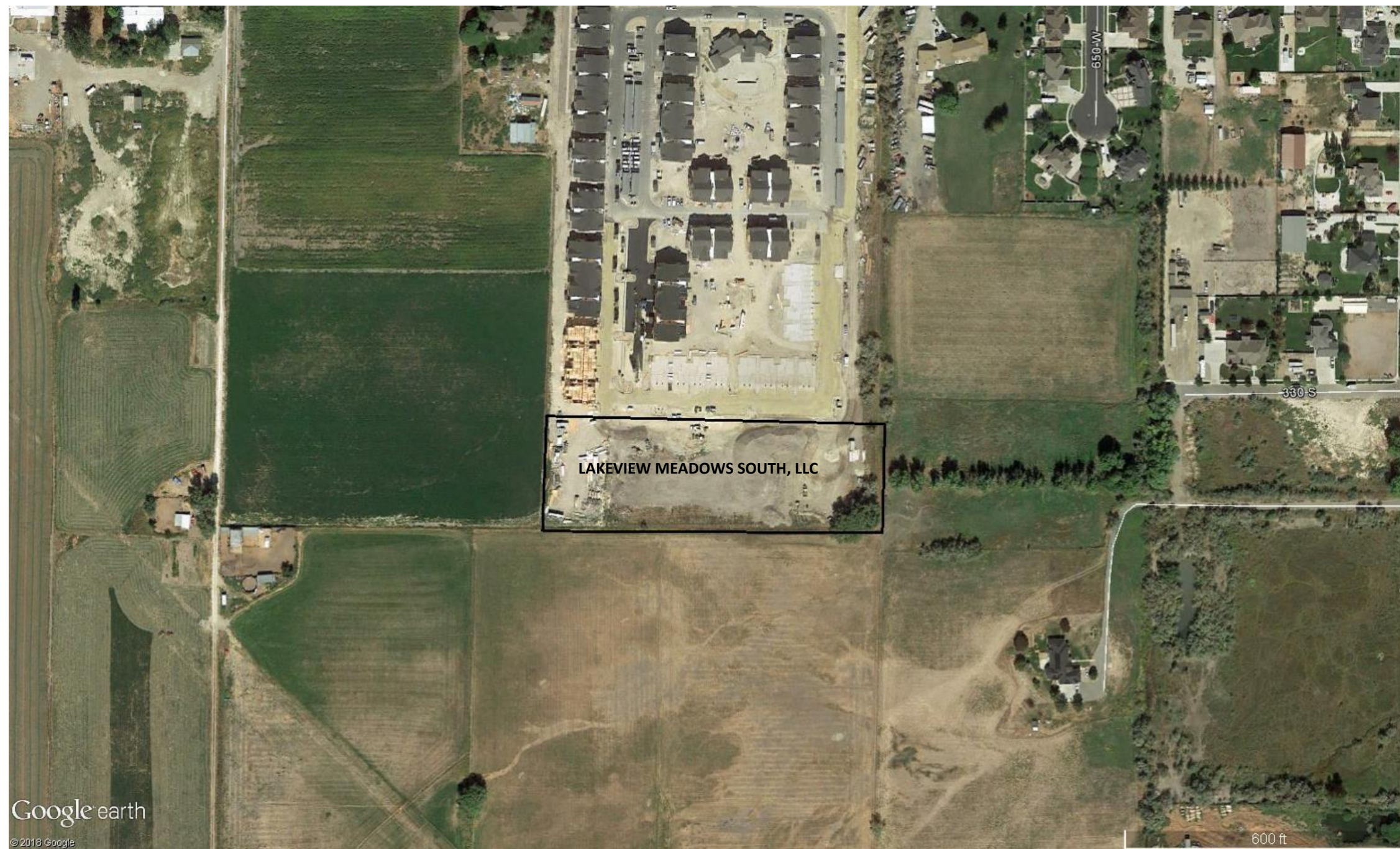


Exhibit 5: Constraints Map

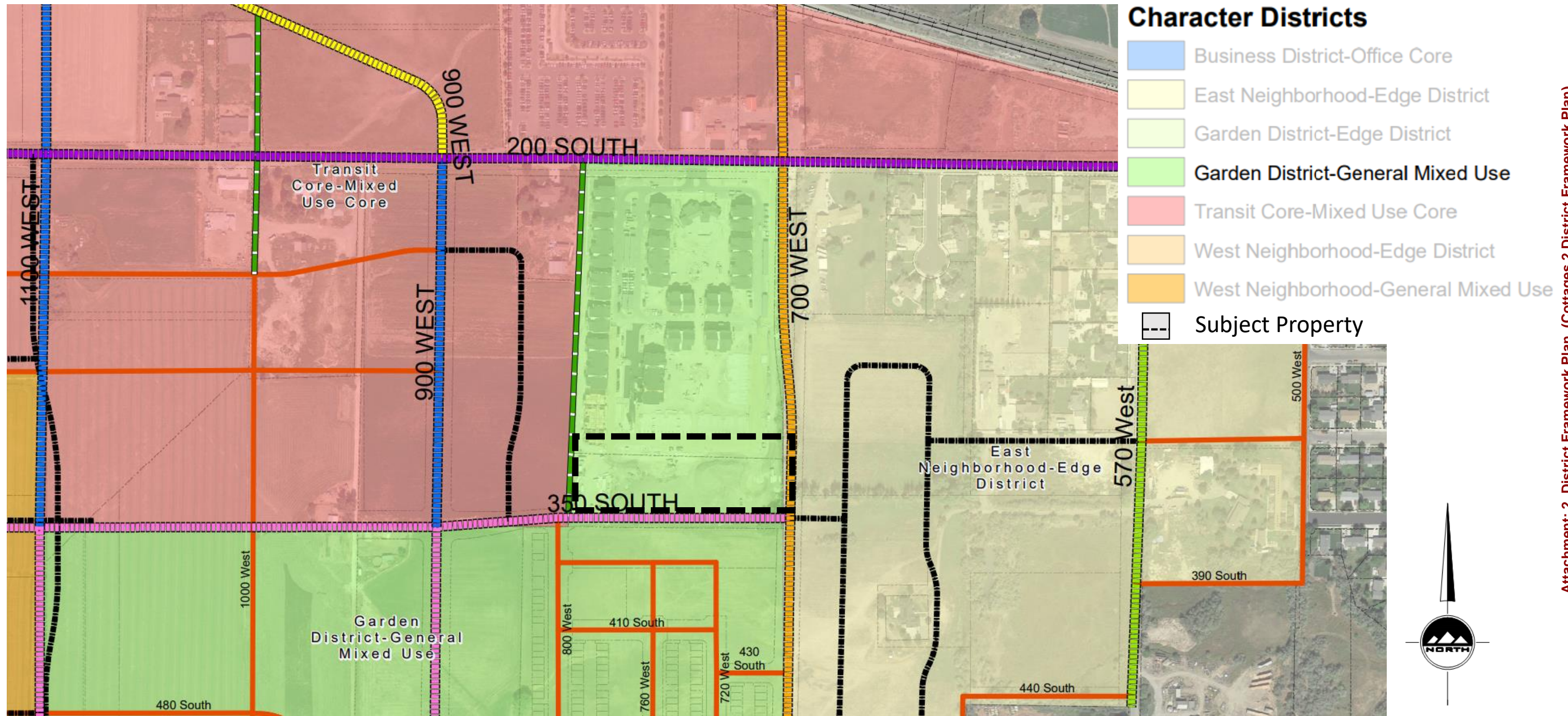


No known constraints with respect to:

- Floodplain
- Wetlands
- Sensitive Areas (groundwater, liquefaction, etc.)



Exhibit 6A: District Framework Plan



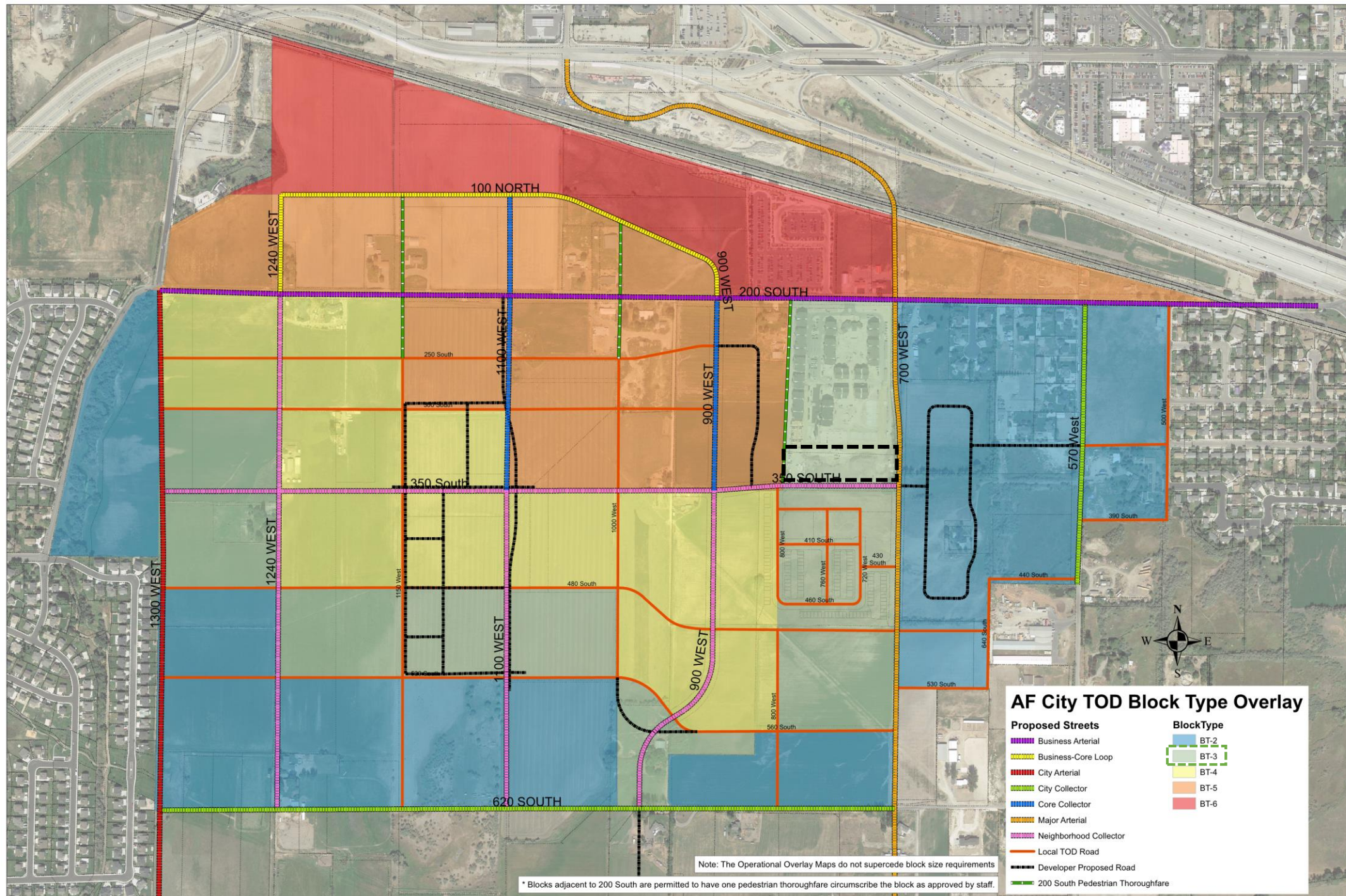
Attachment: 2. District Framework Plan (Cottages 2 District Framework Plan)

Exhibit 6B: District Framework Plan

TABLE 4C - SUB-DISTRICT & PERMITTED USES				
PERMITTED USES	SUB-DISTRICT			
	ED-R	MU-G	OF-C	MU-C
A. Residential				
Mixed-Use		X		X
Multi-Family		X		X
Single Family: Attached	X	X		X
Single Family: Detached	X			
Senior Housing	X	X		X
Work/Live Unit		X		X
Accessory Dwelling Unit	X	X		
Dormitory		X		X
B. Lodging				
Hotel (no room limit)			X	X
Inn (up to 12 rooms)		X		X
Bed & Breakfast (up to 5 rooms)	X			
C. Business				
Office Building			X	X
Home Occupation	X	X		
D. Retail				
Open Market		X		X
Neighborhood Retail		X	X	X
Display Gallery		X		X
Restaurant		X	X	X
Food Truck	X	X	X	X
Drive-through		X		X
Kiosk		X	X	X
Push Cart		X	X	X
E. Automotive				
Gas Station		X		
Automobile Service				
Drive-through		X		

TABLE 4C - SUB-DISTRICT & PERMITTED USES				
PERMITTED USES	SUB-DISTRICT			
	ED-R	MU-G	OF-C	MU-C
F. Civil Support				
Assembly	X	X	X	X
Cemetery	X	X		
Funeral Home		X		X
Hospital		X	X	X
Medical Clinic		X	X	X
Library		X		X
Museum		X	X	X
Post Office		X	X	X
Public Safety	X	X	X	X
Laboratory			X	
Transit Stop/Station	X	X	X	X
G. Education				
College			X	X
Trade School		X	X	X
High School	X	X		
Junior High School	X	X		
Elementary School	X	X		X
Childcare Center	X	X	X	X
Charter School	X	X		X
H. Infrastructure				
Parking Lot		X	X	X
Parking Structure		X	X	X
Utility & Infrastructure	X	X	X	X
Open Space	X	X	X	X

Exhibit 6C: District Framework Plan

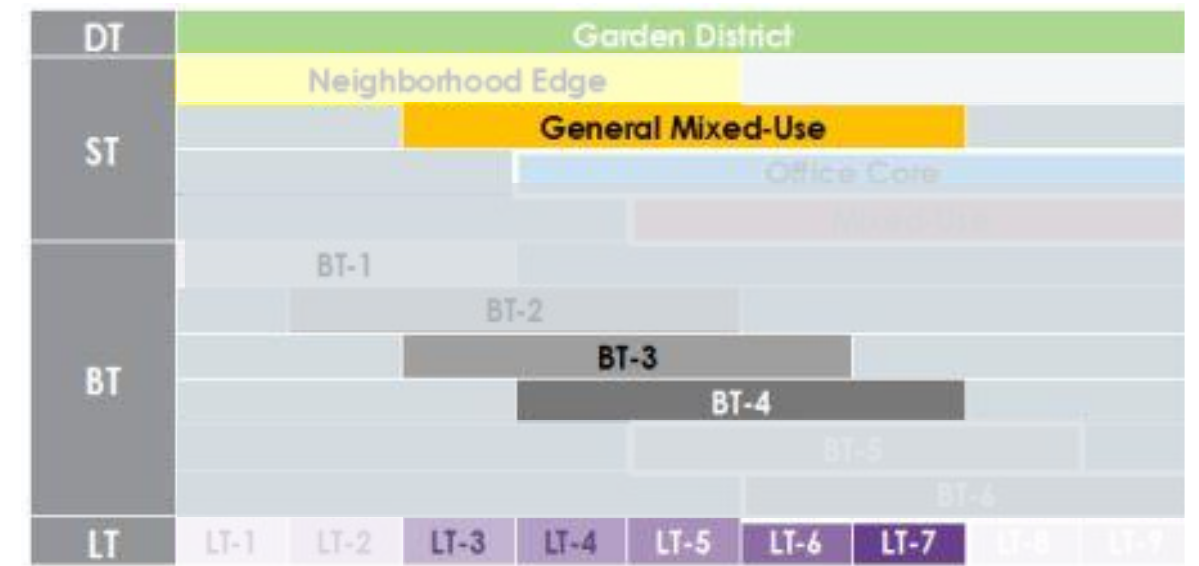
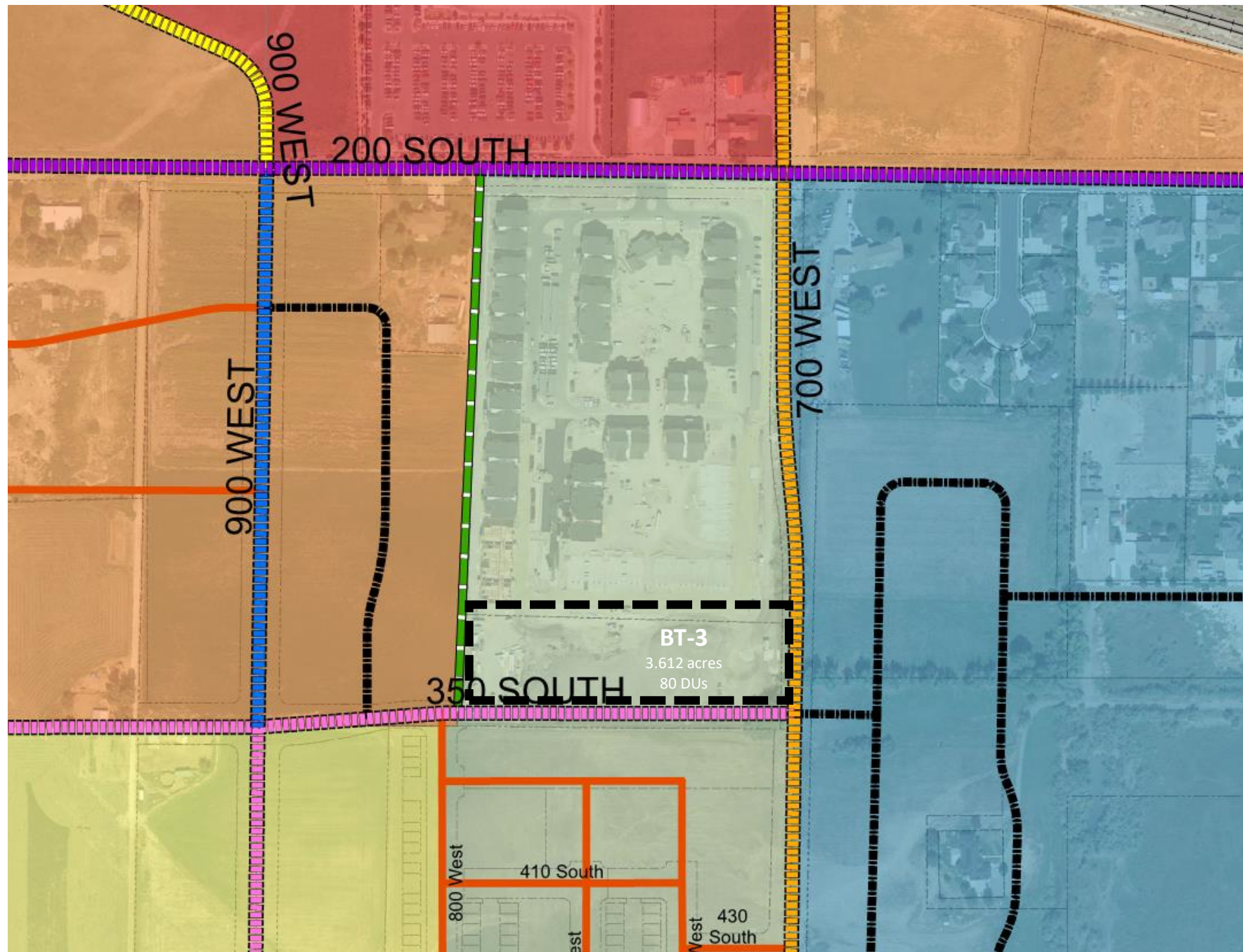


--- Subject Property

TABLE 4E - BLOCK CHARACTERISTICS

CHARACTER DISTRICTS	Block Size (net acres)	Block Shape
Business District	4 acre min. 8 acre max. 12 acre for sensitive lands	Orthogonal or Rhomboidal
Transit Core	4 acre min. 8 acre max. 12 acre for sensitive lands	Orthogonal or Rhomboidal
West Neighborhood	6 acre min. 10 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal
Garden District	6 acre min. 10 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal
East Neighborhood	6 acre min. 10 acre max. 12 acre for sensitive lands	50% min. Orthogonal or Rhomboidal

Exhibit 6D: District Framework Plan



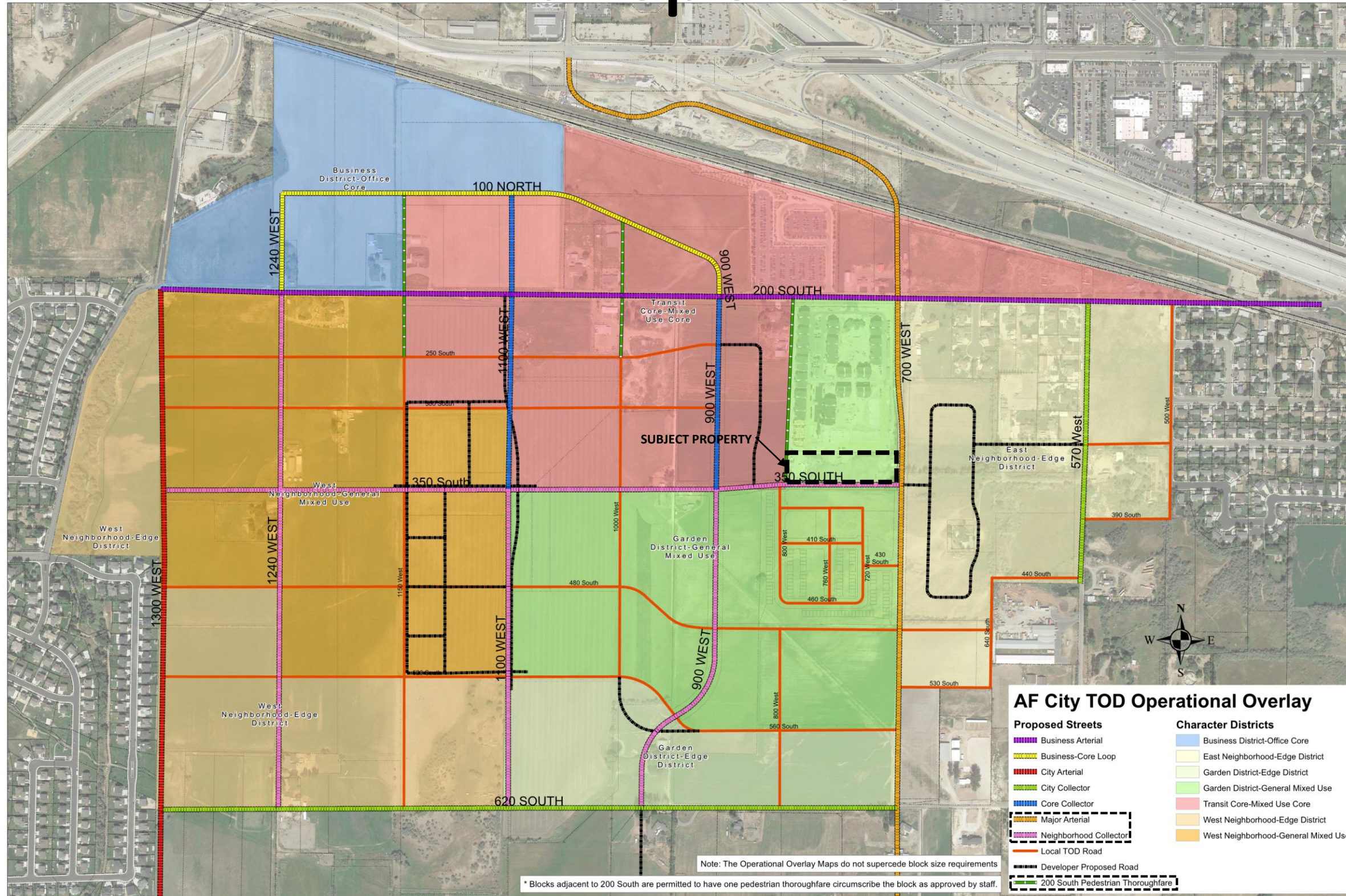
BlockType

- BT-2
- BT-3
- BT-4
- BT-5
- BT-6

Subject Property



Exhibit 7A: Transportation Plan



LEGEND

--- SUBJECT PROPERTY

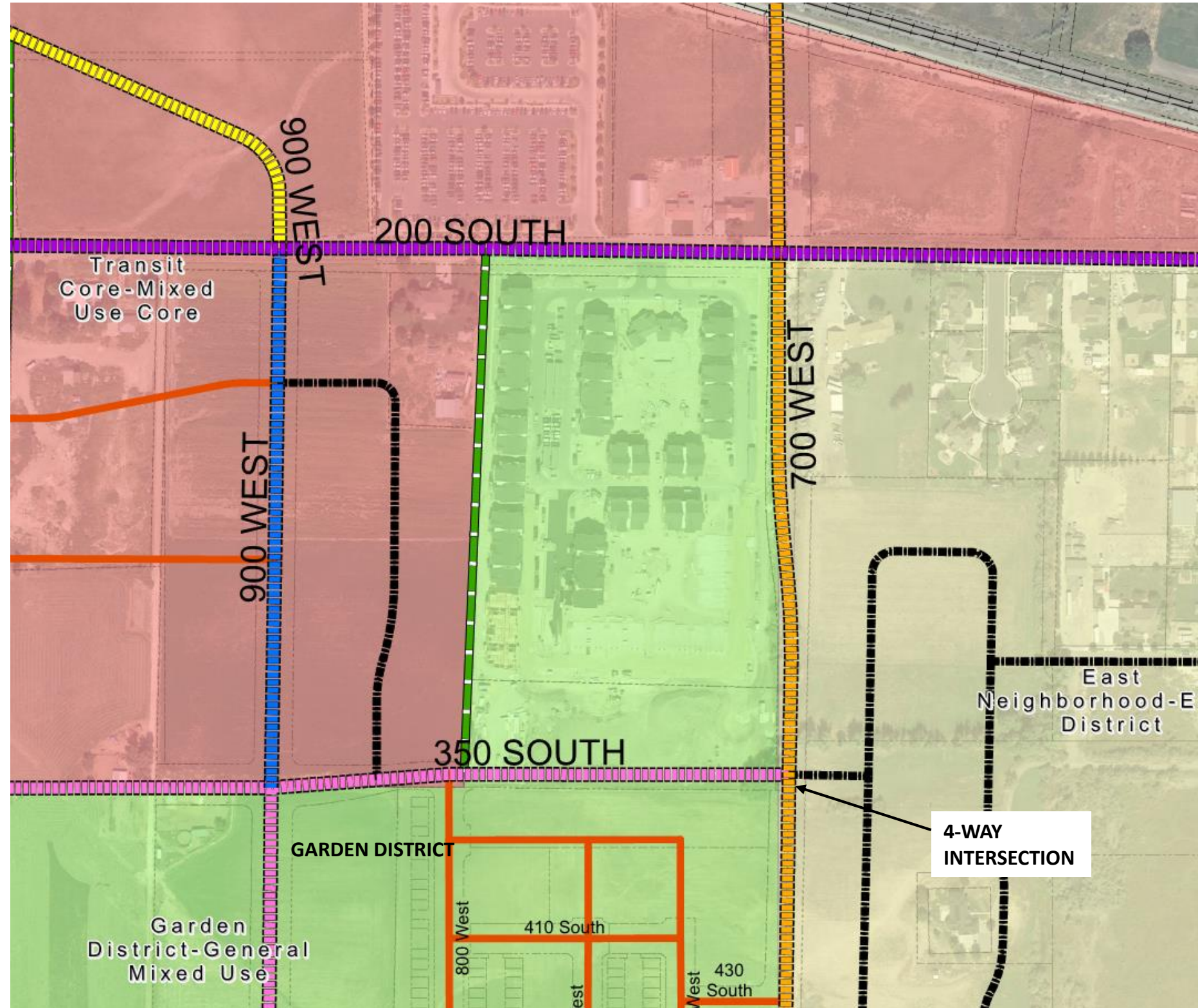
AF City TOD Operational Overlay

- | Proposed Streets | Character Districts |
|-----------------------------------|-------------------------------------|
| Business Arterial | Business District-Office Core |
| Business-Core Loop | East Neighborhood-Edge District |
| City Arterial | Garden District-Edge District |
| City Collector | Garden District-General Mixed Use |
| Core Collector | Transit Core-Mixed Use Core |
| Major Arterial | West Neighborhood-Edge District |
| Neighborhood Collector | West Neighborhood-General Mixed Use |
| Local TOD Road | |
| Developer Proposed Road | |
| 200 South Pedestrian Thoroughfare | |

Note: The Operational Overlay Maps do not supercede block size requirements

* Blocks adjacent to 200 South are permitted to have one pedestrian thoroughfare circumscribe the block as approved by staff.

Exhibit 7B: Transportation Plan

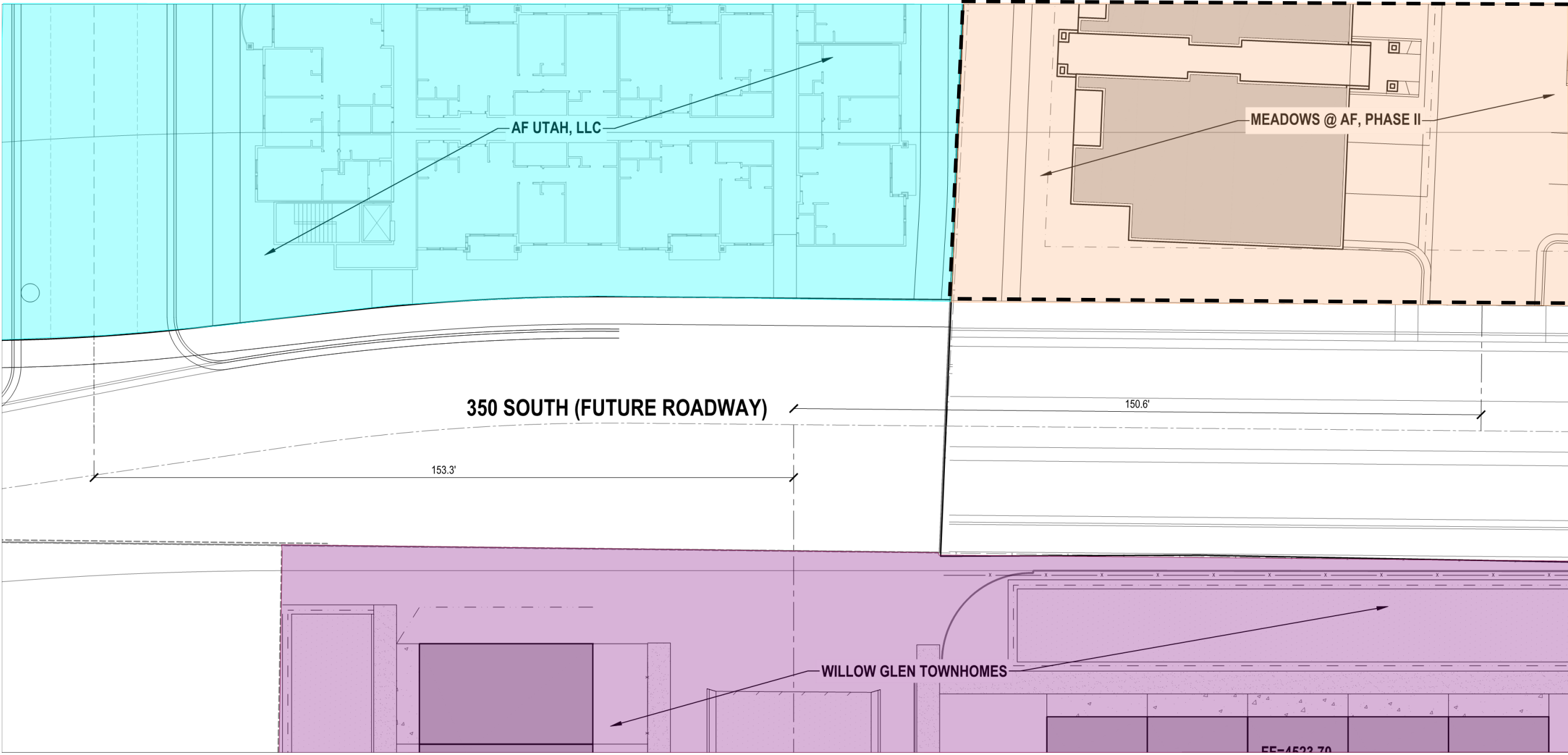


LEGEND

SUBJECT PROPERTY



Exhibit 7C: Transportation Plan Future Access Point



LEGEND
--- SUBJECT PROPERTY

Attachment: 2. District Framework Plan (Cottages 2 District Framework Plan)

Exhibit 7D: Transportation Plan

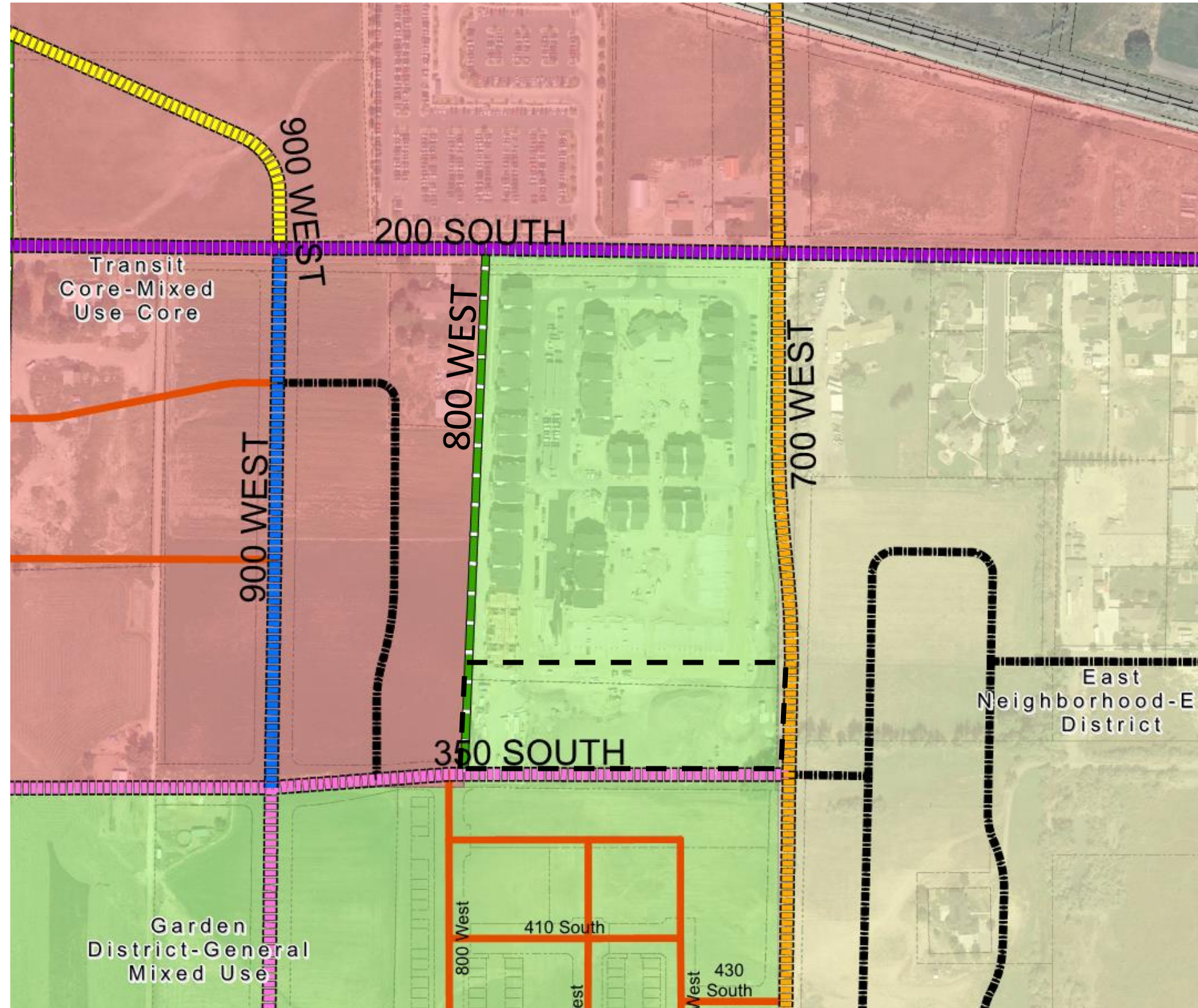
Transit Oriented Development Cross-Sections			
Roadway Classification	ROW Length (ft)	Roadway Width (ft)	# of Lanes
Major Arterial	84	64	4
Arterial	100	70	5
Business Arterial	112.5	74.5	4
Business – Core Loop	98	47	2
Core Collector	84*	35	2
Neighborhood Collector	89* 55	49 39	2
Neighborhood Street	53	25	2
One-sided (residential)	61	25	2
Rear Lane (residential)	20	20	2
Rear Alley (residential)	26	26	2
District Connector	96	49	2

Note: TOD Cross Sections taken from American Fork Transportation Element of the General Plan, Page 28.

*ROW lengths from Public Works TOD Cross Sections. 350 South is classified as a Neighborhood Collector in the general plan but has a unique cross-section (see Exhibit 12).

Attachment: 2. District Framework Plan (Cottages 2 District Framework Plan)

Exhibit 8: Thoroughfare Naming Plan

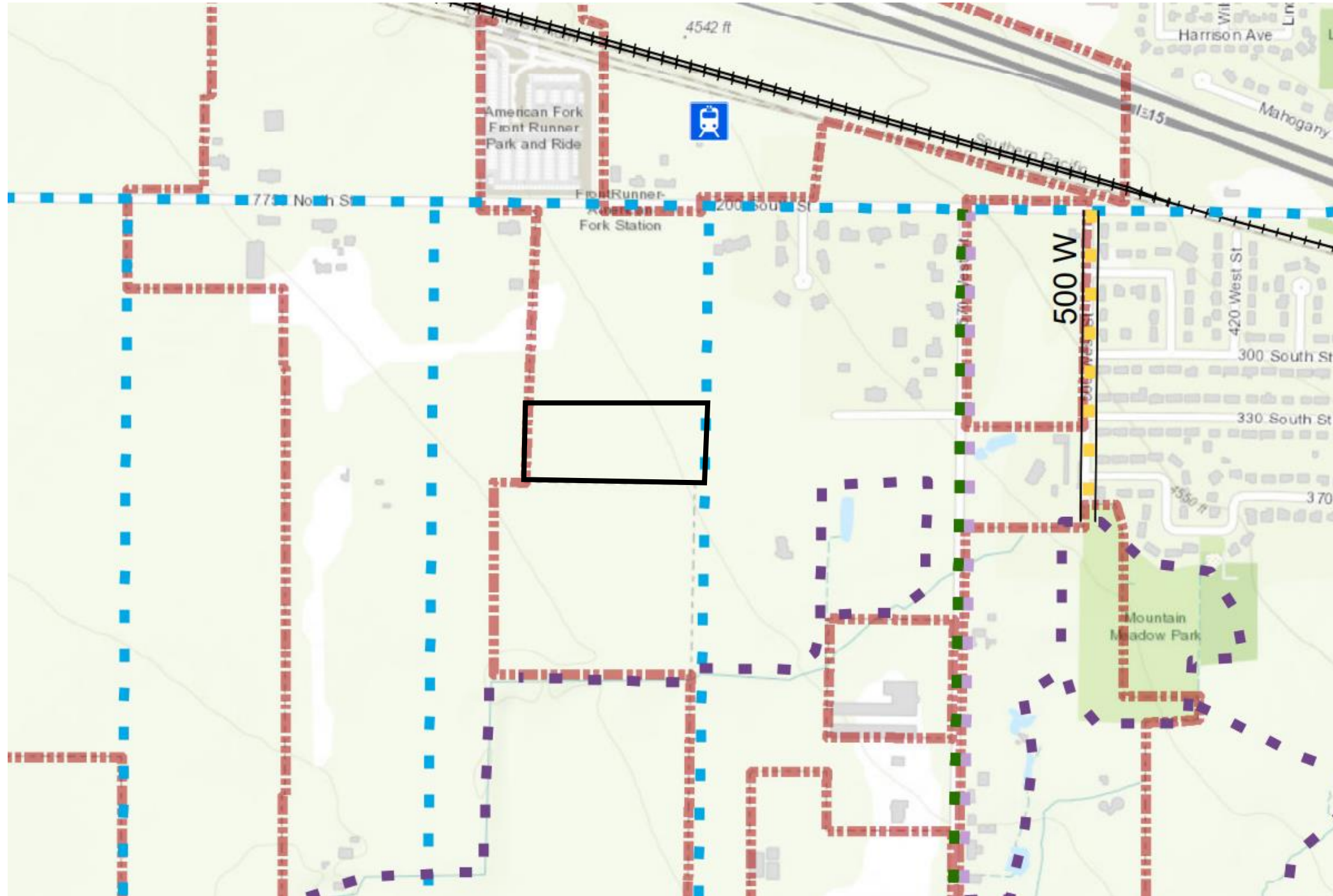


LEGEND

--- SUBJECT PROPERTY



Exhibit 9: Bicycle Network Plan



Existing Facilities

- Shared Use Path
- Sidepath
- Bike Lane
- Marked Shared Roadway
- Signed Shared Roadway
- Unpaved Trail

Recommended Facilities

- Shared Use Path
- Sidepath
- Bike Lane
- Marked Shared Roadway
- Signed Shared Roadway
- Unpaved Trail
- Bike Boulevard
- Buffered Bike Lane
- Cycle Track/Protected Bike Lane
- Undefined Future Bikeway
- Utah Lake Shoreline Trail (MAG Proposed)

Points of Interest

- Amphitheater
- Boat Harbor
- Golf Course
- City Hall
- Hospital
- Schools
- Library
- Swimming Pool
- Transit Station
- Parks
- American Fork City Boundary

SUBJECT PROPERTY

Attachment: 2. District Framework Plan (Cottages 2 District Framework Plan)

Exhibit 10: Traffic Study

Weekday Daily Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total Daily Trips
Multifamily Housing (Mid-Rise) (221)	80	Dwelling Units	436	50%	50%	218	218	0%	0%	0%	218	218	436
Project Total Daily Trips						218	218				218	218	436
Morning Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total a.m. Trips
Multifamily Housing (Mid-Rise) (221)	80	Dwelling Units	30	26%	74%	8	22	0%	0%	0%	8	22	30
Project Total a.m. Peak Hour Trips						8	22				8	22	30
Evening Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total p.m. Trips
Multifamily Housing (Mid-Rise) (221)	80	Dwelling Units	36	61%	39%	22	14	0%	0%	0%	22	14	36
Project Total p.m. Peak Hour Trips						22	14				22	14	36

1. Land Use Code from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017.
SOURCE: Hales Engineering, September 2019

Click table for link to trip generation study

Exhibit 11: Civic District Plan

TABLE 7D – CIVIC OPEN SPACE TYPES


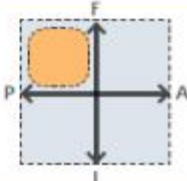

CIVIC OPEN SPACE TYPE	ENTRANCE PARK (EP)
DIAGRAM	
DESCRIPTION	Formal delineation of a residential community entrance through landscaping and monumentation. It provides passive uses and creates neighborhood identity
SERVICE AREA	1/4 to 1/2 mile radius
SIZE	Up to 2 acres
FRONTAGE	Building
TYPICAL FACILITIES	Recreation, accessory structures, water fountains, paths and trails
DISPOSITION AND USAGE	Formal, Passive 

TABLE 7E – OPEN SPACE & BLOCK TYPE RELATIONSHIPS

	Block Type					
	BT-1	BT-2	BT-3	BT-4	BT-5	BT-6
	X	X	X	X		

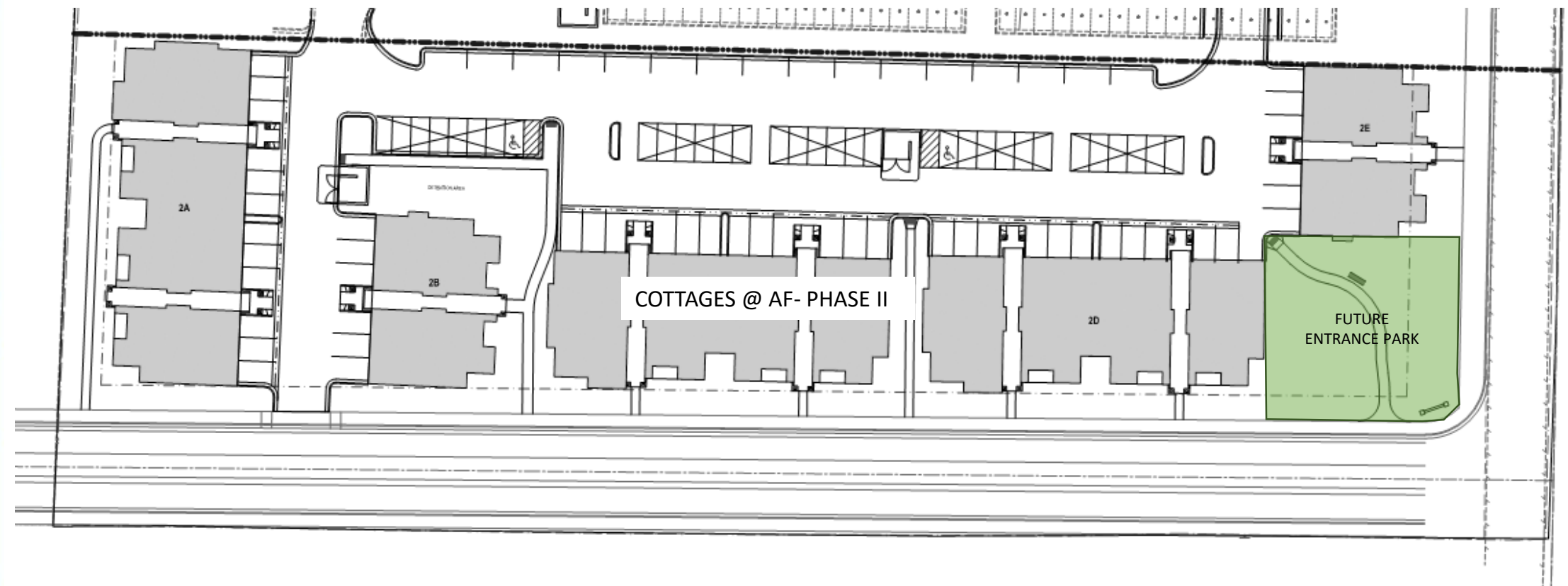
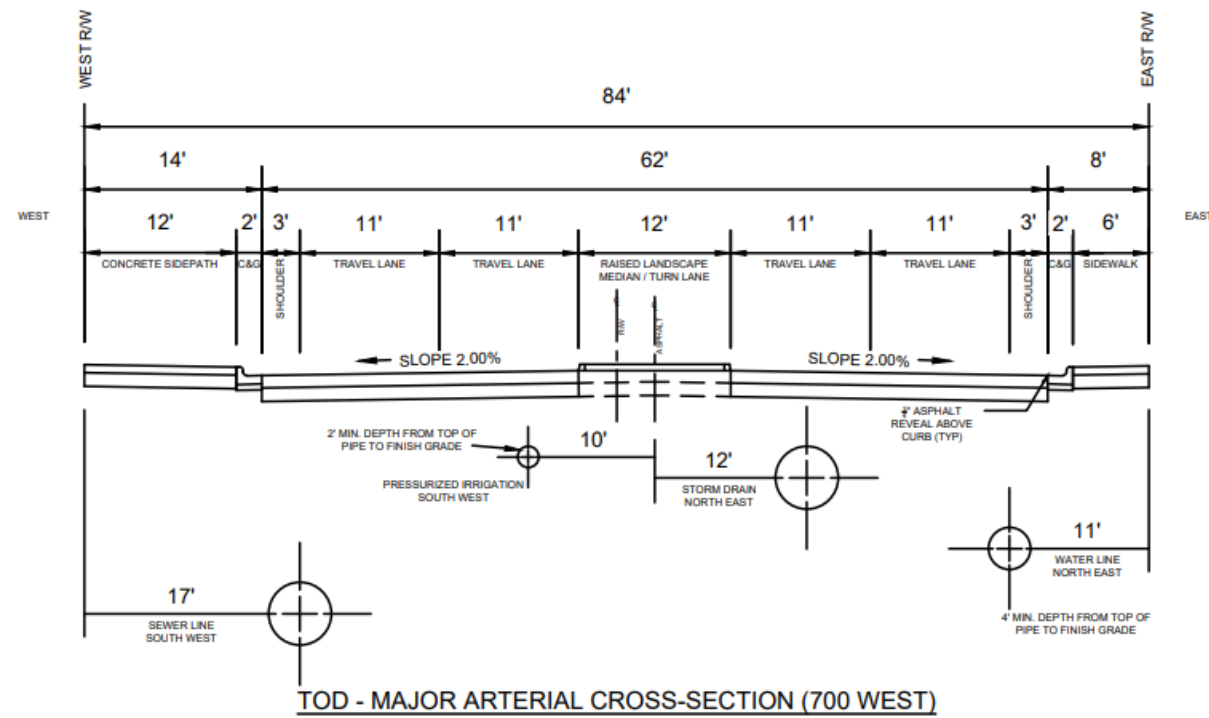
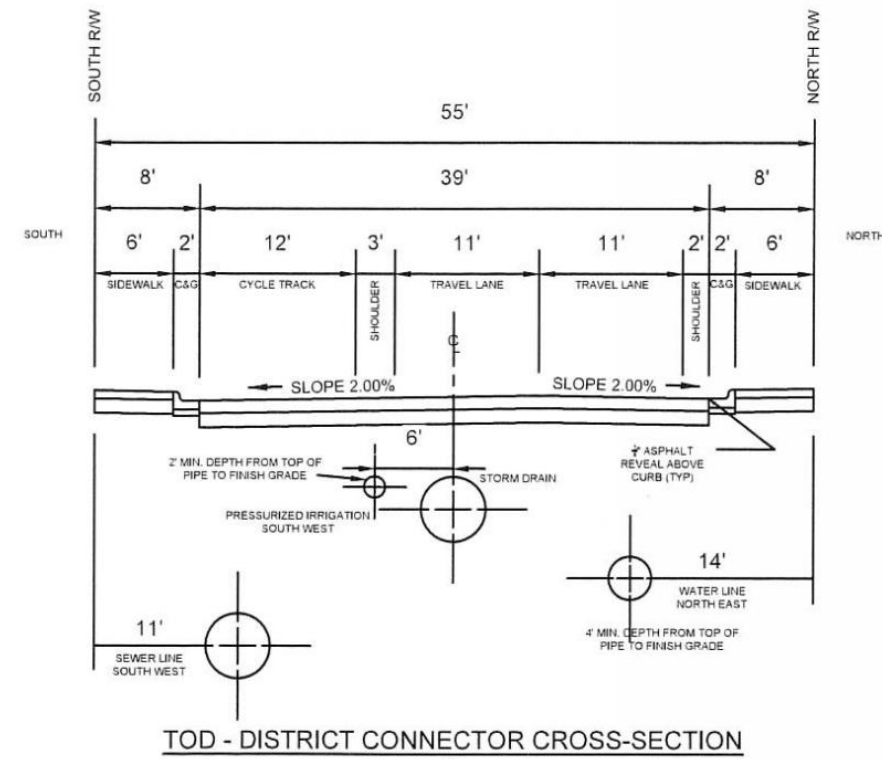


Exhibit 12: Thoroughfare Assemblies




MAJOR ARTERIAL (700 West)



NEIGHBORHOOD COLLECTOR (350 South)

Exhibit 13: Intersection Assemblies

TABLE 7C - INTERSECTION ASSEMBLY TYPES											DESCRIPTION	ILLUSTRATION			
INTERSECTION TYPE	ST	Neighborhood Edge													
		General Mixed-Use			Office Core										
BT	BT-1		BT-2			BT-3				BT-4		DESCRIPTION	ILLUSTRATION		
	BT-5				BT-6										
	LT														
	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9						
	4-WAY INTERSECTION (4W)		x	x	x	x	x	x	x	x	x			A standard intersection between two continuous thoroughfares at or near right angles.	

Note: 4-Way Intersection to be utilized at the future intersection of 700 West and 350 South.

Exhibit 14: Phasing Plan



Attachment: 2. District Framework Plan (Cottages 2 District Framework Plan)

Exhibit 15A: Architectural Standards



TABLE 6A – LT-6 | BUILDING FORM

BUILDING CONFIGURATION	
Number of Bldgs per Lot	limited by max. density
Height - Principal Building	4 stories max.
Height - Outbuilding	2 stories max.
Height - Structured Parking	40 foot max.
Lot Coverage	70% max
Lot Frontage	16 ft. - 100 ft.
Second Lot Layer	20 feet
SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback Principal	0 ft. min. 12 ft. max.
(b) Front Setback Secondary	0 ft. min. 12 ft. max.
(c) Side Setback	0 ft. min. 24 ft. max.
(d) Rear Setback	3 foot min.
Frontage Buildout	70% min. at setback
SETBACKS - OUTBUILDING	
(e) Front Setback	40 ft. max. from rear lot line
(f) Side Setback	0 ft. min. or 2 ft min. at corner lots
(g) Rear Setback	3 foot min.

"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

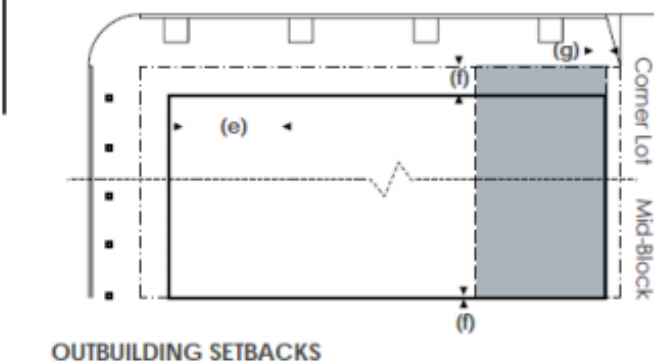
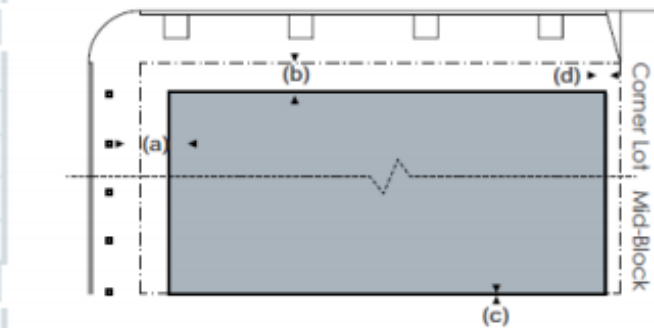
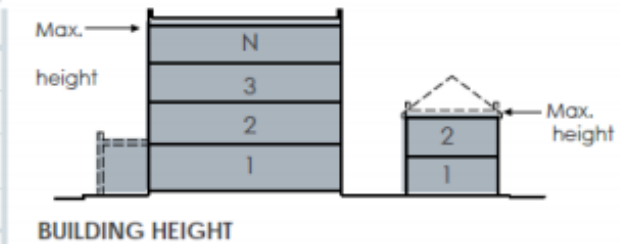


Exhibit 15B: Architectural Standards



AMERICAN FORK CITY
PLANNING COMMISSION

MEETING DATE: November 6, 2019
STAFF PRESENTATION: Adam Olsen

AGENDA TOPIC: Hearing, review and action on the Cottages at American Fork Phase 2 District Framework Plan, located in the area of 340 South 700 West, in the TOD Transit Oriented Development zone.

BACKGROUND INFORMATION					
Location:		Approximately 340 South 700 West			
Applicants:		Ensign Engineering/Brad Reynolds Construction			
Existing Land Use:		Vacant			
Proposed Land Use:		Residential			
Surrounding Land Use:	North	Residential			
	South	Residential			
	East	Residential/Agriculture			
	West	Vacant			
Existing Zoning:		TOD (Transit Oriented Development)			
Proposed Zoning:		N/A			
Surrounding Zoning:	North	TOD			
	South	TOD			
	East	PR-3.0 (Planned Residential)			
	West	TOD			
Land Use Plan Designation:		TOD (Transit Oriented Development)			
Zoning within Land Use Plan?		x	Yes		No

Background

The area comprising this District Framework Plan consists of approximately 3.6 acres. It is located at approximately 340 South 700 West and runs east/west. The property lies within the Garden District, and within the General Mixed-Use sub-district. This particular area/phase is unique in that a majority of the site was developed under the previous TOD Code. As this area further develops, the new TOD Code takes effect. As such, a District Framework Plan is the first step toward development. The applicant has taken steps to adhere to the new Code, and this phase will conform to the requirements of the new TOD Code.

District Framework Plans are covered in Section 4 of the TOD Code. A District Framework Plan lays the overall groundwork, or backbone, of forthcoming development. District Framework Plans proceed through Planning Commission and ultimately City Council. Following approval of a District Framework Plan, subsequent development

submittals are reviewed and either approved or denied by staff; the exception being formal subdivision plats, which proceed through Planning Commission and City Council. Per Section 4.01.3 of the Code, District Framework Plans expire 24 months after approval “if not acted upon further through the submittal of a block plan”. Extensions may be granted by the Council, if requested and deemed appropriate.

Section 4.02 of the TOD Code outlines submittal requirements for a District Framework Plan. Those requirements, as well as submission materials particular to this District Framework Plan, are detailed below.

Consistency with the Land Use Plan:

The Land Use Plan designates this area as “Transit Oriented Development”. The District Framework Plan is consistent with the Land Use Plan designation.

Section 4.02 of the TOD Code, “Submission Requirements”

A District Framework Plan submittal must include the following exhibits:

a. Exhibit 1: Legal Description.

A legal description of the area has been submitted and labeled as Exhibit 1.

b. Exhibit 2: Boundary Survey.

A boundary survey, highlighting the entire project area has been submitted and labeled as Exhibit 2.

c. Exhibit 3: Development Area Plan.

The underlying Development Area Plan, adopted at the time of TOD Code approval, is provided and labeled as Exhibit 3. The area comprising the District Framework Plan is highlighted within the overall Development Area Plan. The property lies within the Garden District.

d. Exhibit 4: Boundary Map.

Similar to the boundary survey provided in Exhibit 2, a boundary map has been submitted and labeled as Exhibit 4. Included in the boundary map is the following, as required:

- i. Name and ownership of the property.
- ii. Acreage of the property.
- iii. Boundary of the property.
- iv. Existing land use of all properties within 500 feet. Existing land use of surrounding properties is both agriculture and residential.

e. Exhibit 5: Constraints Map.

A constraints map is intended to identify areas such as flood plain, wetlands, water bodies, or other sensitive lands. A constraints map has been submitted and labeled as Exhibit 5. There are no identifiable constraints.

f. Exhibit 6: District Framework Plan

A district framework plan has been submitted and labeled as Exhibit 6. Included in the exhibit is the following, as required:

- i. Block type boundaries and IDs and a data table including block type assignment, net acreage and gross acreage of each block type. The area of this District Framework Plan falls within block type 3.
- ii. Civic district boundaries, and a data table including types, acreages, and any assigned uses. Civic spaces, such as open space, is identified as a percentage of required open space: 10-20% within the General Mixed Use sub-district.
- iii. A data table including gross acreage and net acreage of the district, net acres of developable land and total acreage assigned to thoroughfares.
- iv. A data table indicating the total aggregated gross acreage of each block type and civic district and percentage of the gross character district acreage.

g. Exhibit 7: Transportation Network Plan

A transportation network plan has been submitted and labeled as Exhibit 7. Included in the exhibit is the following, as required:

- i. A key showing the thoroughfare network of the governing development area plan and the transportation master plan. The thoroughfare network of the underlying development area plan is illustrated, along with the corresponding street types as identified in the City's Transportation Master Plan. The property is bordered by a Neighborhood Collector to the south, and a Major Arterial to the east.
- ii. Existing, new, and modified thoroughfares. Applicants are not requesting modifications of thoroughfares.
- iii. New and modified intersections. Intersection assemblies are identified and provided for in Exhibit 13.
- iv. Existing, new, and relocated major utility easements. This is not requested.
- v. A data table including all thoroughfares within the character district, indicating ownership, right-of-way widths, number of vehicular lanes, thoroughfare type, and transportation provisions.

h. Exhibit 8: Thoroughfare Naming Plan

A thoroughfare naming plan has been submitted and labeled as Exhibit 8. Included in the exhibit is the following, as required:

- i. Names for each thoroughfare within the character district in accordance with the City's street naming ordinance. Exhibit 8 indicates the names of thoroughfares provided. These names (350 South and 700 West) are in accordance with the City's street naming system.

i. Exhibit 9: Bicycle Network Plan

A bicycle network plan has been submitted and labeled as Exhibit 9. Included in the exhibit is the following, as required:

- i. Existing and new bicycle networks. The exhibit notes there is a cycle track proposed along 700 West.

j. Exhibit 10: Traffic Study

Preliminary projected traffic counts for the project have been provided and labeled as Exhibit 10.

k. Exhibit 11: Civic District Plan

An exhibit, noting type of allowable open space proposed for the project has been presented. An "Entrance Park" is proposed at the southeast corner of the project.

l. Exhibit 12: Thoroughfare Assemblies

A thoroughfare assembly is provided and labeled as Exhibit 12. Cross-sections are provided for applicable thoroughfares.

m. Exhibit 13: Intersection Assemblies

An intersection assembly exhibit has been provided and labeled as Exhibit 13. Types of proposed intersections are identified.

n. Exhibit 14: Phasing Plan

A phasing plan has been provided and labeled as Exhibit 14. The area will be developed in one phase.

o. Exhibit 15: Conceptual Architectural Standards

Conceptual architectural themes are provided and labeled as Exhibit 15. Refining of architectural standards and themes will be reviewed at future submittals. Themes are provided to give an idea of what may occur within the area constituting the District Framework Plan; however, approval of such standards is not part of a District Framework Plan approval.

p. Exhibit 16: Special Requirements.

Special requirements are not being sought for this area; and therefore, there is no Exhibit 16.

FINDING OF FACT

After reviewing the application for District Framework Plan approval, the following finding of fact is offered for consideration:

1. The District Framework Plan complies with the applicable requirements set forth in Section 4 of the TOD Code.

POTENTIAL MOTIONS

APPROVAL

Mr. Chairman, I move that we recommend approval of the District Framework Plan, with the finding as outlined in the staff report, and subject to any findings, conditions and modifications listed in the engineering report.

DENIAL

Mr. Chairman, I move that we recommend denial of the District Framework Plan.

Findings of denial may be attached to a recommendation of denial.

TABLE

Mr. Chairman, I move that we table action on the District Framework Plan.

AMERICAN FORK CITY ENGINEERING DIVISION STAFF REPORT

Planning Commission Meeting Date: 11/6/2019

This report is a summary of the American Fork City Engineering Division plan review comments regarding the subject plan as submitted by the applicant for American Fork City Land Use Authority approval:

Project Name: Meadows at American Fork Phase 2

Project Address: 340 South 700 West

Developer / Applicant's Name: Brad Reynolds Construction/Ensign Engineering

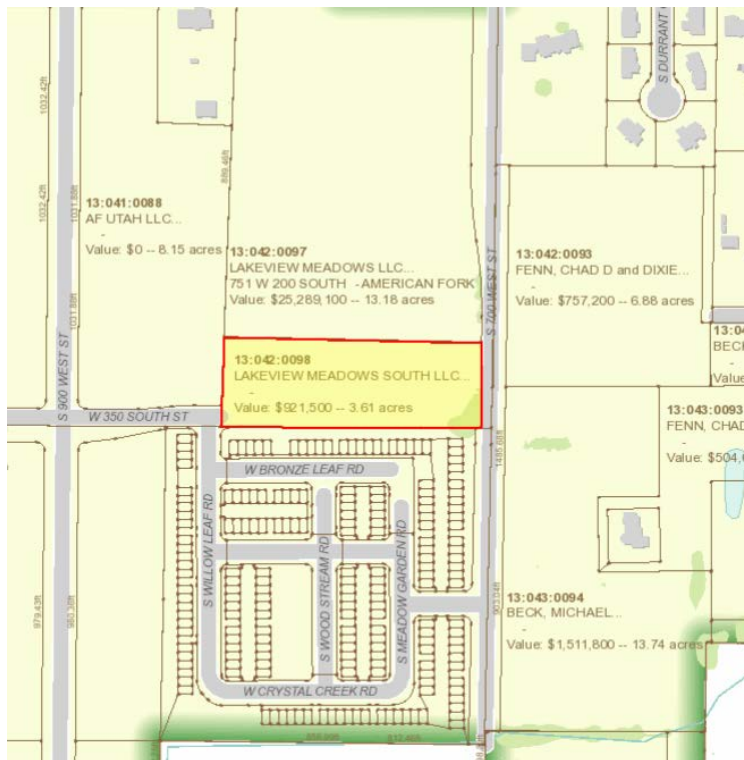
Type of Application:

- Subdivision Final Plat
- Subdivision Preliminary Plan
- Annexation
- Code Text Amendment
- General Plan Amendment
- Zone Change
- Commercial Site Plan
- District Framework Plan

Engineering Division Recommendation: The Engineering Division recommends APPROVAL of the proposed development subject to the following findings and conditions:

1. All Standard Conditions of Approval and items denoted as "Plan Modification(s) Required" in the 11/6/2019 Engineering Division Staff Report for the City Land Use Authority shall be addressed on all final project documents.

Project Map:



STANDARD CONDITIONS OF APPROVAL

Standard Conditions of Approval:

APPLICANT is responsible and shall submit/post/obtain all necessary documentation and evidence to comply with these Standard Conditions of Approval prior to any platting, permitting, or any other form of authorization by the City including plat recording or other property conveyance to the City and prior to scheduling a pre-construction meeting. All recording shall take place at the Utah County Recorder's Office.

1. **Title Report:** Submit an updated Title Report not older than 30 days or other type of appropriate verification that shows all dedications to the City are free and clear of encumbrances, taxes, or other assessments.
2. **Property Taxes and Liens:** Submit evidence that all the property taxes, for the current and/or previous years, liens, and agricultural land use roll over fees have been paid in full.
3. **Water Rights:** Submit evidence that all the required water rights have been conveyed to American Fork City.
4. **Performance Guarantee:** Post a performance guarantee for all required public and essential common improvements.
5. **Easements and Agreements:** Submit/record a long-term Storm Water Pollution Prevention Maintenance Agreement signed and dated by the property owner and any required easement documentation.
6. **Land Disturbance Permit:** Obtain a Land Disturbance Permit.
7. **Compliance with the Engineering Division Plan Review Comments:** All plans and documents shall comply with all the Technical Review Committee comments and the City Engineer's final review.
8. **Commercial Structure:** Record an Owner Acknowledgment and Utility Liability Indemnification if the proposed building is a multi-unit commercial structure served by a single utility service.
9. **Sensitive Lands:** Record all applicable documents required for compliance with the City's Sensitive Lands Ordinance.
10. **Utility Notification Form:** Submit a Subdivision Utility Notification Form.
11. **Professional Verification:** Submit final stamped construction documentation by all appropriate professionals.
12. **Fees:** Payment of all development, inspection, recording, street light, and other project related fees.
13. **Mylar:** Submit a Mylar. All plats will receive final verification of all formats, notes, conveyances, and other items contained on the plat by City staff (recorder, legal, engineer, GIS, planning).

UNAPPROVED MINUTES

1 9. Hearing, review and action on the Cottages/Meadows at American Fork Phase 2 District
 2 Framework Plan located in the area of 340 South 700 West in the TOD zone

3
 4 Mr. Olsen explained that the area comprising this District Framework Plan consists of
 5 approximately 3.6 acres. It is located at approximately 340 South 700 West and runs east/west.
 6 The property lies within the Garden District, and within the General Mixed-Use sub-district. This
 7 particular area/phase is unique in that a majority of the site was developed under the previous TOD
 8 Code. As this area further develops, the new TOD Code takes effect. As such, a District
 9 Framework Plan is the first step toward development. The applicant has taken steps to adhere to
 10 the new Code, and this phase will conform to the requirements of the new TOD Code.

11 Mr. Hunter indicated that the Engineering Division recommends approval of the proposed
 12 development. This will be fairly simple, they will be constructing 350 South and tie in to 700
 13 West, it meets staff's expectations.

14
 15 Mr. Corey Nielsen, of Brad Reynolds Construction, will be building about 80 units in this
 16 project. He said that the city is being smart by having developers dedicate land for roads at no
 17 cost to the city. This saves the city a lot of money by not having to buy the land.

18
 19 Ms. Stacie Carter is concerned with the 80-unit plan, she said that the residents of the new
 20 apartments are now parking along 700 West and 350 South. With 80 more units in the area, she
 21 is concerned that there will be a serious shortage of parking.

22
 23 Mr. Olsen replied that the developer is providing more parking than they are required to, though
 24 at times it is still insufficient. This should be a lesson about the necessity of holding to the code
 25 requirements regarding parking.

26
 27 Ms. Anderson asked if more parking is needed.

28
 29 Mr. Olsen said that all city staff can do is go with what the code requires.

30
 31 Mr. Dudley asked the developer why the code isn't sufficient for actual parking needs.

32
 33 Mr. Gregg Lybbert gave his opinion that the inadequate parking situation is because of the Trax
 34 station, there's not enough parking for those people who are riding Trax. He feels that
 35 developments are being allowed in with no planning or preparation for traffic needs. The area is
 36 being cluttered with people who don't live there, but park anywhere they can because they need
 37 to get to the Trax station.

38
 39 Mr. Hunter added that the traffic modeling is based on all development being completed, it may
 40 not all come together until all the development is in. The Engineering Division will take a look at
 41 the studies again. The master plan also shows 700 South connecting to Auto Mall Drive, but this

UNAPPROVED MINUTES

1 won't happen until sometime in the future. The engineering staff looks to see if the code is being
2 met. As each development comes in, we will glean more information. If the development meets
3 code but doesn't function well, the city council will have to make those decisions about changing
4 the code requirements.

5
6 Ms. Carter thanks Red Pine Construction for being quiet and respectful, they've done well with
7 their project.

8
9

10 **Public Hearing Opened**

11 **Public Hearing Closed**

12
13

14 **Mr. Brocious moved to recommend approval of the District Framework Plan, with the**
15 **finding as outlined in the staff report, and subject to any findings, conditions and**
16 **modifications listed in the engineering report.**

17
18

18 **Mr. Christiansen seconded the motion. Voting was as follows:**

19
20

Chairman Woffinden	Aye
Chris Christiansen	Aye
Christine Anderson	Aye
Harold Dudley	Aye
Rod Brocious	Aye

21
22

23
24

25 **The motion carried.**

26

27
28

28 10. Other Business

29
30

30 There was no other business to discuss.

31
32

33 11. Site Plan Committee Report

34
35

35 Mr. Knobloch reviewed the upcoming Planning Commission items, these include the
36 developments moving through TRC. The next meeting will be held on November 20, 2019.
37 One code text amendment is all we have thus far, it will likely be a short meeting.

38
39

40



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Planning **Director Approval** Adam Olsen

AGENDA ITEM Review and action on an ordinance approving a commercial site plan for a Historic Building Conservation Project (Furry Tail Transformations) located at 55 East 400 North in the R-1-7,500 Residential zone.

SUMMARY RECOMMENDATION The planning commission recommended approval of the commercial site plan for a Historic Building Conservation Project (Furry Tail Transformations) as stated in the attached minutes of the November 6, 2019 planning commission meeting.

BACKGROUND The applicant proposes a dog-grooming business located at 55 East 400 North which will preserve the existing historic building and add a parking lot on the eastern side of the building. For further analysis, please refer to the attached site plan, staff report and planning commission minutes.

BUDGET IMPACT No direct budgetary impact is anticipated as a result of this approval.

SUGGESTED MOTION I motion to adopt the ordinance approving a commercial site plan for a Historic Building Conservation Project located at 55 East 400 North with instructions to the city recorder to withhold publication of the ordinance subject to:

- All conditions identified in the public record associated with the November 6, 2019 planning commission meeting.

SUPPORTING DOCUMENTS

1. Ord (PDF)
2. Site Plan.pdf (PDF)
3. Staff Report (PDF)
4. Minutes (PDF)

ORDINANCE NO.

AN ORDINANCE APPROVING THE SITE PLAN FOR FURRY TAIL TRANSFORMATIONS HISTORIC BUILDING CONSERVATION PROJECT LOCATED AT 55 EAST 400 NORTH.

BE IT ORDAINED BY THE CITY COUNCIL OF AMERICAN FORK, UTAH,

PART I

DEVELOPMENT APPROVED - ZONE MAP AMENDED

- A. The site plan for Furry Tail Transformations Historic Building Conservation Project, as set forth in the attachment, is hereby approved.
- B. Said Plans are hereby adopted as an amendment to the Official Zone Map and territory included in the Plans is hereby designated as Large-Scale Development Overlay Zone _____.
- C. Said Plans shall hereafter constitute the zone requirements applicable within the property so described.

PART II

ENFORCEMENT, PENALTY, SEVERABILITY, EFFECTIVE DATE

- A. Hereafter, these amendments shall be construed as a part of the Zoning Ordinance of American Fork, Utah, to the same effect as if originally a part thereof, and all provisions of said Ordinance shall be applicable thereto including, but not limited to, the enforcement, violation, and penalty provision thereof.
- B. All ordinances, or resolutions, or parts thereof, in conflict with the provisions of this ordinance, are hereby repealed.
- C. This ordinance shall take effect upon its passage and first publication following completion of all terms and conditions of approval, as set forth under the motion to approve, passed and adopted by the American Fork City Council.

PASSED AND ORDERED PUBLISHED BY THE CITY COUNCIL OF AMERICAN FORK, UTAH, THIS 26th DAY OF NOVEMBER, 2019.

Brad Frost, Mayor

ATTEST:

Terilyn Lurker, Recorder

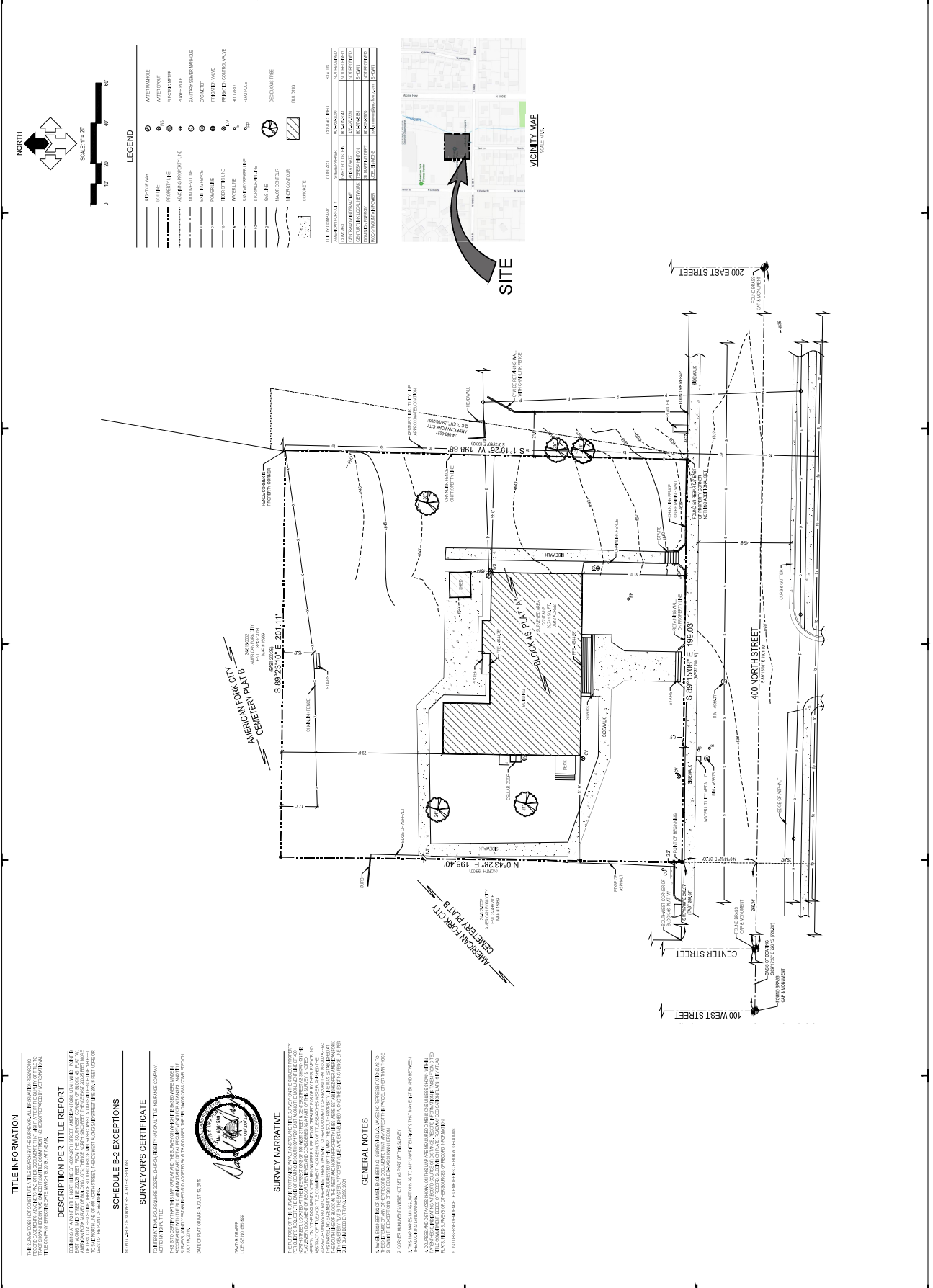
Attachment: 1. Ord (Furry Tail Transformations)

INTERNATIONAL FOUR SQUARE GOSPEL CHURCH
AMERICAN FORK, UTAH
LOCATED IN THE SE 1/4 OF SECTION 14, TOWNSHIP 5 SOUTH, RANGE 1 EAST, S18.8M

INTERNATIONAL FOUR SQUARE GOSPEL CHURCH
AMERICAN FORK, UTAH
LOCATED IN THE SE 1/4 OF SECTION 14, TOWNSHIP 5 SOUTH, RANGE 1 EAST, S18.8M

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

PROJECT NO.: 19882
CAD FILE: 19882A.DWG
DRAWN BY: NAE
CALC BY: DHD
FIELD CHECK: DS
CHECKED BY: DHD
DATE: 8-20-19
ALTA/NSPS
LAND TITLE
SURVEY
1 OF 1



TITLE INFORMATION
THE SURVEYOR HAS REVIEWED THE RECORDS OF THE PUBLIC RECORDS AND HAS FOUND THAT THE RECORDS CONTAIN THE FOLLOWING INFORMATION:
RECORD NUMBER: 19882
RECORD DATE: 8/20/19
RECORD TYPE: ALTA/NSPS
RECORD STATUS: RECORDED
RECORD LOCATION: 19882

DESCRIPTION PER TITLE REPORT
THIS TITLE REPORT IS THE RESULT OF A SURVEY CONDUCTED BY THE SURVEYOR ON BEHALF OF THE CLIENT. THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE UTAH SURVEYING ACT AND THE UTAH LAND SURVEYING BOARD. THE SURVEYOR HAS FOUND THAT THE RECORDS CONTAIN THE FOLLOWING INFORMATION:
RECORD NUMBER: 19882
RECORD DATE: 8/20/19
RECORD TYPE: ALTA/NSPS
RECORD STATUS: RECORDED
RECORD LOCATION: 19882

SCHEDULE B-2 EXCEPTIONS
NONE

SURVEYOR'S CERTIFICATE
I, THE SURVEYOR, HAVE CONDUCTED THE SURVEY AND HAVE FOUND THAT THE RECORDS CONTAIN THE FOLLOWING INFORMATION:
RECORD NUMBER: 19882
RECORD DATE: 8/20/19
RECORD TYPE: ALTA/NSPS
RECORD STATUS: RECORDED
RECORD LOCATION: 19882



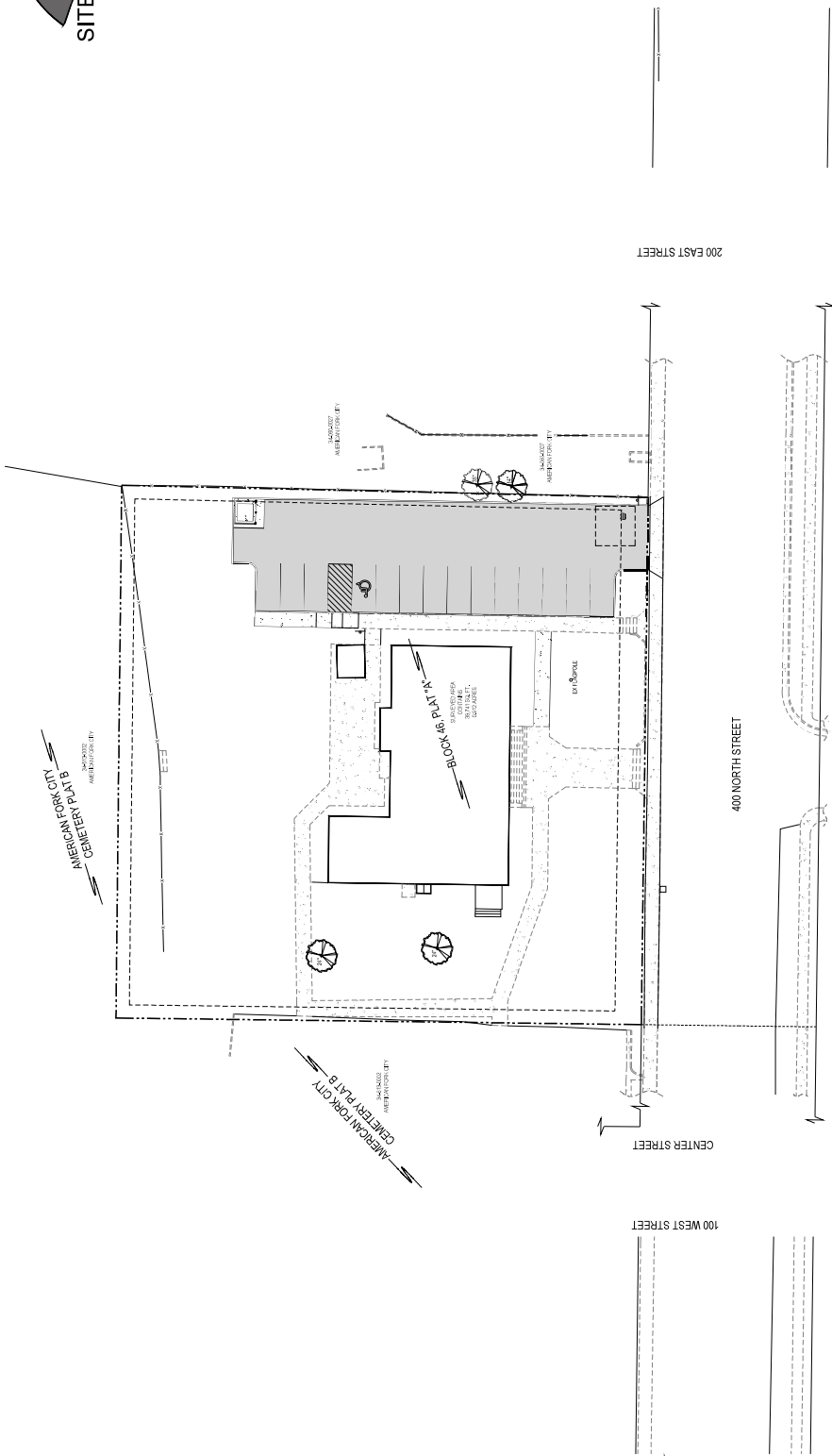
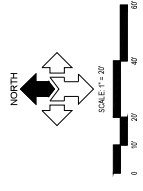
SURVEY NARRATIVE
THE PURPOSE OF THIS SURVEY WAS TO DETERMINE THE EXACT LOCATION AND AREA OF THE PROPOSED BUILDING. THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE UTAH SURVEYING ACT AND THE UTAH LAND SURVEYING BOARD. THE SURVEYOR HAS FOUND THAT THE RECORDS CONTAIN THE FOLLOWING INFORMATION:
RECORD NUMBER: 19882
RECORD DATE: 8/20/19
RECORD TYPE: ALTA/NSPS
RECORD STATUS: RECORDED
RECORD LOCATION: 19882

GENERAL NOTES
1. THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE UTAH SURVEYING ACT AND THE UTAH LAND SURVEYING BOARD.
2. THE SURVEYOR HAS FOUND THAT THE RECORDS CONTAIN THE FOLLOWING INFORMATION:
RECORD NUMBER: 19882
RECORD DATE: 8/20/19
RECORD TYPE: ALTA/NSPS
RECORD STATUS: RECORDED
RECORD LOCATION: 19882

FURRY TAIL TRANSFORMATIONS

PARKING LOT ADDITION CONSTRUCTION PLANS

55 EAST 400 NORTH
AMERICAN FORK, UTAH



DRAWING INDEX

NO.	DESCRIPTION
001	PLAN SHEETS
002	GENERAL NOTES
003	CONSTRUCTION SPECIFICATIONS
004	CONSTRUCTION DETAILS
005	CONSTRUCTION DETAILS
006	CONSTRUCTION DETAILS
007	CONSTRUCTION DETAILS
008	CONSTRUCTION DETAILS
009	CONSTRUCTION DETAILS
010	CONSTRUCTION DETAILS

ALL WORK AND MATERIALS FOR WATER MUST CONFORM TO AMERICAN FORK CITY STANDARDS AND SPECIFICATIONS

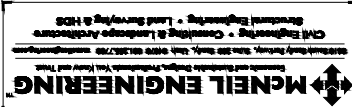
NO WORK BEING PERFORMED FOR SEWER ON THIS PROJECT

ALL WORK AND MATERIALS MUST CONFORM TO APWA STANDARDS AND SPECIFICATIONS

OWNER INFO
 OWNER: FURRY TAIL TRANSFORMATIONS
 1000 WEST CENTER STREET, SUITE 100
 AMERICAN FORK, UT 84202
 PHONE: 360-338-2178
 EMAIL: JEFF@FURRYTAIL.COM

McNEIL ENGINEERING
 1000 WEST CENTER STREET, SUITE 100
 AMERICAN FORK, UT 84202
 PHONE: 360-338-2178
 EMAIL: JEFF@FURRYTAIL.COM

McNEIL ENGINEERING
 Civil Engineering • Consulting & Landscape Architecture
 Structural Engineering • Land Surveying & GIS



FURRY TAIL TRANSFORMATION
PARKING LOT ADDITION
55 EAST 400 NORTH
AMERICAN FORK, UTAH

Table with columns: REVISIONS, DATE, DESCRIPTION, PROJECT NO., DRAWN BY, CHECKED BY, DATE.

GENERAL NOTES CONTINUED
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE UTAH CONSTRUCTION CODE...
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...

GENERAL NOTES
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...

ABBREVIATIONS
AGC - AMERICAN GEOTECHNICAL CONSULTANTS
ALC - ALUMINUM LATH
ASPH - ASPHALT

LEGEND
NEW
EXISTING
LEGEND
NEW
EXISTING

ABBREVIATIONS
AGC - AMERICAN GEOTECHNICAL CONSULTANTS
ALC - ALUMINUM LATH
ASPH - ASPHALT

ABBREVIATIONS
AGC - AMERICAN GEOTECHNICAL CONSULTANTS
ALC - ALUMINUM LATH
ASPH - ASPHALT

LEGEND
NEW
EXISTING
LEGEND
NEW
EXISTING

ABBREVIATIONS
AGC - AMERICAN GEOTECHNICAL CONSULTANTS
ALC - ALUMINUM LATH
ASPH - ASPHALT

ABBREVIATIONS
AGC - AMERICAN GEOTECHNICAL CONSULTANTS
ALC - ALUMINUM LATH
ASPH - ASPHALT

Table with columns: REVISIONS, DATE, DESCRIPTION, PROJECT NO., DRAWN BY, CHECKED BY, DATE.

Table with columns: REVISIONS, DATE, DESCRIPTION, PROJECT NO., DRAWN BY, CHECKED BY, DATE.

Table with columns: REVISIONS, DATE, DESCRIPTION, PROJECT NO., DRAWN BY, CHECKED BY, DATE.

MCNEIL ENGINEERING
 Civil Engineering & Land Surveying & Construction
 1000 West 1000 South, Salt Lake City, UT 84119
 (801) 486-1111



FURRY TAIL TRANSFORMATIONS
PARKING LOT ADDITION
55 EAST 400 NORTH
AMERICAN FORK, UTAH

REV	DATE	DESCRIPTION

PROJECT NO: 18462
 DRAWN BY: DC
 CHECKED BY: RJP
 DATE: 10-29-18



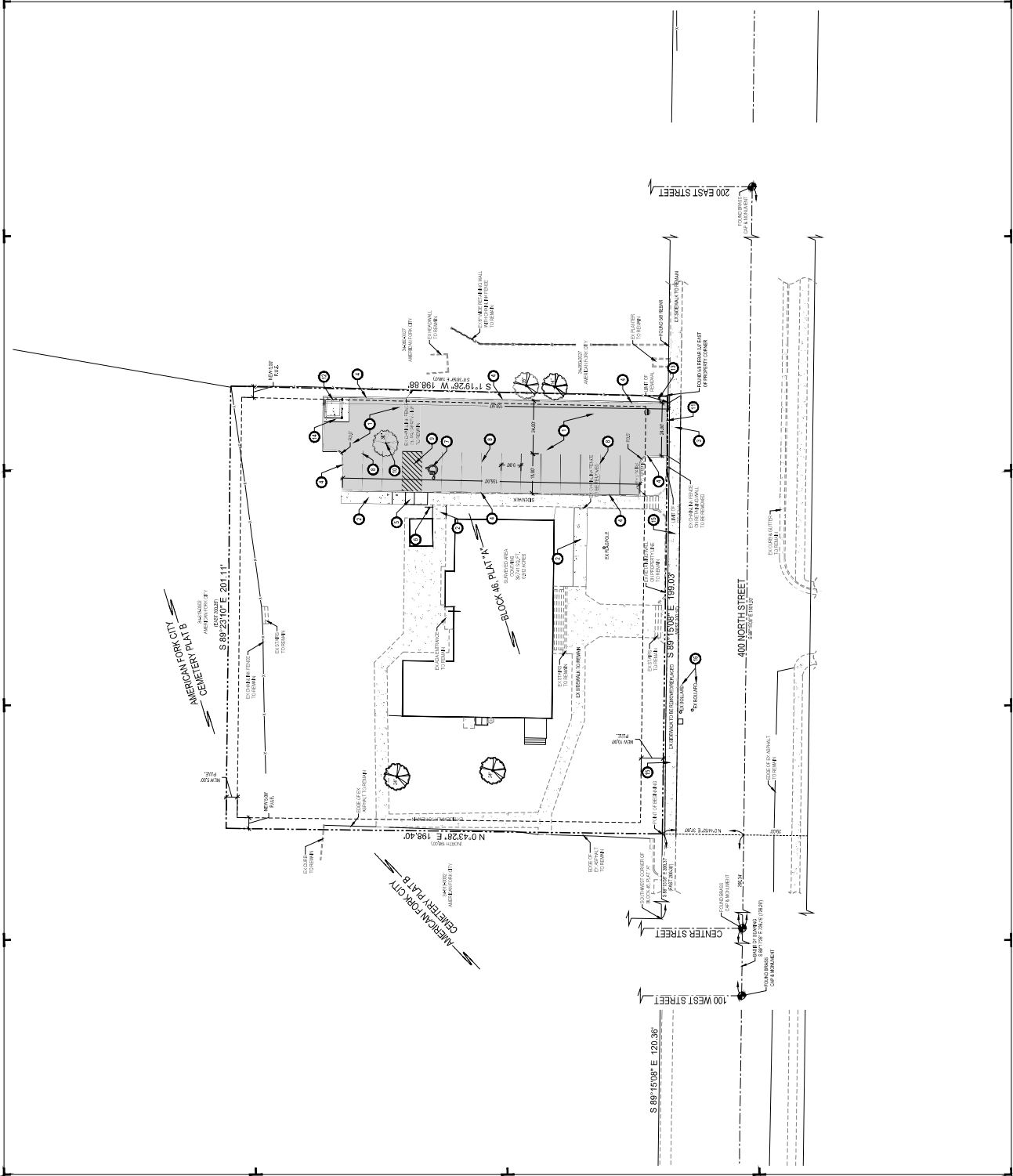
PARKING TABLE

STAKE NO.	COORD.	TYPE
1	1000.00	1000.00
2	1000.00	1000.00
3	1000.00	1000.00
4	1000.00	1000.00
5	1000.00	1000.00
6	1000.00	1000.00
7	1000.00	1000.00
8	1000.00	1000.00
9	1000.00	1000.00
10	1000.00	1000.00

SCALE 1" = 20'

GENERAL NOTES:
 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

- KEYED NOTES:**
- 1. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 2. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 3. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 4. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 5. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 6. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 7. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 8. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 9. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 10. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 11. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 12. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 13. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 14. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 15. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 16. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 17. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 18. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 19. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.
 - 20. CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH WITH 4% STEEL FIBERS.



Attachment: 2. Site Plan.pdf (Furry Tail Transformations)

McNEIL ENGINEERING
 Civil Engineering • Consulting • Landscaping • Architecture
 1000 West 1000 South, Suite 100, Salt Lake City, UT 84119
 Phone: (801) 488-1111 Fax: (801) 488-1112
 www.mcneileng.com



**FURRY TAIL TRANSFORMATIONS
 PARKING LOT ADDITION
 55 EAST 400 NORTH
 AMERICAN FORK, UTAH**

REV	DATE	DESCRIPTION

PROJECT NO: 18462
 DRAWN BY: DDC
 CHECKED BY: RJP
 DATE: 10-29-18

GRADING AND DRAINAGE PLAN
C2.01

GENERAL NOTES:
 1. THE GRADING AND DRAINAGE PLAN IS BASED ON THE SURVEY DATA AND THE PROPOSED GRADING PLAN.
 2. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL HEALTH DEPARTMENT.
 3. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL PLANNING DEPARTMENT.
 4. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL WATER UTILITY DEPARTMENT.
 5. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL FIRE DEPARTMENT.
 6. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL POLICE DEPARTMENT.
 7. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL PUBLIC WORKS DEPARTMENT.
 8. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL TRANSPORTATION DEPARTMENT.
 9. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL ENVIRONMENTAL DEPARTMENT.
 10. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL HISTORIC PRESERVATION DEPARTMENT.



KEYED NOTES:
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROADWAY.
 3. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PROPERTY.
 4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CURB.

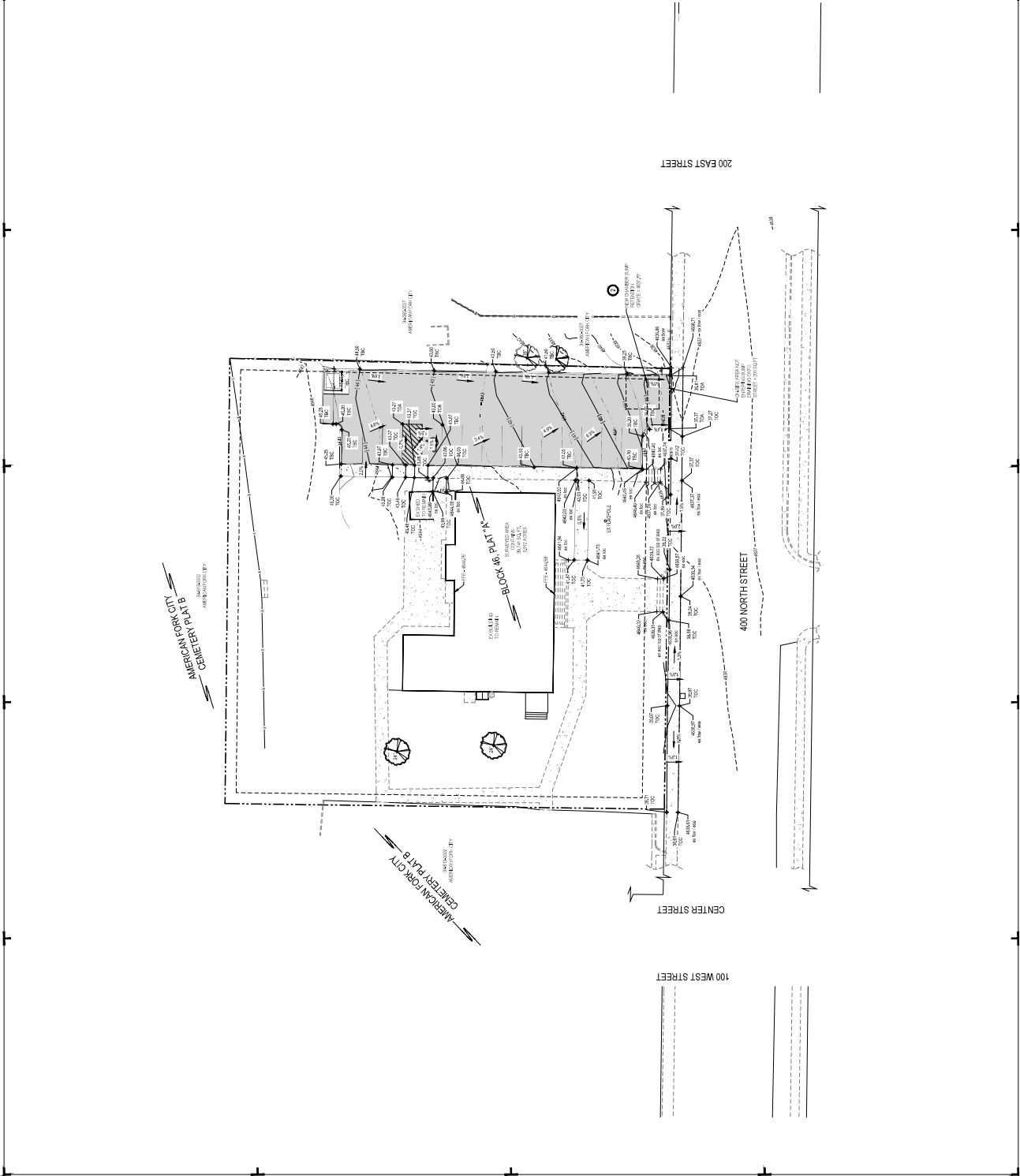
EXISTING CALCULATIONS

Station	Stationing	Area	Volume
1+00	1+00	100	100
2+00	2+00	400	400
3+00	3+00	900	900
4+00	4+00	1600	1600
5+00	5+00	2500	2500
6+00	6+00	3600	3600
7+00	7+00	4900	4900
8+00	8+00	6400	6400
9+00	9+00	8100	8100
10+00	10+00	10000	10000

PROPOSED CALCULATIONS

Station	Stationing	Area	Volume
1+00	1+00	100	100
2+00	2+00	400	400
3+00	3+00	900	900
4+00	4+00	1600	1600
5+00	5+00	2500	2500
6+00	6+00	3600	3600
7+00	7+00	4900	4900
8+00	8+00	6400	6400
9+00	9+00	8100	8100
10+00	10+00	10000	10000

NOTES:
 1. THE GRADING AND DRAINAGE PLAN IS BASED ON THE SURVEY DATA AND THE PROPOSED GRADING PLAN.
 2. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL HEALTH DEPARTMENT.
 3. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL PLANNING DEPARTMENT.
 4. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL WATER UTILITY DEPARTMENT.
 5. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL FIRE DEPARTMENT.
 6. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL POLICE DEPARTMENT.
 7. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL PUBLIC WORKS DEPARTMENT.
 8. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL TRANSPORTATION DEPARTMENT.
 9. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL ENVIRONMENTAL DEPARTMENT.
 10. THE PROPOSED GRADING AND DRAINAGE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL HISTORIC PRESERVATION DEPARTMENT.



McNEIL ENGINEERING
 1000 North 200 West, Suite 200, Provo, UT 84601
 (801) 771-1111
 Civil Engineering • Consulting & Landscape Architecture
 Environmental Engineering • Land Surveying & HDG



FURRY TAIL TRANSFORMATIONS
PARKING LOT ADDITION
 55 EAST 400 NORTH
 AMERICAN FORK, UTAH

REV	DATE	DESCRIPTION

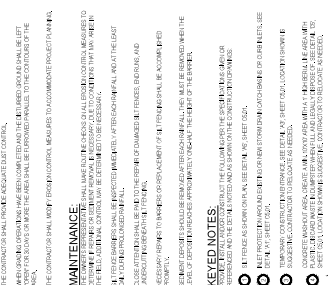
PROJECT NO: 18062
 DRAWN BY: DDC
 CHECKED BY: RJP
 DATE: 10-29-18

EROSION CONTROL PLAN
C3.01

GENERAL NOTES:
 1. THE EROSION CONTROL PLAN SHALL BE DESIGNED TO PREVENT EROSION AND TO PROTECT THE ADJACENT AREAS FROM EROSION. THE EROSION CONTROL PLAN SHALL BE DESIGNED TO PREVENT EROSION AND TO PROTECT THE ADJACENT AREAS FROM EROSION. THE EROSION CONTROL PLAN SHALL BE DESIGNED TO PREVENT EROSION AND TO PROTECT THE ADJACENT AREAS FROM EROSION.

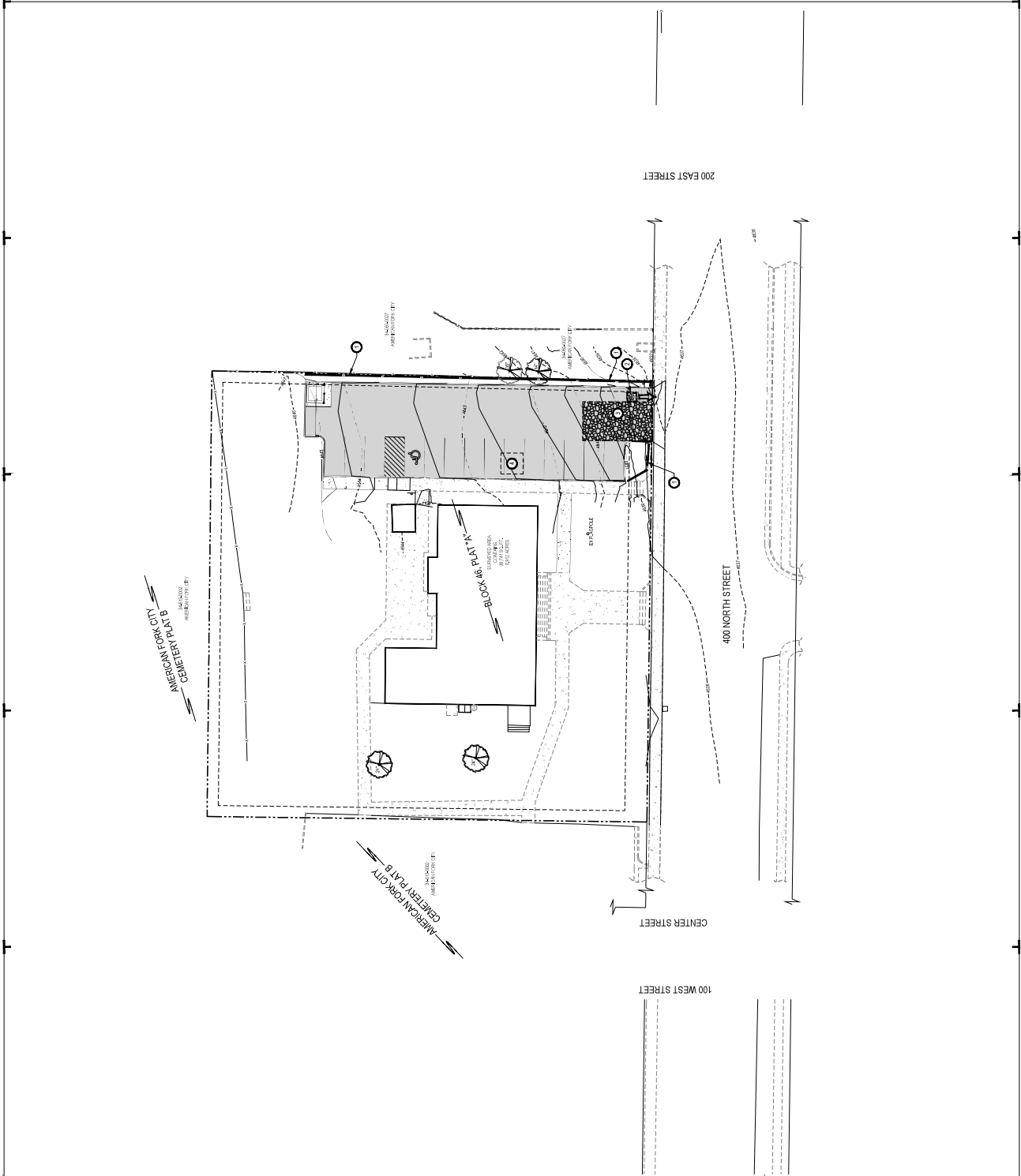
MAINTENANCE:
 1. THE EROSION CONTROL PLAN SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. THE EROSION CONTROL PLAN SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. THE EROSION CONTROL PLAN SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

KEYED NOTES:
 1. THE EROSION CONTROL PLAN SHALL BE KEPT ON THE JOB SITE AT ALL TIMES. THE EROSION CONTROL PLAN SHALL BE KEPT ON THE JOB SITE AT ALL TIMES. THE EROSION CONTROL PLAN SHALL BE KEPT ON THE JOB SITE AT ALL TIMES.



Blue Stakes of UTAH 801
 Blue Stakes of Utah is the only erosion control product that is approved by the Utah Department of Transportation (UDOT) for use on all state highways. Blue Stakes of Utah is the only erosion control product that is approved by the Utah Department of Transportation (UDOT) for use on all state highways.

NOTES:
 1. THE EROSION CONTROL PLAN SHALL BE KEPT ON THE JOB SITE AT ALL TIMES. THE EROSION CONTROL PLAN SHALL BE KEPT ON THE JOB SITE AT ALL TIMES. THE EROSION CONTROL PLAN SHALL BE KEPT ON THE JOB SITE AT ALL TIMES.



McNeil Engineering
 1000 North Main Street, Suite 200, American Fork, UT 84403
 (801) 223-1100
 Civil Engineering • Consulting & Landscape Architecture
 Professional Engineer License No. 22800
 Professional Land Surveyor License No. 22800

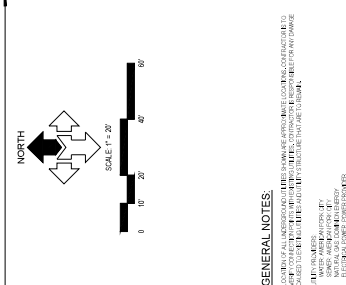


FURRY TAIL TRANSFORMATIONS
 PARKING LOT ADDITION
 55 EAST 400 NORTH
 AMERICAN FORK, UTAH

REV	DATE	DESCRIPTION

PROJECT NO: 19462
 DRAWN BY: DKC
 CHECKED BY: RJP
 DATE: 10-29-19

SITE UTILITY PLAN
C4.01



GENERAL NOTES:

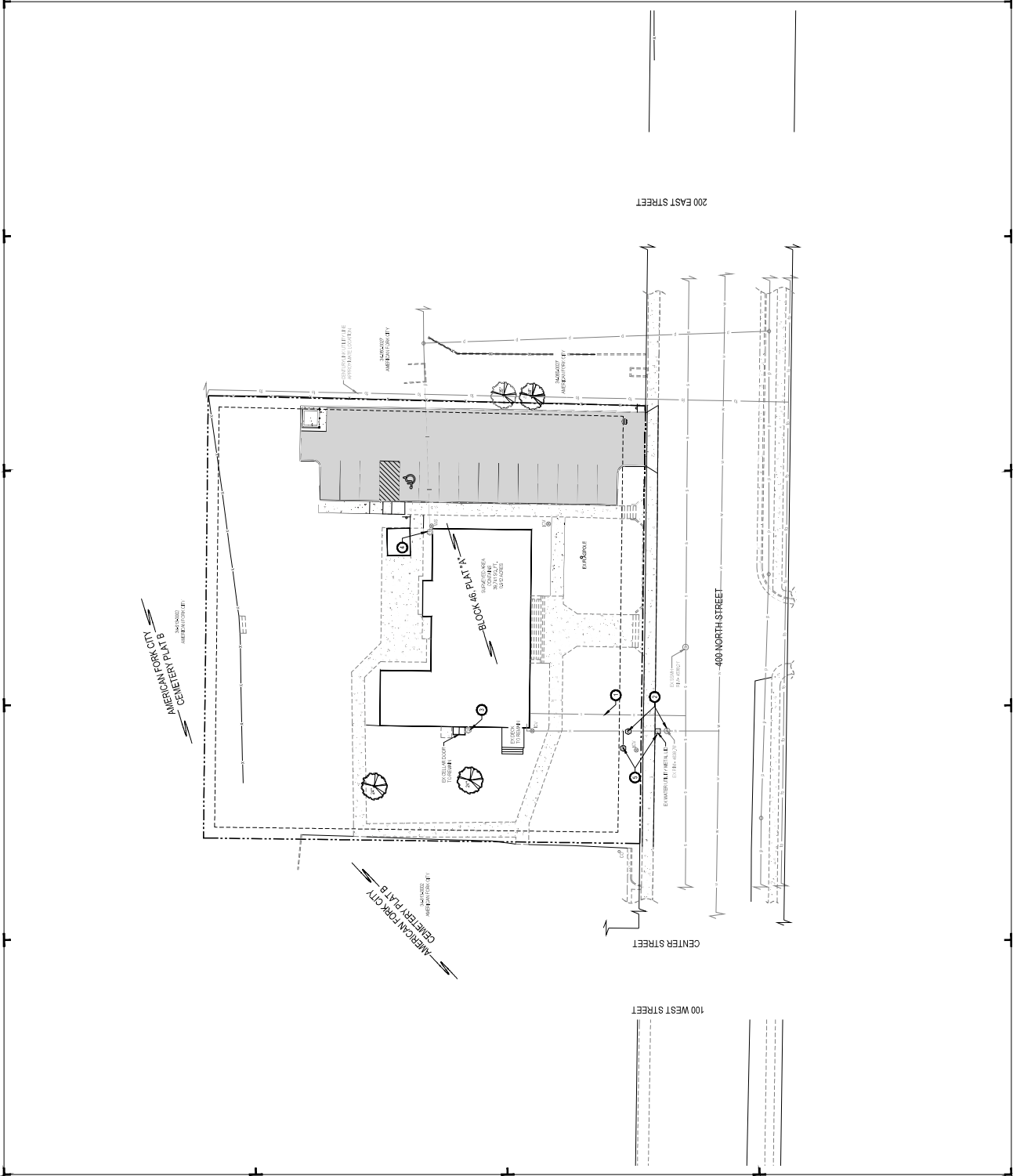
1. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
2. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
3. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
4. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
5. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.

KEYED NOTES:

1. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
2. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
3. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
4. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
5. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.

NOTES:

1. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
2. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
3. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
4. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.
5. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.



Attachment: 2. Site Plan.pdf (Furry Tail Transformations)

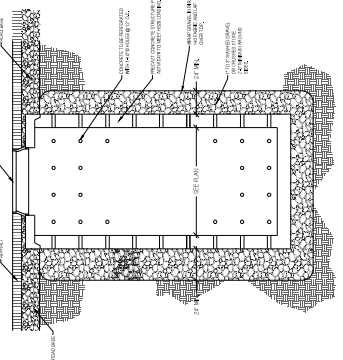


FURRY TAIL TRANSFORMATIONS
PARKING LOT ADDITION
 55 EAST 400 NORTH
 AMERICAN FORK, UTAH

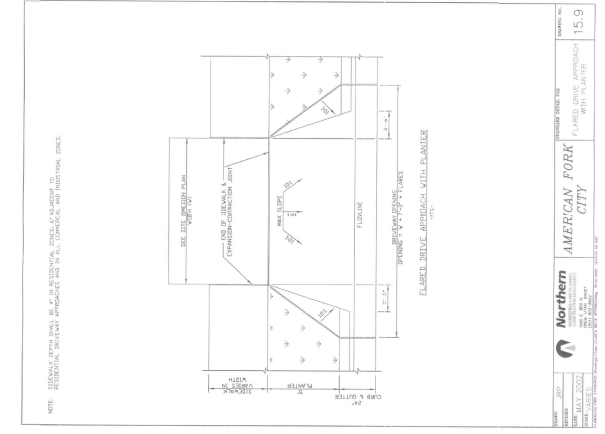
NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

PROJECT NO: 18462
 DRAWN BY: DC
 CHECKED BY: RJP
 DATE: 10-23-19

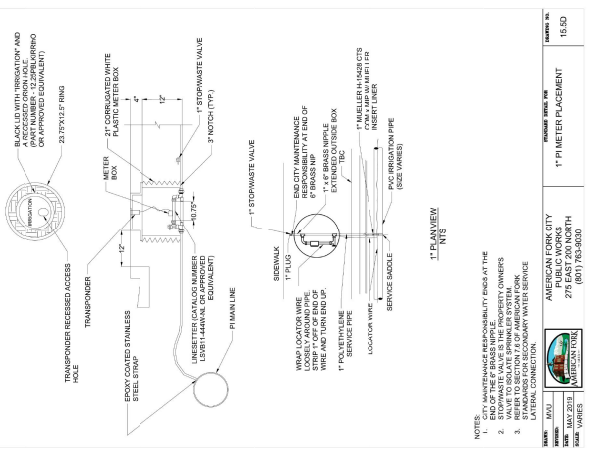
CIVIL
 DETAILS
C5.02



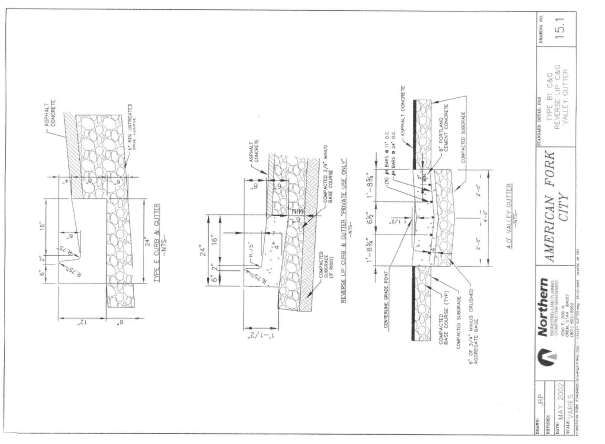
DRYWELL / SUMP DETAIL
 (01)



PROJECT NO: 18462
 DRAWN BY: DC
 CHECKED BY: RJP
 DATE: 10-23-19



PROJECT NO: 18462
 DRAWN BY: DC
 CHECKED BY: RJP
 DATE: 10-23-19



PROJECT NO: 18462
 DRAWN BY: DC
 CHECKED BY: RJP
 DATE: 10-23-19

AMERICAN FORK CITY
PLANNING COMMISSION

MEETING DATE: November 6, 2019
STAFF PRESENTATION: Adam Olsen

AGENDA TOPIC: Hearing, review and action on a Historic Building Conservation project (Furry Tail Transformations) located at 55 E. 400 N. in the R1-7,500 Residential zone.

ACTION REQUESTED: Recommendation of approval to City Council.

BACKGROUND INFORMATION			
Location:		55 E. 400 N.	
Applicants:		Furry Tail Transformation/Harvest Fellowship	
Existing Land Use:		Church	
Proposed Land Use:		Dog Grooming	
Surrounding Land Use:	North	Fitness Center	
	South	Residential	
	East	Residential	
	West	Fitness Center	
Existing Zoning:		R1-7,500	
Proposed Zoning:		NA	
Surrounding Zoning:	North	PF (Public Facilities)	
	South	R1-7,500	
	East	R1-7,500	
	West	PF (Public Facilities)	
Land Use Plan Designation:		Residential Medium Density	
Zoning within density range?		x	Yes
			No

Background

Furry Tail Transformations is a dog grooming business looking to locate in a historic structure/former church. The structure was originally used as a seminary building when the high school was located on the hill where the fitness center now stands. Due to the underlying zone being residential, the applicants propose a commercial use through the City's Historic Building Conservation Project provisions. These provisions allow certain commercial uses to locate in structures deemed historic when the underlying zone is something other than commercial. An example of this use is the Northhampton House, a reception and events center housed in a former church, located within in a residential area.

The applicants originally came before the Planning Commission early summer of 2019 with a commercial zone change request. Rather than create a spot-zone of commercial, the Planning Commission recommended the applicants work with staff to utilize the Historic Building Conservation provisions found within the Development Code. The applicants have done so, and the project is ready to proceed back to the Planning Commission.

The building's appearance will remain largely the same. The applicants wish to clean up the property. A small parking lot is proposed along the east side of the structure, in order to provide parking for employees and patrons. Construction of this will likely wait until Spring 2020. In the interim, the applicants are working on an agreement with the City to temporarily utilize parking stalls in the existing parking lot to the west. Landscaping is proposed to remain as is, with some enhancement and clean-up.

Consistency with the Land Use Plan:

The Land Use Plan designates this area as "Medium Density Residential". The underlying zone is consistent with this designation.

FINDING OF FACT

After reviewing the application for site plan approval and final plat approval, the following findings of fact and condition of approval are offered for consideration:

1. The proposed site plan meets the criteria found in Section 17.7.801 of the Development Code, relating Historic Building Conservation projects.

POTENTIAL MOTIONS

APPROVAL

Mr. Chairman, I move that we recommend approval of the Furry Tail Transformations historic building conservation project, with the finding listed in the staff report, and subject to any findings, conditions, and modifications listed in the engineering report.

DENIAL

Mr. Chairman, I move that we recommend denial of the site plan.

TABLE

Mr. Chairman, I move that we table action on the site plan.

AMERICAN FORK CITY ENGINEERING DIVISION STAFF REPORT

Planning Commission Meeting Date: 11/6/2019

This report is a summary of the American Fork City Engineering Division plan review comments regarding the subject plan as submitted by the applicant for American Fork City Land Use Authority approval:

Project Name: Furry Tail Transformation

Project Address: 55 East 400 North

Developer / Applicant's Name: Furry Tail Transformation/Harvest Fellowship

Type of Application:

- Subdivision Final Plat
- Subdivision Preliminary Plan
- Annexation
- Code Text Amendment
- General Plan Amendment
- Zone Change
- Commercial Site Plan
- Residential Accessory Structure Site Plan

Engineering Division Recommendation: The Engineering Division recommends APPROVAL of the proposed development subject to the following findings and conditions:

- All Standard Conditions of Approval and items denoted as "Plan Modification(s) Required" in the 11/6/2019 Engineering Division Staff Report for the City Land Use Authority shall be addressed on all final project documents.

Project Map:



Attachment: 3. Staff Report (Furry Tail Transformations)

STANDARD CONDITIONS OF APPROVAL

Standard Conditions of Approval:

APPLICANT is responsible and shall submit/post/obtain all necessary documentation and evidence to comply with these Standard Conditions of Approval prior to any platting, permitting, or any other form of authorization by the City including plat recording or other property conveyance to the City and prior to scheduling a pre-construction meeting. All recording shall take place at the Utah County Recorder's Office.

1. **Title Report:** Submit an updated Title Report not older than 30 days or other type of appropriate verification that shows all dedications to the City are free and clear of encumbrances, taxes, or other assessments.
2. **Property Taxes and Liens:** Submit evidence that all the property taxes, for the current and/or previous years, liens, and agricultural land use roll over fees have been paid in full.
3. **Performance Guarantee:** Post a performance guarantee for all required public and essential common improvements.
4. **Easements and Agreements:** Submit/record a long-term Storm Water Pollution Prevention Maintenance Agreement signed and dated by the property owner and any required easement documentation.
5. **Land Disturbance Permit:** Obtain a Land Disturbance Permit.
6. **Compliance with the Engineering Division Plan Review Comments:** All plans and documents shall comply with all the Technical Review Committee comments and the City Engineer's final review.
7. **Commercial Structure:** Record an Owner Acknowledgment and Utility Liability Indemnification if the proposed building is a multi-unit commercial structure served by a single utility service.
8. **Sensitive Lands:** Record all applicable documents required for compliance with the City's Sensitive Lands Ordinance.
9. **Professional Verification:** Submit final stamped construction documentation by all appropriate professionals.
10. **Fees:** Payment of all development, inspection, recording, street light, and other project related fees.

Plan Modifications Required:

1. Provide legal description of 10 foot PUE along 400 North property boundary line and 5 foot PUE along all other property boundary lines.
2. Once the new parking lot is completed, provide appropriate signage or fencing along temporary parking stalls to ensure discontinued use of the temporary stalls by patrons.

UNAPPROVED MINUTES

1 Ms. Anderson asks about the shared parking concept. What conflicts could arise at any time that
2 is shared?

3 Mr. Swaney stated that the goal is adequate parking on-site, overflow parking can be the office
4 parking because times of use don't overlap. Retail might have more conflict with hours of use, but
5 office parking is what will be shared. The times that office parking empties are directly correlated
6 with the times that residential parking fills up.

7 Chairman Woffinden complimented him on his geotech report, and pointed out a mistake in that
8 the report specifies that this address is in Lehi instead of American Fork.

9 Mr. Swaney said that they overdesigned buildings for the geotech report so the developers would
10 be well prepared.

11 Chairman Woffinden said the reports are about the best he's seen.

12 Mr. Brocious asked about the shared parking concept, is it a code change?

13 Mr. Olsen said that the code allows it, this is the first time it's really been pushed.

14 Mr. Swaney added that some on-street parking will become available as well.

15

16 **Public Hearing Opened**

17 **Public Hearing Closed**

18

19 **Mr. Brocious moved to recommend approval of the Overall Concept Plan for Lake City Row.**

20 **Mr. Christiansen seconded the motion. Voting was as follows:**

- 21 **Chairman Woffinden Aye**
- 22 **Chris Christiansen Aye**
- 23 **Christine Anderson Aye**
- 24 **Harold Dudley Aye**
- 25 **Rod Brocious Aye**

26 **The motion carried.**

27

28

29 **6. Hearing, review and action on a Historic Building Conservation Project (Furry Tail
30 Transformations) located at 55 East 400 North in the R-1-7,500 Residential zone**

31

32 Mr. Olsen indicated that Furry Tail Transformations is a dog grooming business looking to locate
33 in a historic structure/former church. The structure was originally used as a seminary building
34 when the high school was located on the hill where the fitness center now stands. Due to the

UNAPPROVED MINUTES

1 underlying zone being residential, the applicants propose a commercial use through the City's
 2 Historic Building Conservation Project provisions. These provisions allow certain commercial
 3 uses to locate in structures deemed historic when the underlying zone is something other than
 4 commercial. An example of this use is the Northhampton House, a reception and events center
 5 housed in a former church, located within in a residential area.

6 The applicants originally came before the Planning Commission early summer of 2019 with a
 7 commercial zone change request. Rather than create a spot-zone of commercial, the Planning
 8 Commission recommended the applicants work with staff to utilize the Historic Building
 9 Conservation provisions found within the Development Code. The applicants have done so, and
 10 the project is ready to proceed back to the Planning Commission.

11 The building's appearance will remain largely the same. The applicants wish to clean up the
 12 property. A small parking lot is proposed along the east side of the structure, in order to provide
 13 parking for employees and patrons. Construction of this will likely wait until Spring 2020. In the
 14 interim, the applicants are working on an agreement with the City to temporarily utilize parking
 15 stalls in the existing parking lot to the west. Landscaping is proposed to remain as is, with some
 16 enhancement and clean-up.

17 Mr. Hunter stated that the Engineering Division recommends approval of the proposed
 18 development. There were a couple of issues with existing improvements, current city standards
 19 are required to be met. There is some sidewalk that will need to be replaced. Some items have been
 20 excluded from requirements and some will be incorporated, such as new PI meters.

21 Ms. Jessica Vosika, applicant, owns Furry Tail Transformations. They are currently working out
 22 of their home, their goal is to have animals in and out in four hours with quick pickup and dropoff.
 23 They have a soundproofed interior, they need to move because of growth, they are hoping to
 24 expand their business.

25 Mr. Dudley said that he admires their entrepreneurship and appreciates them doing the
 26 improvements to make this work for the community. Government bureaucracy may be hard to
 27 understand but he thanks them for continuing to work with staff.

28

29 **Public Hearing Opened**

30 **Public Hearing Closed**

31

32 Ms. Stacie Carter said that this property has been an eyesore and it will be nice to have it taken
 33 better care of.

34 Ms. Carolyn Lloyd expressed her approval, she uses this service and they run a quiet and clean
 35 business.

36 Ms. Lisa Halversen agreed with Ms. Lloyd's comments.

UNAPPROVED MINUTES

1 **Mr. Christiansen moved to recommend approval of the Furry Tail Transformations historic**
 2 **building conservation project, with the finding listed in the staff report, and subject to any**
 3 **findings, conditions, and modifications listed in the engineering report.**

4 **Mr. Christiansen seconded the motion. Voting was as follows:**

5 Chairman Woffinden	Aye
6 Chris Christiansen	Aye
7 Christine Anderson	Aye
8 Harold Dudley	Aye
9 Rod Brocious	Aye

10 **The motion carried.**

11

12

13 7. Hearing, review and action on the amended final plat for the Walnut Court Innerblock
 14 Cottage Development Project, located at 353 West 400 North in the R-2-7,500 Residential
 15 zone

16

17 Mr. Olsen explained that the Walnut Court Plat A proposes to adjust lot lines between the two
 18 existing duplex lots and one of the inner-block cottage lots. A previous plat illustrated a property
 19 line through an existing shed between Lots 201 and 202. This plat eliminates the property line
 20 through the shed, with both duplex lots meeting the minimum requirements per the Development
 21 Code. The northern property line for Lot 203, the inner-block lot, has been slightly adjusted, and
 22 still exceeds the minimum requirements for a lot within an inner block development. Duplex
 23 structures on Lots 201 and 202 are under construction.

24 Mr. Hunter stated that the Engineering Division recommends approval of the proposed
 25 development. There are no concerns, this is basically a housekeeping measure.

26 Mr. Ken Berg said that lot 3 used to have an existing home, it makes more sense now for this to
 27 match the rest of the innerblock cottage development.

28

29 **Public Hearing Opened**

30 **Public Hearing Closed**

31

32 **Mr. Brocious moved to approve the final plat of Walnut Court Plat A, with the finding listed**
 33 **in the staff report and subject to any findings, conditions and modifications listed in the**
 34 **Engineering report.**

35 **Mr. Christiansen seconded the motion. Voting was as follows:**

36



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Planning **Director Approval** Adam Olsen

AGENDA ITEM Review and action on an ordinance approving an overall concept plan for Lake City Row Planned Community Development Project, located in the area of 860 East 620 South in the PC-Planned Community zone

SUMMARY RECOMMENDATION The planning commission recommended approval of the overall concept plan for Lake City Row Planned Community Development Project as stated in the attached minutes of the November 6, 2019 planning commission meeting.

BACKGROUND The applicant proposes an overall concept plan for the Lake City Row Planned Community Development Project which covers the Vest Annexation area and proposes mixed use development. For further analysis, please refer to the attached overall concept plan, staff report and planning commission minutes.

BUDGET IMPACT No direct budgetary impact is anticipated as a result of this approval.

SUGGESTED MOTION I motion to adopt the ordinance approving an overall concept plan for Lake City Row Planned Community Development Project, located in the area of 860 East 620 South with instructions to the city recorder to withhold publication of the ordinance subject to:

- All conditions identified in the public record associated with the November 6, 2019 planning commission meeting.

SUPPORTING DOCUMENTS

1. Ord (PDF)
2. Site Plan (PDF)
3. Staff Report (PDF)
4. Minutes (PDF)

ORDINANCE NO.**AN ORDINANCE APPROVING THE OVERALL CONCEPT PLAN FOR LAKE CITY ROW LOCATED AT 860 EAST 620 SOUTH****BE IT ORDAINED BY THE CITY COUNCIL OF AMERICAN FORK, UTAH,****PART I****DEVELOPMENT APPROVED - ZONE MAP AMENDED**

- A. The concept plan for Lake City Row, as set forth in the attachment, is hereby approved.
- B. Said Plans are hereby adopted as an amendment to the Official Zone Map and territory included in the Plans is hereby designated as Large-Scale Development Overlay Zone _____.
- C. Said Plans shall hereafter constitute the zone requirements applicable within the property so described.

PART II**ENFORCEMENT, PENALTY, SEVERABILITY, EFFECTIVE DATE**

- A. Hereafter, these amendments shall be construed as a part of the Zoning Ordinance of American Fork, Utah, to the same effect as if originally a part thereof, and all provisions of said Ordinance shall be applicable thereto including, but not limited to, the enforcement, violation, and penalty provision thereof.
- C. All ordinances, or resolutions, or parts thereof, in conflict with the provisions of this ordinance, are hereby repealed.
- D. This ordinance shall take effect upon its passage and first publication following completion of all terms and conditions of approval, as set forth under the motion to approve, passed and adopted by the American Fork City Council.

PASSED AND ORDERED PUBLISHED BY THE CITY COUNCIL OF AMERICAN FORK, UTAH, THIS 26th DAY OF NOVEMBER, 2019.

Brad Frost, Mayor

ATTEST:

Terilyn Lurker, Recorder

September 12, 2019

Dear American Fork City,

MDP Land is pleased to provide this submittal to the City, containing the items required in Section 17.7.507 D of the Municipal Code for approval of Planned Community development projects. This section of the Code provides the approval procedure for master planned PC projects like Lake City Row, and today's submittal addresses subsection D.1, which is Step 1 – *Overall Concept Approval*.

The required submittal includes the following:

1. Natural Conditions Map: (See Maps 1 and 2 – Existing Conditions and Natural Conditions).
2. Basic Layout Plan: This is to include component areas of the project, intended use of lands within each component area, housing styles and densities, square footages in commercial areas, open space and trails areas, public use areas, major streets, and utilities. (See Map 4 – Concept Layout Map, and also Map 5 – Utilities).
3. Phasing Plan: (See Map 3).
4. Utility Development Plan (See Map 5 and Appendix A-1).
5. Economic Viability Plan (See Appendix A-2).

Upon conclusion of Staff Review, we will make essential updates as requested by the City. According to our reading of the Code (section D.2), after these updates *Step 2 – Approval of Overall Concept Plan* will be initiated for Planning Commission and City Council Review, with approval completed by passage of an ordinance. As we undertake those next steps, we want to make sure to document a few essential features of our development that we need to work on with the City. These include the following:

- A. MDP Land will lead an effort to construct 620 S immediately, a process that will involve a fiscal and technical partnership with Pleasant Grove City, American Fork City, and MDP Land. We intend to build the full-scale road together immediately, with completion targeted for Summer 2020. MDP Land has already dedicated over \$3M in ROW to the City for the construction of this road and the future expansion of 860 S through the project.
- B. Because of the true mixed-use nature of this project, we will have about 1,500 commercial parking spaces (occupied in daytime) that supplement the residential parking supply (occupied in the nighttime). As a result, we intend to design residential areas with 1.8 stalls per unit onsite, with this vast quantity of shared parking available to responsibly minimize the acreage of the project dedicated to asphalt. We will work with the Planning Commission and City Council to work through the technical details of the efficient parking effort.
- C. Our project will be largely completed by 2022 – and the fees it produces will be available immediately. We know that the project will require significant effort in review, approval, and inspection time, and propose that in the project's development agreement we make provision for resources to supplement and support the efforts of staff and to move promptly together.

We appreciate the City's efforts and assistance. Please contact me with any questions.

Buck Swaney
801.694.4279
buck@mdp.land

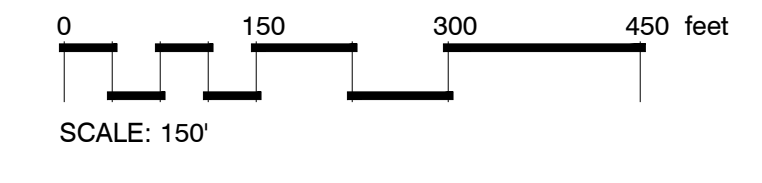


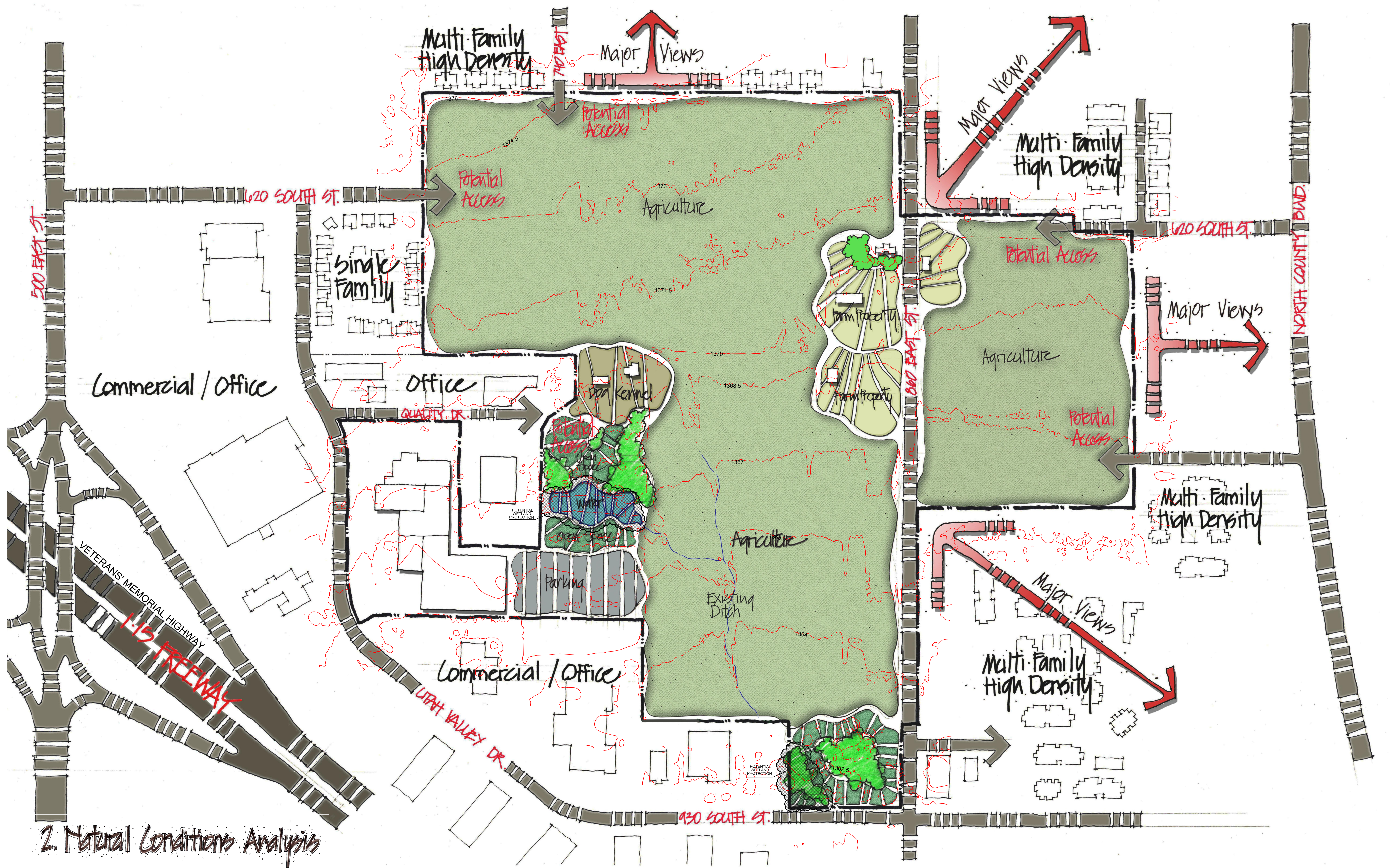


Existing Site

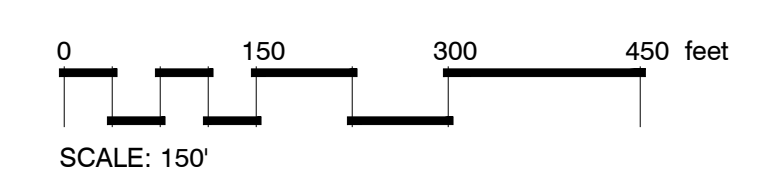
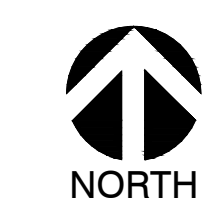
Lake City Row Planned Community

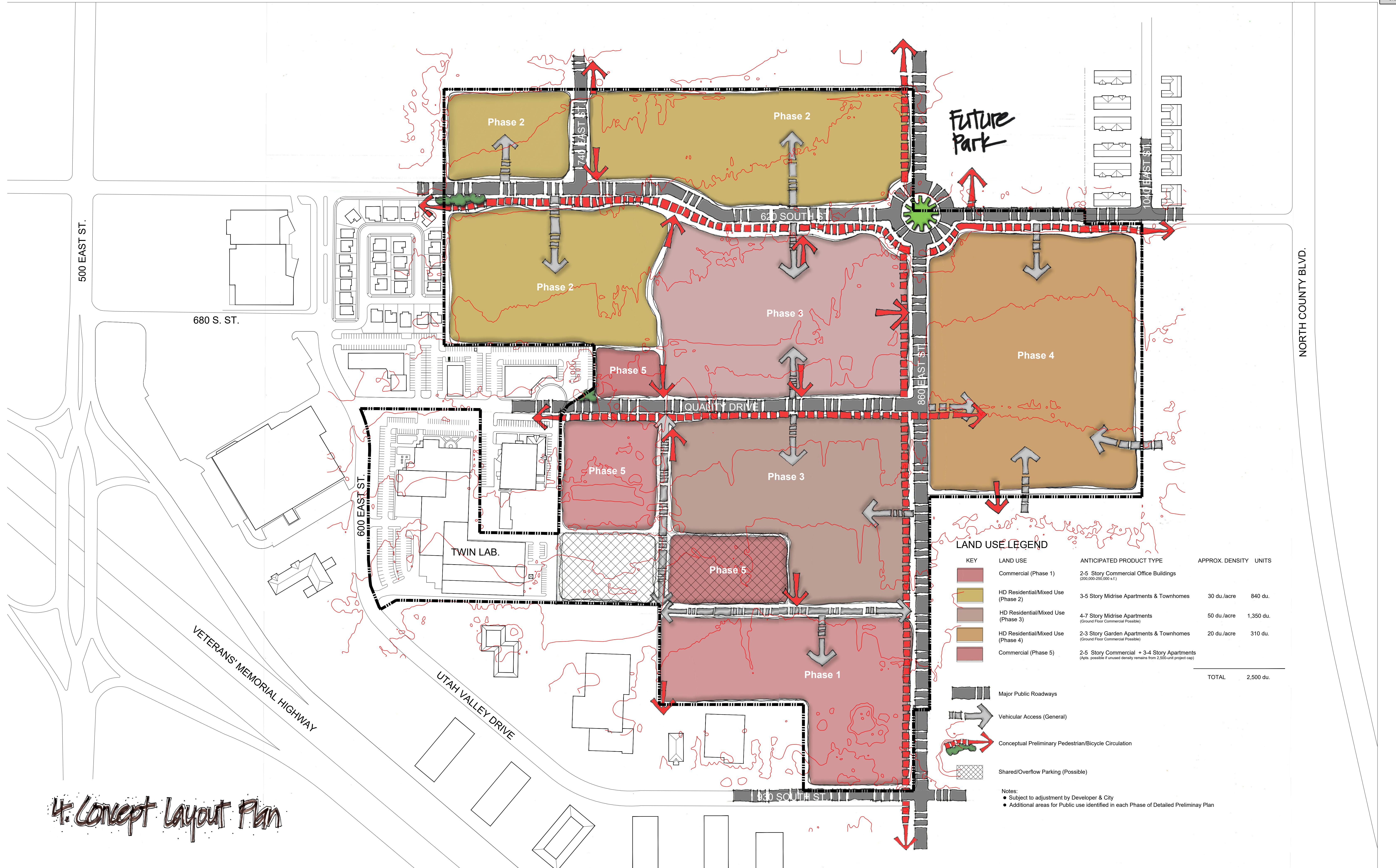
09.12.2019



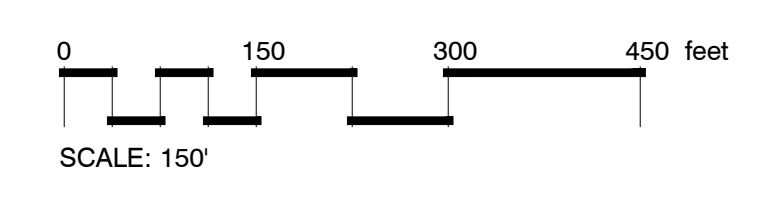


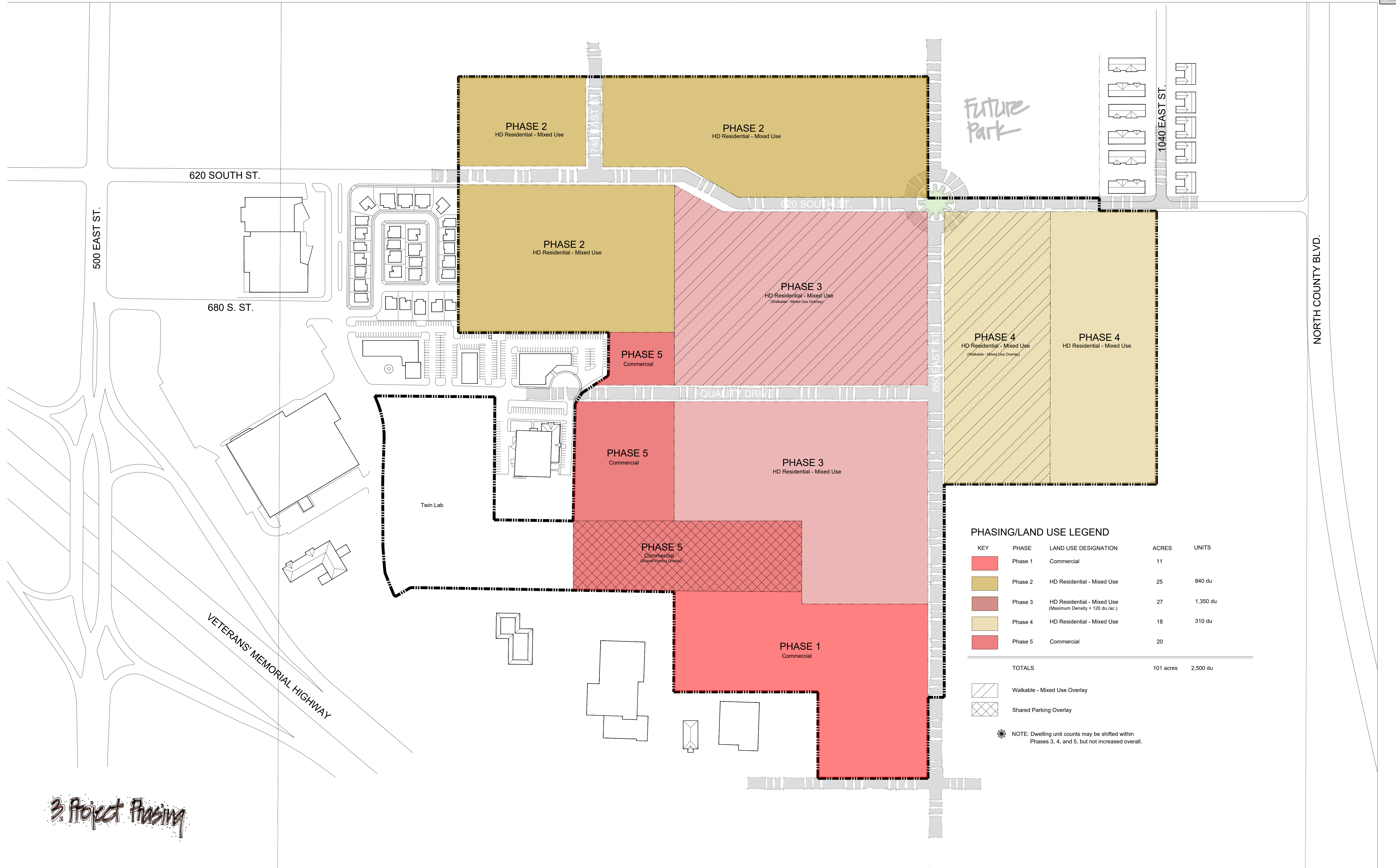
2. Natural Conditions Analysis





4. Concept Layout Plan





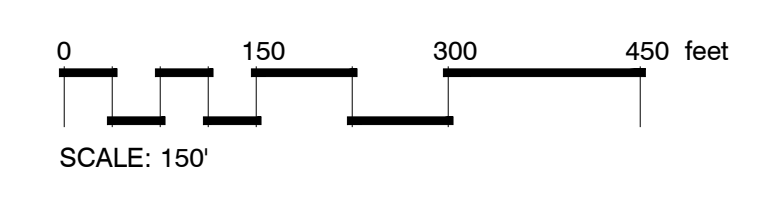
PHASING/LAND USE LEGEND

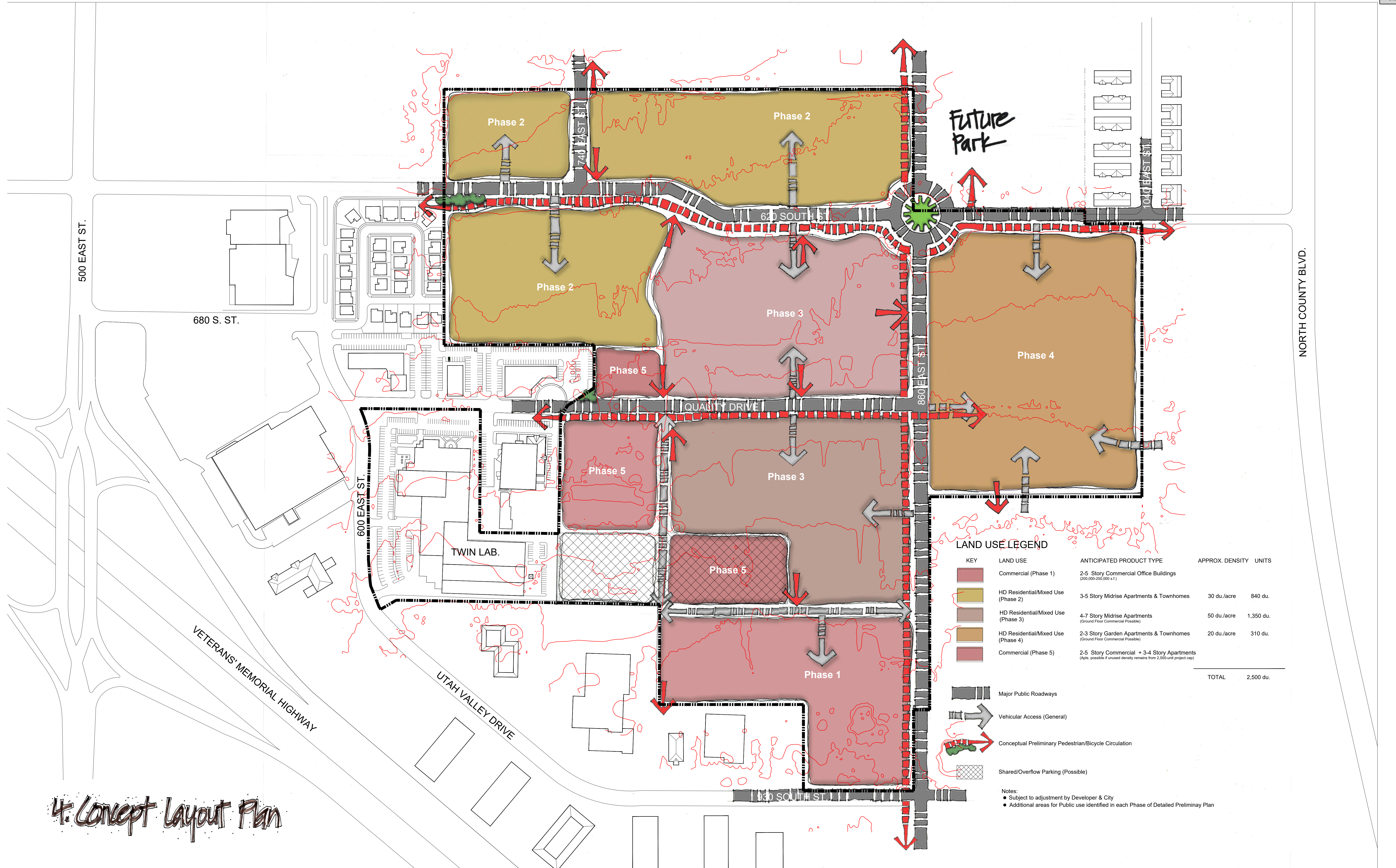
KEY	PHASE	LAND USE DESIGNATION	ACRES	UNITS
[Red Box]	Phase 1	Commercial	11	
[Gold Box]	Phase 2	HD Residential - Mixed Use	25	840 du
[Red-Orange Box]	Phase 3	HD Residential - Mixed Use (Maximum Density = 120 du/.ac.)	27	1,350 du
[Yellow-Orange Box]	Phase 4	HD Residential - Mixed Use (Walkable - Mixed Use Overlay)	18	310 du
[Red-Orange Box]	Phase 5	Commercial	20	
TOTALS			101 acres	2,500 du

[Diagonal Lines] Walkable - Mixed Use Overlay
 [Cross-hatch] Shared Parking Overlay

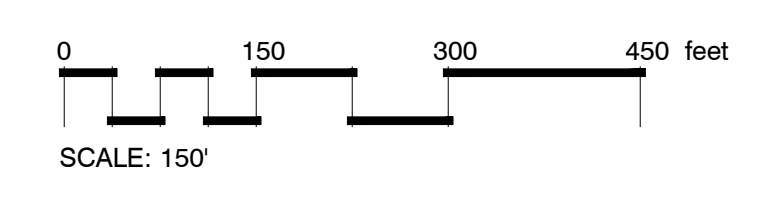
* NOTE: Dwelling unit counts may be shifted within Phases 3, 4, and 5, but not increased overall.

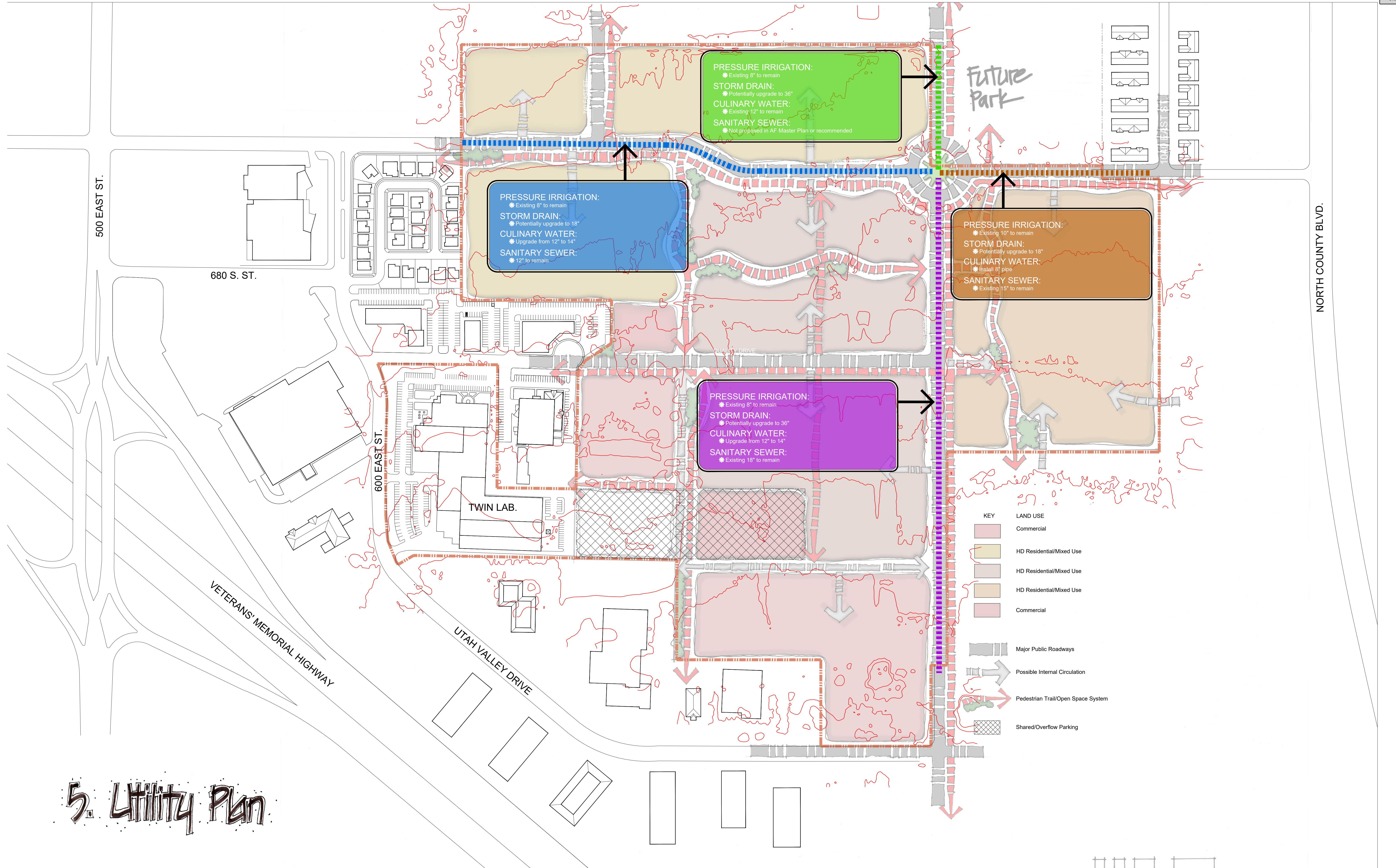
3. Project Phasing



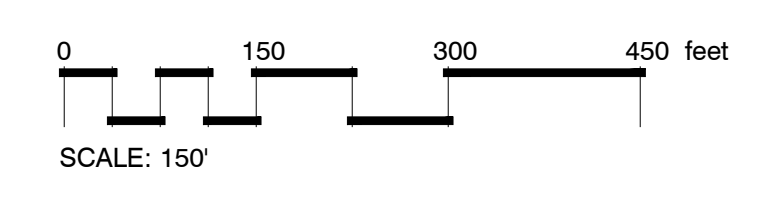


4. Concept Layout Plan





5. Utility Plan



Lake City
860 East & 620 South
Traffic Impact Study

American Fork, UT

September 2019



A-Trans Engineering
P.O. Box 521651
Salt Lake City, Utah 84152
(801) 949-0348 telephone
(801) 582-6252 fax

TRAFFIC STUDY



Lake City 860 East and 620 South Traffic Impact Analysis

American Fork, Utah

Category II

September 2019

DRAFT

Prepared by:

A-Trans Engineering
Joseph Perrin, PhD, PE, PTOE
P.O. Box City, 521651
Salt Lake City, Utah 84152
(801) 949-0348
atrans@comcast.net

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Table of Contents

I. Introduction and Summary 1

II. Proposed Project..... 3

III. Study Area Conditions 3

IV. Analysis of Existing Condition 7

V. Projected Traffic..... 9

VI. Growth..... 13

VII. Traffic Analysis..... 17

VIII. Conclusions 22

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Table of Figures

Figure 1: Conceptual Site Plan 4

Figure 2: Site Location..... 5

Figure 3: Existing Geometry..... 6

Figure 4: Existing Traffic..... 8

Figure 5: Origin Destination 11

Figure 6: Site Trip Distribution..... 12

Figure 7: 2025 Background Traffic 14

Figure 8: 2020 Total Traffic 15

Figure 9: 2025 Total Traffic 16

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Table of Tables

Table 1: Intersection LOS-Delay Relationship..... 7

Table 2: Existing Level of Service..... 7

Table 3: Trip Generation for Site..... 9

Table 4: Growth Projections 13

Table 5: 500 East / State Street Intersection Analysis 18

Table 6: 2000 West / State Street Intersection Analysis..... 18

Table 7: 2300 East / Access 2 Intersection Analysis 19

Table 8: 2000 West / 620 South Intersection Analysis..... 19

Table 9: 860 East / 620 South Intersection Analysis 20

Table 10: Queue Analysis..... 20

Attachment: 2. Site Plan (Lake City Row Overall Concept)



I. Introduction and Summary

The proposed multi use development is located along 620 South and 860 East in American Fork, Utah. The site is planning to include 200,000 sf of office, 50,000 sf of retail, 1290 multifamily units and 1210 multifamily units with 1st floor retail. The site is projected to generate 1106 AM, 1425 PM and 15,016 daily trips. The site will have direct access to 860 East and 620 South. Both of these roadways are currently incomplete along the site frontage. 620 South is planned to be built as a 5 lane roadway with the opening of the site. 860 East is planned to be completed as portions of the development which have direct access to 860 East are constructed.

The intersection of 500 East / State Street operates with overall LOS D in the AM and LOS D in the PM peak period. With the addition of the site the intersection operates with overall LOS D in the AM and LOS E in the PM peak period. In 2025 without the site the intersection operates with overall LOS E in the AM and LOS E in the PM peak period. With the addition of the site the intersection operates with overall LOS E in the AM and LOS F in the PM peak period. The site traffic increases traffic by 8.3% in the AM and 7.5% in the PM peak period. The intersection of 2000 West / State Street operates with overall LOS C in the AM and LOS D in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS E in the PM peak period. In 2025 without the site the intersection operates with overall LOS C in the AM and LOS E in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS F in the PM peak period. The site traffic increases traffic by 11.3% in the AM and 9.0% in the PM peak period.

The intersection of 500 East / 620 South operates with overall LOS B in the AM and LOS C in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS C in the PM peak period. In 2025 without the site the intersection operates with overall LOS B in the AM and LOS C in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS C in the PM peak period. The site traffic increases traffic by 261% in the AM and 35.0% in the PM peak period. The intersection of 2000 West / 620 South operates with critical EBL at LOS D in the AM and LOS E in the PM peak period. With the addition of site traffic the intersection will operate with LOS for side street delay. A signal is recommended at this location with the completion of 620 East. This is a masterplanned signal location per the American Fork City Transportation Element of the General Plan. A signal at this location will operate with LOS B in the AM and PM peak periods. The site traffic increases traffic by 23.9% in the AM and 28.4% in the PM peak period.

The proposed internal intersection of 860 East and 620 South will operate with very high north south delay if it opens as a two way stop controlled intersection. As a roundabout the intersection will operate at LOS C or better for all approaches.



Recommendations made for this site:

- 620 South is to be constructed as a 5 lane roadway between 500 East and 2000 West before the opening of the site.
- 860 East will be connected from State Street to 830 South with the completion of the site.
- The internal intersection of 860 East and 620 south will be built as a 2 lane roundabout with the opening of the site.
- The intersection of 620 South / 2000 West will be improved to include a signal with the opening of the site. A separate SBR deceleration lane and separate EBL turn lane are also necessary.



II. Proposed Project

The proposed site is located on all four corners of the intersection of 860 East and 620 South in American Fork, Utah. The site is planning to include 200,000 sf of office, 50,000 sf of retail, 1290 multifamily units and 1210 multifamily units with 1st floor retail. The site is projected to generate 1106 AM, 1425 PM and 15,016 daily trips.

The site will have direct access to 860 East and 620 South. Both of these roadways are currently incomplete along the site frontage. 620 South is planned to be built as a 5 lane roadway with the opening of the site. 860 East is planned to be completed as portions of the development which have direct access to 860 East are constructed. Figure 1 shows the conceptual site plan. Figure 2 shows the site location.

III. Study Area Conditions

The study area includes the following intersection.

- 500 East / State Street
- 2000 West / State Street
- 500 East / 620 South
- 2000 West / 620 South (Proposed Signal)
- 620 South / 860 East (Proposed Roundabout)

Figure 3 shows existing intersection geometry

State Street

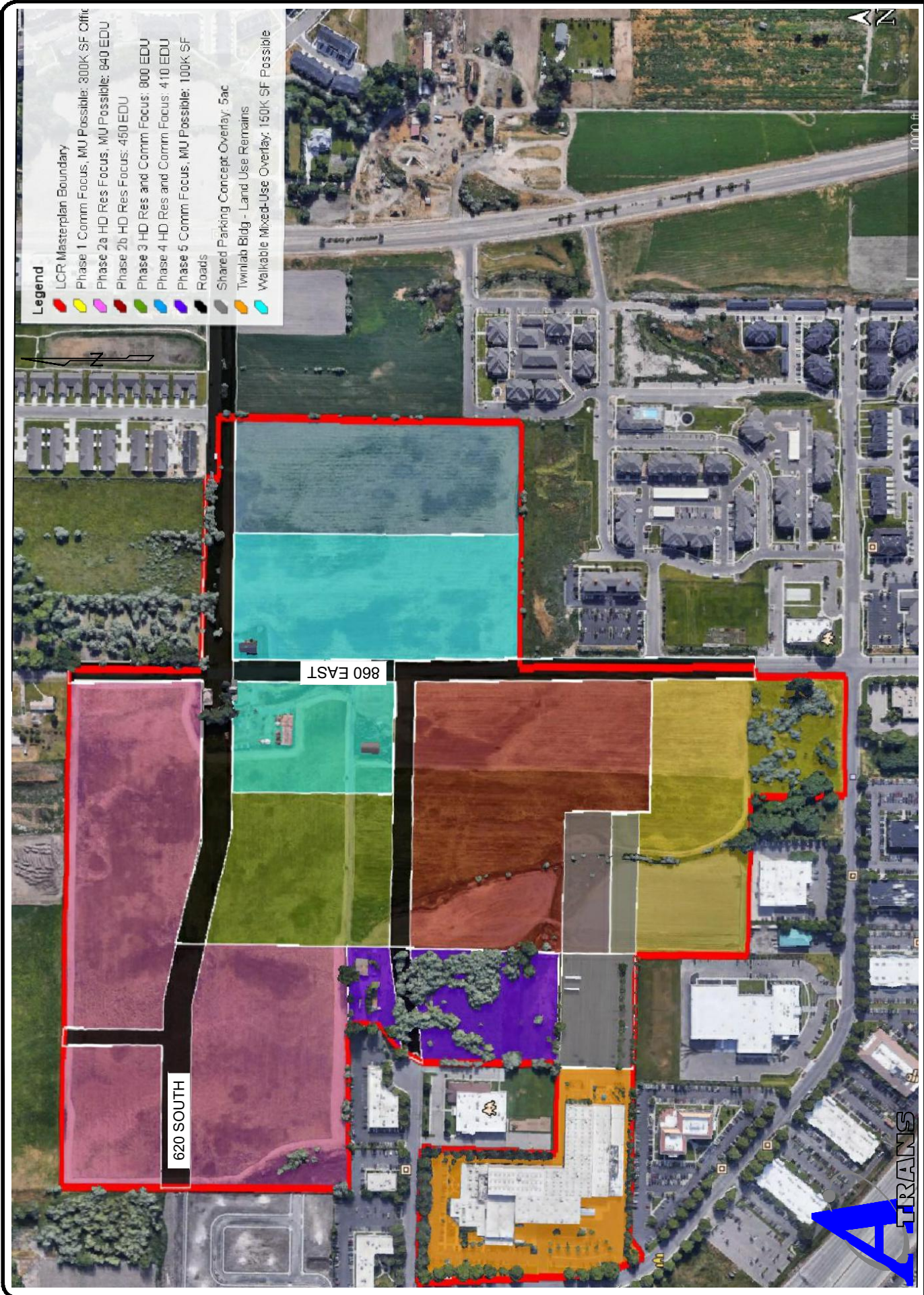
State Street (SR 89) is currently a five lane facility with two lanes in each direction and a two way left turn lane. The 2017 AADT is 28,000 vehicles per day and the posted speed limit is 35 MPH.

500 East

500 East (SR 180) is currently a five lane facility with a single lane in each direction and a two way left turn lane. The 2017 AADT is 21,000 vehicles per day and the posted speed limit is 45 MPH.

2000 West

2000 West (SR 129) is currently a five lane facility with a single lane in each direction and a two way left turn lane. The 2017 AADT is 14,000 vehicles per day and the posted speed limit is 45 MPH.



- Legend**
- LCR Masterplan Boundary
 - Phase 1 Comm Focus, MU Possible: 300K SF Office
 - Phase 2a HD Res Focus, MU Possible: 640 EDU
 - Phase 2b HD Res Focus: 460 EDU
 - Phase 3 HD Res and Comm Focus: 800 EDU
 - Phase 4 HD Res and Comm Focus: 410 EDU
 - Phase 5 Comm Focus, MU Possible: 100K SF
 - Roads
 - Shared Parking Concept Overlay: 5ac
 - Twintab Bldg - Land Use Remains
 - Walkable Mixed-Use Overlay: 150K SF Possible

Conceptual Site Plan

Figure 1

Attachment: 2. Site Plan (Lake City Row Overall Concept)

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

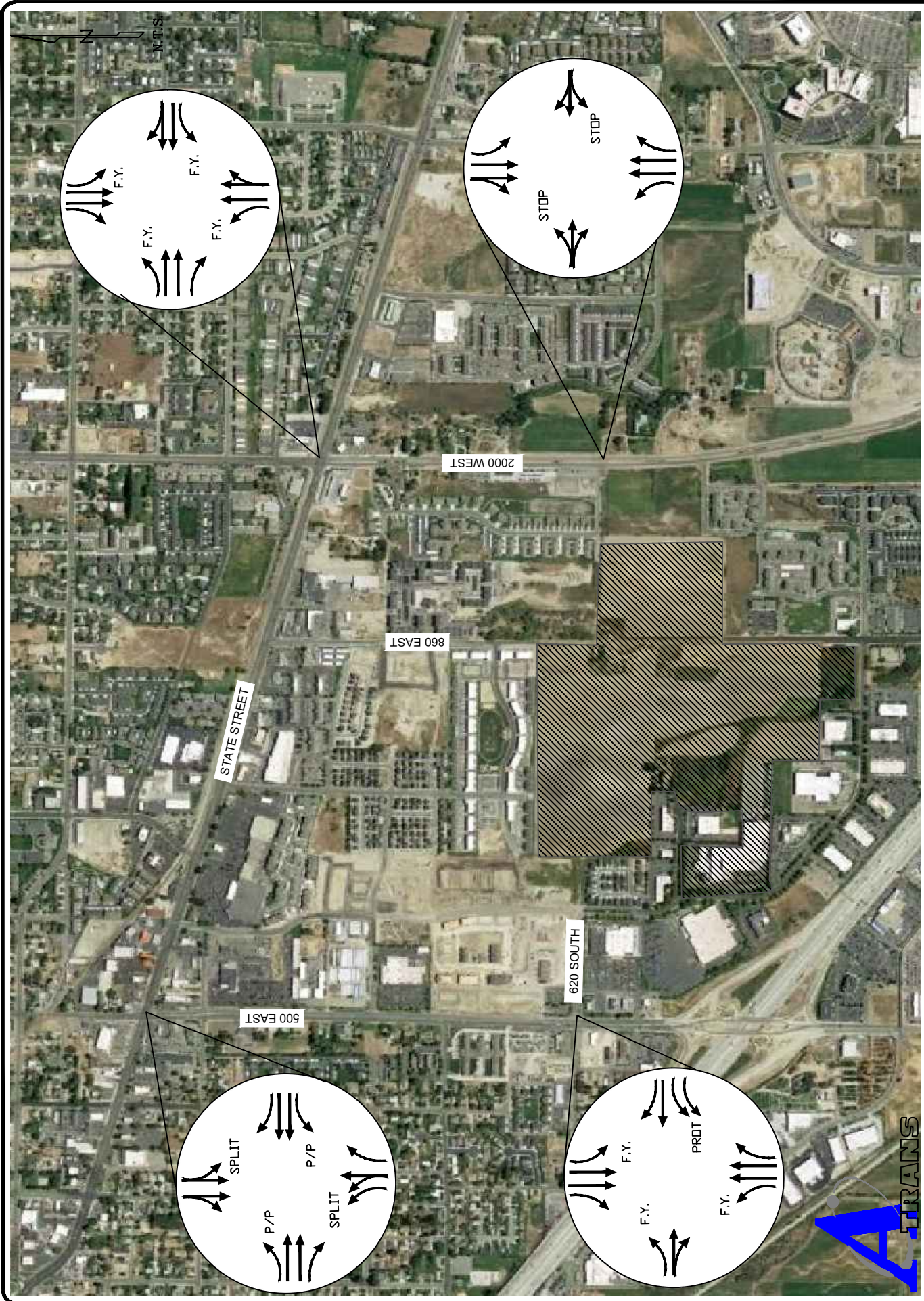


Site Location

Figure 2

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

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Existing Geometry

Figure 3

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

Attachment: 2. Site Plan (Lake City Row Overall Concept)



IV. Analysis of Existing Condition

The existing traffic counts were performed between July 31, 2019 to August 13, 2019 during the AM and PM peak periods. Figure 4 shows existing traffic counts utilized in the study.

The 2010 Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 1 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

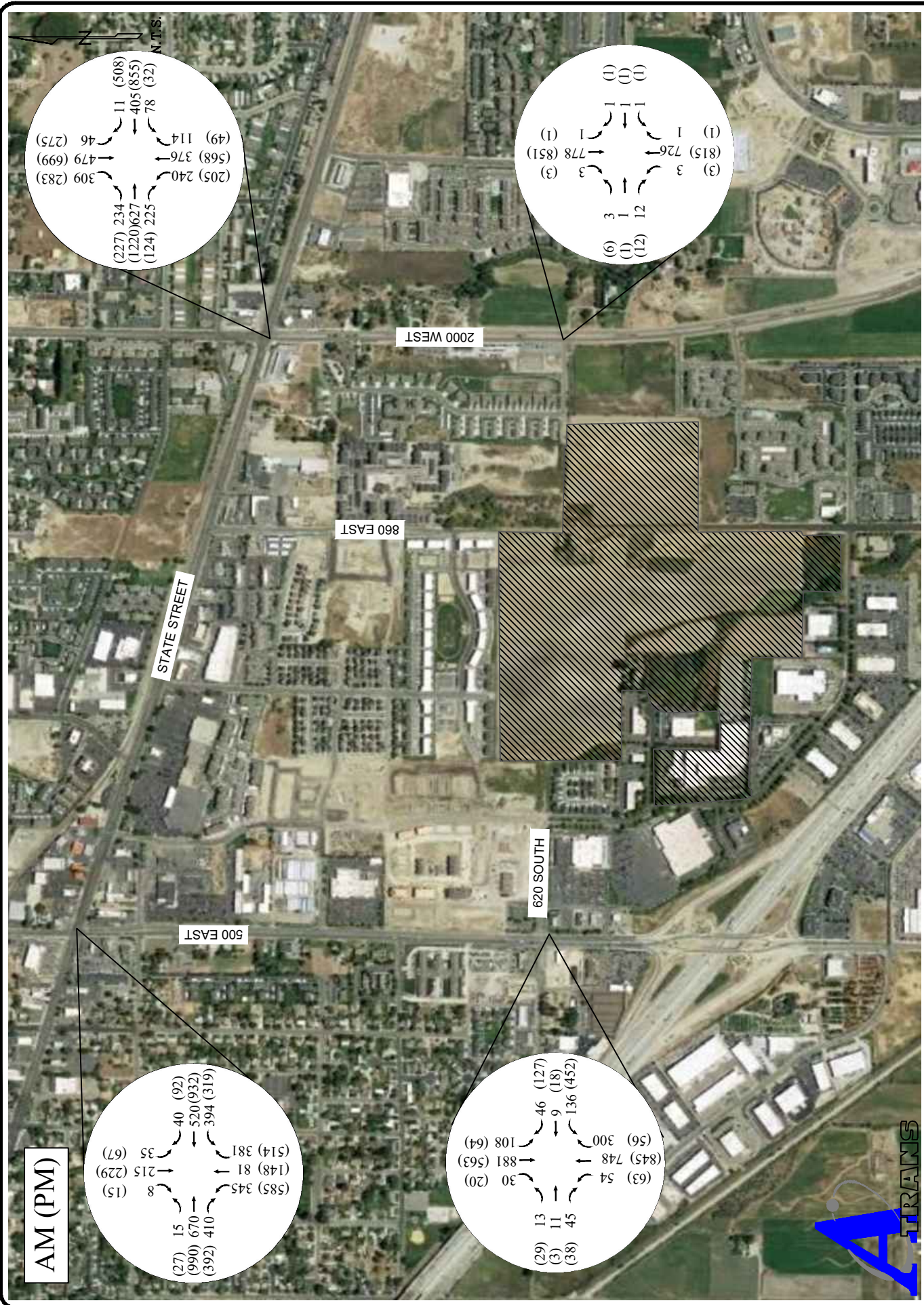
Table 1: Intersection LOS-Delay Relationship

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

The intersection of 500 East / State Street operates with overall LOS D in the AM and LOS D in the PM peak period. The intersection of 2000 West / State Street operates with overall LOS C in the AM and LOS D in the PM peak period. The intersection of 500 East / 620 South operates with overall LOS B in the AM and LOS C in the PM peak period. The intersection of 2000 West / 620 South operates with critical EBL at LOS D in the AM and LOS E in the PM peak period. Table 2 shows the Existing LOS.

Table 2: Existing Level of Service

Delay (sec/veh)	500 East / State Street	2000 West / State Street	500 East / 620 South	2000 West / 620 South
AM	45.5 D	21.2 C	11.2 B	34.1 D
PM	48.4 D	49.8 D	21.3 C	40.8 E



Existing Traffic

Figure 4

Attachment: 2. Site Plan (Lake City Row Overall Concept)

A-TRANS TRANSPORTATION ENGINEERING
 P.O. BOX 521651, SIC, UT 84152
 Phone: 801-949-0348 Fax: 801-582-6252





V. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (10th Edition) handbook. The site is planning to include 200,000 sf of office, 50,000 sf of retail, 1290 multifamily units and 1210 multifamily units with 1st floor retail. The site is projected to generate 1106 AM, 1425 PM and 15,016 daily trips. The trip generation for the site is shown in Table 3.

Table 3: Trip Generation for Site

ITE 10th Ed	Size	Land Use	Trip Rate	Trips	In %	Out %	New In	New Out
AM								
1 - Office	200,000	710	1.16	232	86%	14%	200	32
2a - Multi Family - Mid Rise	840	221	0.36	302.4	26%	74%	79	223
2b - Multi Family - Mid Rise	450	221	0.36	162	26%	74%	42	120
3 - Multi Family 1st floor Commercial	800	231	0.3	240	28%	72%	67	173
4 - Multi Family 1st floor Commercial	410	231	0.3	123	28%	72%	34	89
5 - Retail	50,000	820	0.94	47	62%	38%	29	18
Total				1106			451	655
PM								
1 - Office	200,000	710	1.15	230	16%	84%	37	193
2a - Multi Family - Mid Rise	840	221	0.44	369.6	61%	39%	226	144
2b - Multi Family - Mid Rise	450	221	0.44	198	61%	39%	121	77
3 - Multi Family 1st floor Commercial	800	231	0.36	288	70%	30%	202	86
4 - Multi Family 1st floor Commercial	410	231	0.36	147.6	70%	30%	104	44
5 - Retail	50,000	820	3.81	190.5	48%	52%	92	99
Total				1425			782	643

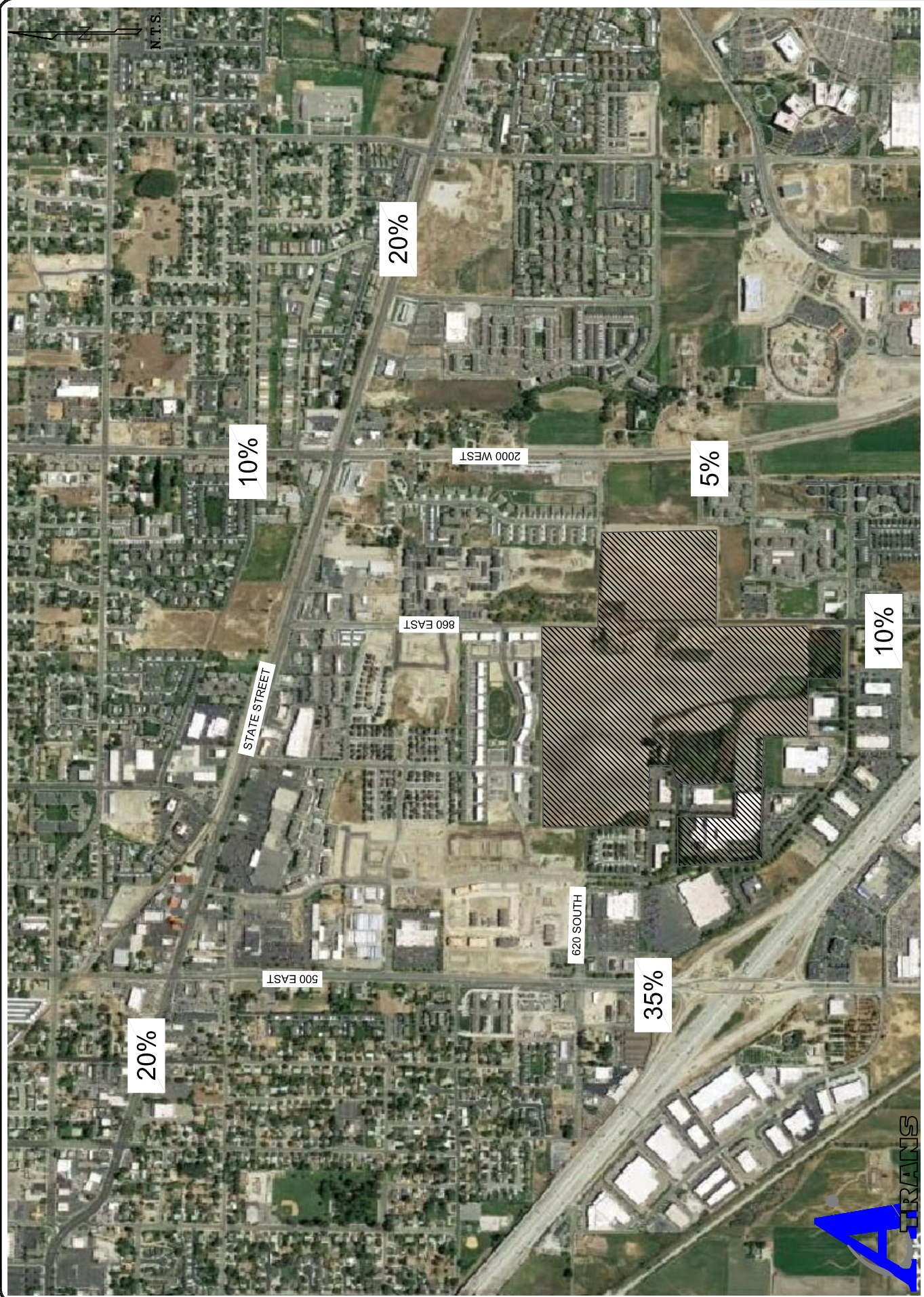


B. Trip Distribution

Project site traffic was applied to the origin-destination (O-D) for the site. Origin-destination was determined from evaluating the existing traffic patterns and hourly traffic volumes on each leg of the included intersections as well as the location of retail centers and freeways relative to this site. This was used as a baseline for origin destination and engineering judgment was applied to this to determine the following OD for the site.

- 15% to/from north along 2000 West
- 5% to/from south along 2000 West
- 10% to/from south along 860 East
- 5% to/from south along 500 East
- 20% to/from west on State Street
- 20% to/from east on State Street

Origin Destination is shown in Figure 5. Site trip distribution is shown in Figure 6.

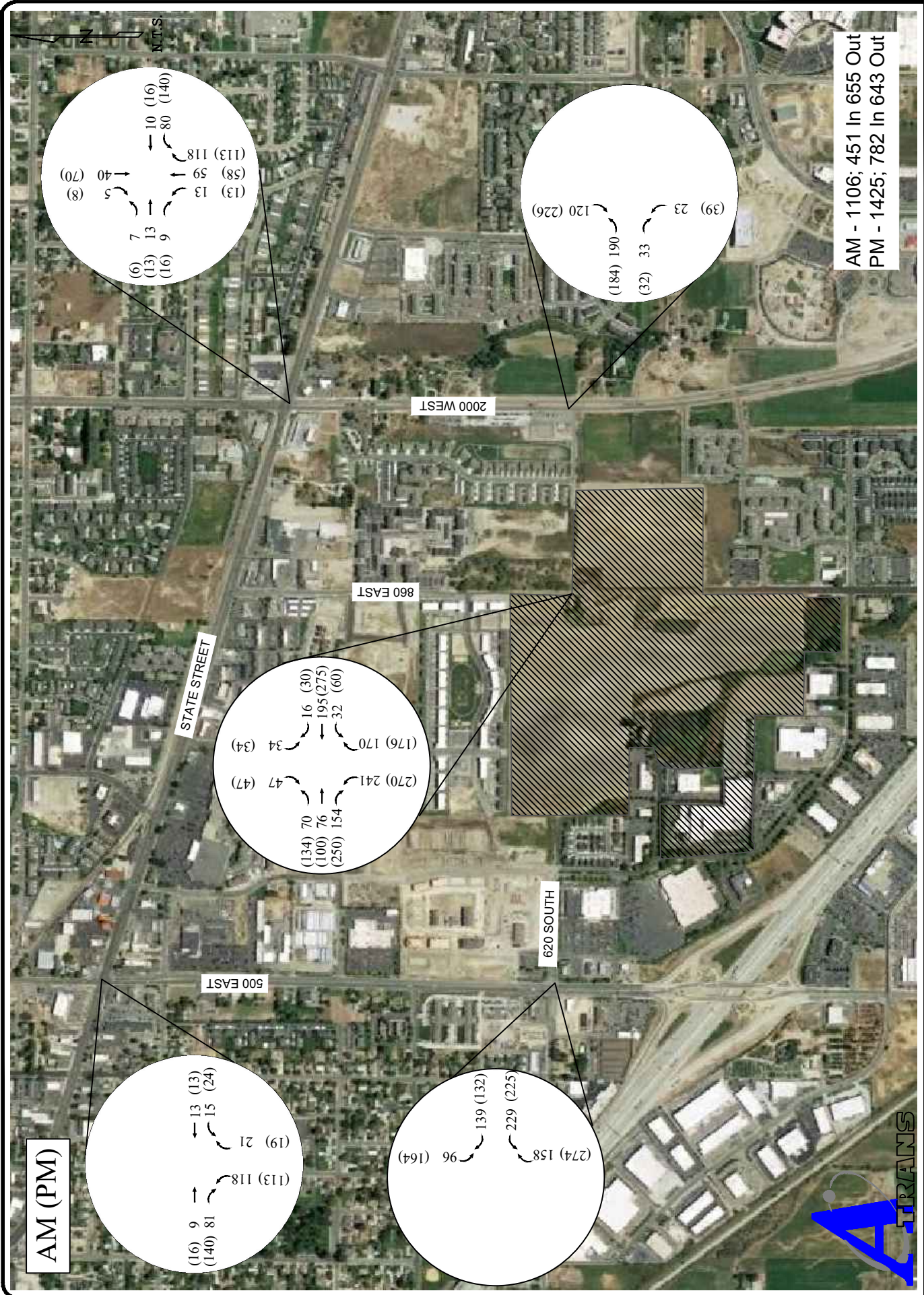


Origin Destination

Figure 5

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

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Site Generated Traffic

Figure 6

Attachment: 2. Site Plan (Lake City Row Overall Concept)

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



VI. Growth

Growth in the area was determined from UDOT's Traffic on Utah Highways and American Fork City Transportation Element of the General Plan. The growth rates utilized to determine growth in the area is shown in Table 4. Based on this information an average growth of 2.19% was found. The growth rate for 2025 is 1.14.

Table 4: Growth Projections

	500 East (UDOT Historic)	State Street (UDOT Historic)	500 East (AF Masterplan)
Growth	2.48%	1.99%	2.12%

Background traffic is determined by multiplying the existing traffic by the growth factor for 2025. 2025 Background Traffic is shown in Figure 7. Total traffic in the area for the future projection years is derived by adding the non-site volume forecasts to the site trip distribution for the applicable year. 2020 Total Traffic is shown in Figure 8 and 2025 Total Traffic is shown in Figure 9.



AM (PM)

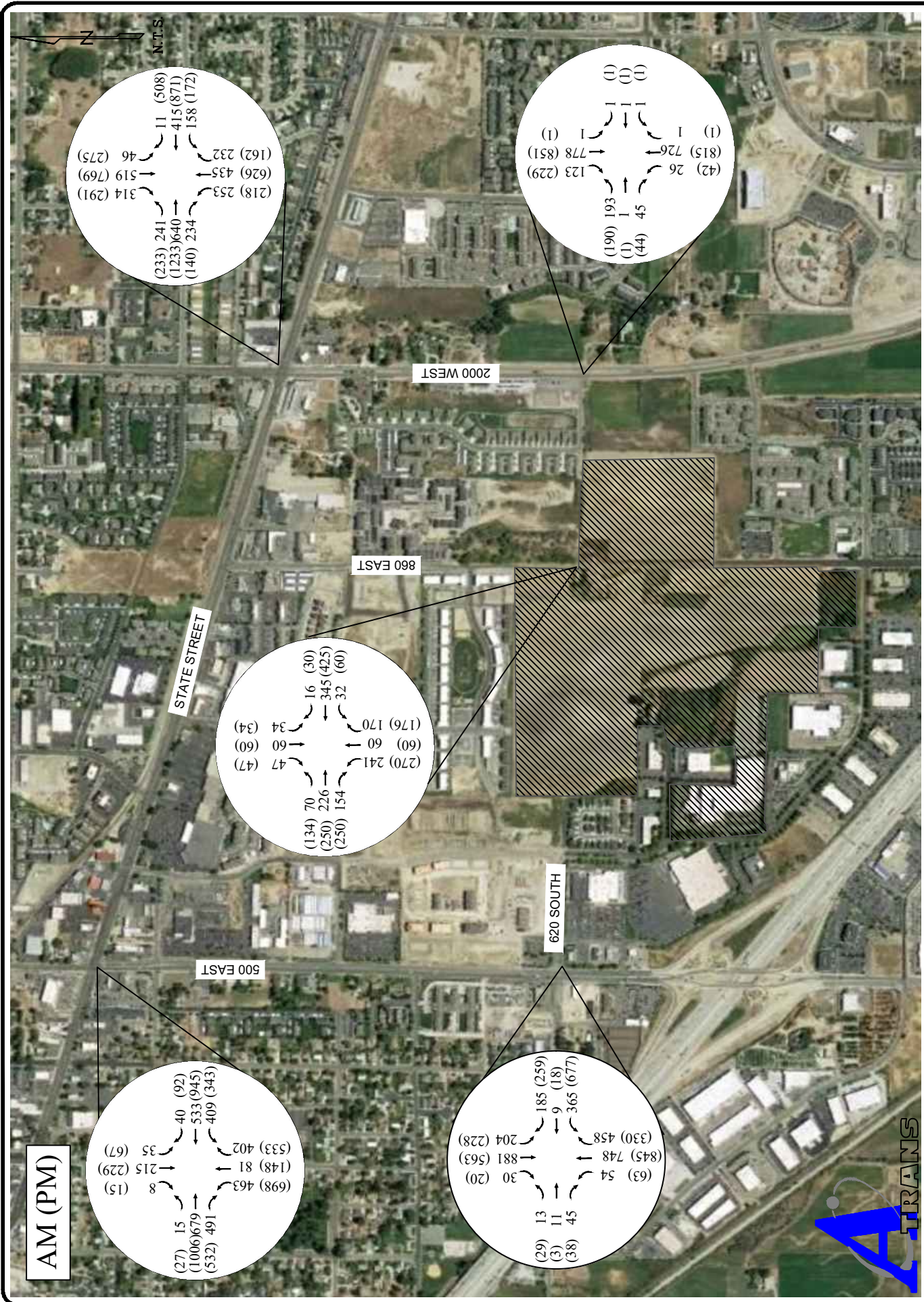
2025 Background Traffic

Figure 7

Attachment: 2. Site Plan (Lake City Row Overall Concept)

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



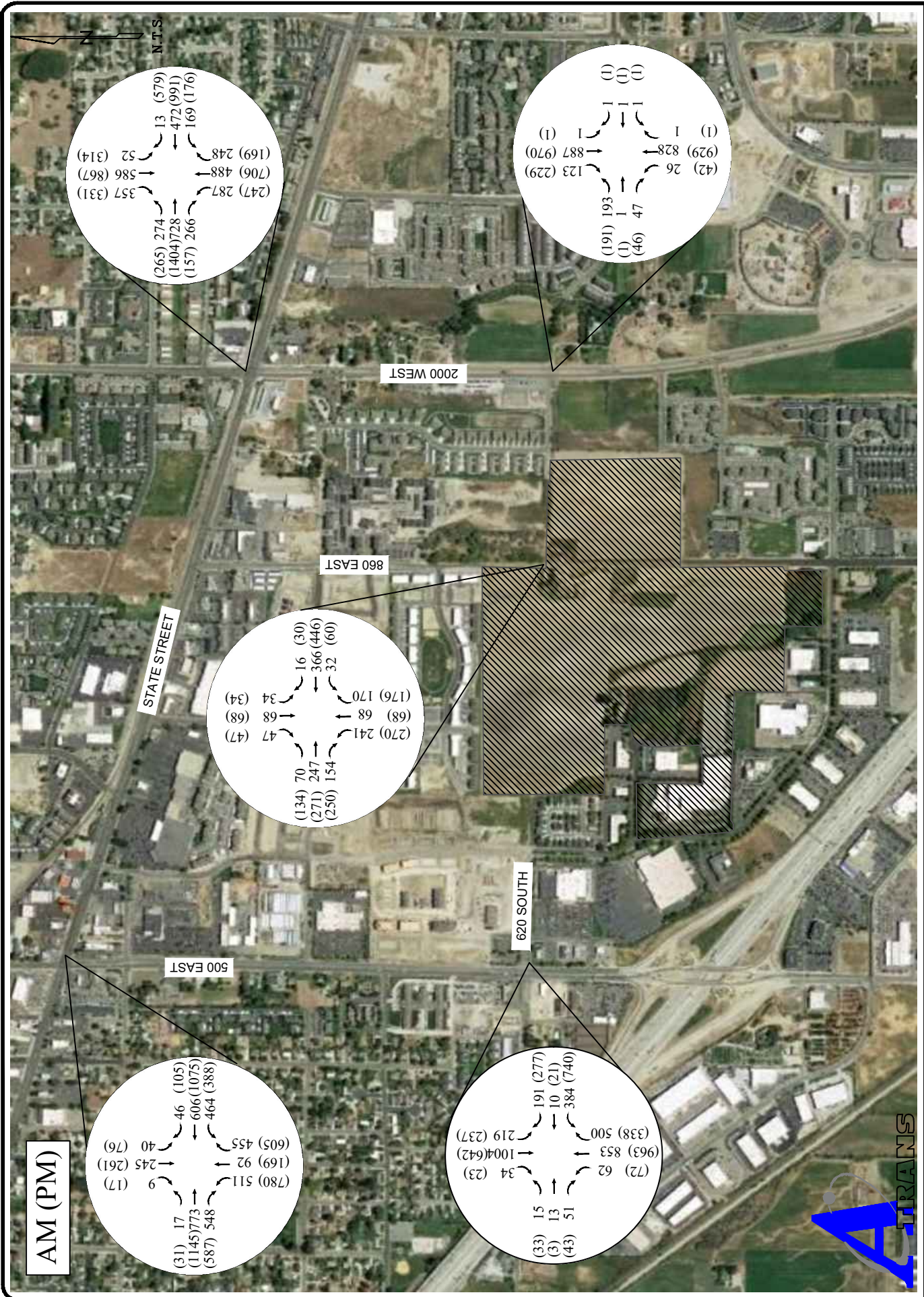


2020 Total Traffic

Figure 8

Attachment: 2. Site Plan (Lake City Row Overall Concept)

A-TRANS TRANSPORTATION ENGINEERING
 P.O. BOX 521851, SLC, UT 84152
 Phone: 801-949-0348 Fax: 801-582-6252



2025 Total Traffic

Figure 9

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

Attachment: 2. Site Plan (Lake City Row Overall Concept)



VII. Traffic Analysis

A. Level of Service Analysis

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Tables 5-6 show the intersection and access analysis.

Analysis Results

- The intersection of 500 East / State Street operates with overall LOS D in the AM and LOS D in the PM peak period. With the addition of the site the intersection operates with overall LOS D in the AM and LOS E in the PM peak period. In 2025 without the site the intersection operates with overall LOS E in the AM and LOS E in the PM peak period. With the addition of the site the intersection operates with overall LOS E in the AM and LOS F in the PM peak period. The site traffic increases traffic by 8.3% in the AM and 7.5% in the PM peak period.
- The intersection of 2000 West / State Street operates with overall LOS C in the AM and LOS D in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS E in the PM peak period. In 2025 without the site the intersection operates with overall LOS C in the AM and LOS E in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS F in the PM peak period. The site traffic increases traffic by 11.3% in the AM and 9.0% in the PM peak period.
- The intersection of 500 East / 620 South operates with overall LOS B in the AM and LOS C in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS C in the PM peak period. In 2025 without the site the intersection operates with overall LOS B in the AM and LOS C in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS C in the PM peak period. The site traffic increases traffic by 261% in the AM and 35.0% in the PM peak period.
- The intersection of 2000 West / 620 South operates with critical EBL at LOS D in the AM and LOS E in the PM peak period. With the addition of site traffic the intersection will operate with LOS for side street delay. A signal is recommended at this location with the completion of 620 East. This is a master planned signal location per the American Fork City Transportation Element of the General Plan. A signal at this location will operate with LOS B in the AM and PM peak periods. The site traffic increases traffic by 23.9% in the AM and 28.4% in the PM peak period.
- The proposed internal intersection of 860 East and 620 South will operate with very high north south delay if it opens as a two way stop controlled intersection. As a roundabout the intersection will operate at LOS C or better for all approaches.



Table 5: 500 East / State Street Intersection Analysis

		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	INT
2019 Existing	AM	16.7 B	87.2 F	8.9 A	62.2 E	14.6 B	0.7 A	59.9 E	59.8 E	27.9 C	43.8 D	45.5 D
	PM	18.9 B	67.2 E	16.0 B	65.7 E	19.7 B	3.2 A	76.7 E	75.6 E	32.1 C	64.8 E	48.4 D
Opening Day	AM	16.7 B	91.6 F	10.6 B	72.8 E	14.5 B	0.6 A	68.3 E	68.6 E	24.4 C	43.8 D	48.5 D
	PM	18.9 B	71.0 E	23.6 C	89.4 F	19.8 B	3.1 A	106.6 F	105.8 F	30.1 C	66.7 E	56.3 E
2024 Background	AM	16.9 B	139.9 F	12.9 B	105.5 F	14.6 B	0.6 A	63.5 E	63.4 E	27.6 C	52.6 D	64.1 E
	PM	20.2 C	109.2 F	19.9 B	106.9 F	21.2 C	3.0 A	106.6 F	105.0 F	47.3 D	81.9 F	70.3 E
2024 Total	AM	16.9 B	145.7 F	19.6 B	119.7 F	14.3 B	0.6 A	79.8 E	76.8 E	19.2 B	52.6 D	68.1 E
	PM	20.4 C	115.2 F	33.4 C	141.0 F	21.0 C	2.9 A	148.4 F	150.9 F	46.8 D	86.7 F	82.2 F

Table 6: 2000 West / State Street Intersection Analysis

		EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	INT
2019 Existing	AM	15.7 B	23.3 C	7.4 A	21.8 C	39.6 D	19.0 B	17.1 B	14.6 B	27.8 C	5.6 A	21.2 C
	PM	69.1 E	22.6 C	5.4 A	16.1 B	61.5 E	68.5 E	69.9 E	71.6 E	58.2 E	18.5 B	49.8 D
Opening Day	AM	16.4 B	25.4 C	7.7 A	43.6 D	39.2 D	20.7 C	17.0 B	15.0 B	28.9 C	5.7 A	22.8 C
	PM	71.2 E	25.2 C	6.5 A	184.4 F	65.4 E	86.8 F	145.6 F	75.4 E	71.8 E	20.3 C	70.2 E
2024 Background	AM	14.2 B	22.6 C	6.8 A	23.6 C	41.5 D	24.8 C	19.5 B	15.6 B	31.0 C	6.4 A	22.6 C
	PM	84.9 F	25.6 C	6.4 A	19.2 B	112.3 F	98.6 F	101.2 F	106.2 F	80.0 F	26.6 C	75.4 E
2024 Total	AM	15.4 B	25.1 C	7.1 A	60.3 E	41.1 D	31.2 C	23.3 C	16.4 B	32.7 C	7.3 A	26.2 C
	PM	91.6 F	28.2 C	7.4 A	>200 F	117.6 F	127.7 F	121.7 F	36.5 D	105.5 F	28.9 C	88.8 F

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Table 7: 2300 East / Access 2 Intersection Analysis

		EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	INT
2019 Existing	AM	27.8 C	21.4 C	44.4 D	31.1 C	0.7 A	6.3 A	12.1 B	2.3 A	3.3 A	9.5 A	0.3 A	11.2 B
	PM	35.7 D	25.4 C	54.8 D	36.5 D	8.0 A	9.5 A	16.9 B	0.1 A	6.9 A	8.1 A	0.0 A	21.3 C
Opening Day	AM	27.7 C	21.3 C	163.6 F	34.4 C	11.1 B	6.6 A	14.4 B	2.9 A	4.6 A	9.6 A	0.3 A	28.5 C
	PM	34.2 C	25.4 C	61.5 E	32.6 C	8.7 A	11.6 B	27.3 C	4.3 A	22.3 C	13.3 B	0.0 A	27.4 C
2024 Background	AM	27.7 C	21.3 C	45.8 D	30.9 C	0.8 A	7.0 A	13.7 B	2.5 A	3.4 A	10.1 B	0.4 A	12.1 B
	PM	35.3 D	25.4 C	55.5 E	35.2 D	7.4 A	10.4 B	19.4 B	0.1 A	8.0 A	9.5 A	0.0 A	22.7 C
2024 Total	AM	27.7 C	21.4 C	186.0 F	30.9 C	8.7 A	6.8 A	9.7 A	2.3 A	2.7 A	10.0 B	0.4 A	30.3 C
	PM	34.7 C	24.8 C	78.8 E	34.2 C	13.8 B	12.4 B	33.3 C	6.5 A	36.9 D	14.3 B	0.0 A	34.9 C

Table 8: 2000 West / 620 South Intersection Analysis

		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	INT
2019 Existing	AM	34.1 D	13.8 B	28.9 D		9.6 A		9.4 A			
	PM	40.8 E	14.8 B	33.6 D		9.9 A		9.7 A			
Opening Day (Unsignalized)	AM	>200 F	13.6 B	35.3 E		10.4 B		9.4 A			
	PM	>200 F	15.3 C	49.0 E		11.4 B		9.7 A			
Opening Day (Signal)	AM	45.6 D	8.6 A	24.0 C	20.5 C	6.7 A	6.7 A	12.0 B	14.5 B	7.8 A	14.0 B
	PM	62.4 E	11.2 B	34.0 C	29.0 C	6.9 A	6.7 A	12.0 B	9.6 A	4.3 A	12.6 B
2024 Background	AM	44.9 E	15.7 C	37.6 E		10.1 B		9.8 A			
	PM	56.6 F	17.1 C	45.7 E		10.4 B		10.2 B			
2024 Total	AM	45.9 D	8.5 A	24.0 C	20.5 C	7.0 A	7.0 A	15.0 B	16.8 B	8.4 A	14.8 B
	PM	62.4 E	11.0 B	34.0 C	29.0 C	7.4 A	7.1 A	14.0 B	11.6 B	4.7 A	13.1 B

Attachment: 2. Site Plan (Lake City Row Overall Concept)

**Table 9: 860 East / 620 South Intersection Analysis**

		EBL	WBL	NBL	NBTR	SBL	SBTR
Opening Day (Unsignalized)	AM	8.3 A	8.3 A	>200 F	19.6 C	32.8 D	22.9 C
	PM	8.9 A	8.7 A	>200 F	40.9 E	95.3 F	55.5 F
Opening Day (Roundabout)	AM	6.0 A	7.2 A	13.2 B		7.9 A	
	PM	7.3 A	9.0 A	16.3 C		8.8 A	
2025 Total (Roundabout)	AM	6.2 A	7.5 A	14.0 B		8.2 A	
	PM	7.5 A	9.4 A	17.4 C		9.2 A	

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue lengths are provided by the HCM analysis and are done through Synchro. Once the storage length is determined, this can typically be compared to the available storage length within the provided turn pockets or between intersections. Table 10 shows the minimum recommended queue storage length that should be provided based on the critical unsignalized and signalized calculation and projected traffic demand.

Table 10: Queue Analysis

		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
500 East / State Street	Available	200	175	225	300	350	350	125	125
	Recommended	100	450	475	100	725	500	250	250
2000 West / State Street	Available	200	200	200		400		225	250
	Recommended	200	100	300		375		125	250
620 South / 500 East	Available	200		300	300	400	400	300	300
	Recommended	100		450	150	100	100	150	100
620 South / 2000 West	Available					250	250	200	
	Recommended	225		100		100	100	100	100

There are several queue deficiencies at the intersection of 500 East / State Street. This is due to the large delay at this intersection. Without geometric improvements this intersection will operate at high delay with high queuing. At 2000 West / State Street the WBL queue will exceed the available turn pocket. At 620 South / 500 East with the additional WBL site traffic the queue will extend 450 feet back from the intersection.



C. Safety Discussion

UDOT provides a Safety Index or safety ratings in a statewide safety comparison of major roadways. This takes into account the different traffic patterns and volumes experienced in urban and rural areas. The Safety Index is a combination of four equally weighted safety analysis sub-scores: Crash Rate Score, Severe Crash Rate Score, Crashes per Mile Score and Severe Crashes per Mile Score. The Safety Index is reported on a 0 to 10 scale with 10 representing the worst condition.

This segment of 500 East has a Safety Index of 7 out of 10 with a crash rate at 120% of the average and a severe crash rate that is 200% of the average. This segment of 2000 West has a Safety Index of 2 out of 10 with a crash rate at 20% of the average and no severe crashes.



VIII. Conclusions

The proposed multi use development is located along 620 South and 860 East in American Fork, Utah. The site is planning to include 200,000 sf of office, 50,000 sf of retail, 1290 multifamily units and 1210 multifamily units with 1st floor retail. The site is projected to generate 1106 AM, 1425 PM and 15,016 daily trips. The site will have direct access to 860 East and 620 South. Both of these roadways are currently incomplete along the site frontage. 620 South is planned to be built as a 5 lane roadway with the opening of the site. 860 East is planned to be completed as portions of the development which have direct access to 860 East are constructed.

The following comments are made about the site:

- The intersection of 500 East / State Street operates with overall LOS D in the AM and LOS D in the PM peak period. With the addition of the site the intersection operates with overall LOS D in the AM and LOS E in the PM peak period. In 2025 without the site the intersection operates with overall LOS E in the AM and LOS E in the PM peak period. With the addition of the site the intersection operates with overall LOS E in the AM and LOS F in the PM peak period. The site traffic increases traffic by 8.3% in the AM and 7.5% in the PM peak period.
- The intersection of 2000 West / State Street operates with overall LOS C in the AM and LOS D in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS E in the PM peak period. In 2025 without the site the intersection operates with overall LOS C in the AM and LOS E in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS F in the PM peak period. The site traffic increases traffic by 11.3% in the AM and 9.0% in the PM peak period.
- The intersection of 500 East / 620 South operates with overall LOS B in the AM and LOS C in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS C in the PM peak period. In 2025 without the site the intersection operates with overall LOS B in the AM and LOS C in the PM peak period. With the addition of the site the intersection operates with overall LOS C in the AM and LOS C in the PM peak period. The site traffic increases traffic by 261% in the AM and 35.0% in the PM peak period.
- The intersection of 2000 West / 620 South operates with critical EBL at LOS D in the AM and LOS E in the PM peak period. With the addition of site traffic the intersection will operate with LOS for side street delay. A signal is recommended at this location with the completion of 620 East. This is a masterplanned signal location per the American Fork City Transportation Element of the General Plan. A signal at this location will operate with LOS B in the AM and PM peak periods. The site traffic increases traffic by 23.9% in the AM and 28.4% in the PM peak period.
- The proposed internal intersection of 860 East and 620 South will operate with very high north south delay if it opens as a two way stop controlled intersection. As a roundabout the intersection will operate at LOS C or better for all approaches.



- There are several queue deficiencies at the intersection of 500 East / State Street. This is due to the large delay at this intersection. Without geometric improvements this intersection will operate at high delay with high queuing. At 2000 West / State Street the WBL queue will exceed the available turn pocket. At 620 South / 500 East with the additional WBL site traffic the queue will extend 450 feet back from the intersection.
- This segment of 500 East has a Safety Index of 7 out of 10 with a crash rate at 120% of the average and a severe crash rate that is 200% of the average. This segment of 2000 West has a Safety Index of 2 out of 10 with a crash rate at 20% of the average and no severe crashes.

Recommendations made for this site:

- 620 South is to be constructed as a 5 lane roadway between 500 East and 2000 West before the opening of the site.
- 860 East will be connected from State Street to 830 South with the completion of the site.
- The internal intersection of 860 East and 620 south will be built as a 2 lane roundabout with the opening of the site.
- The intersection of 620 South / 2000 West will be improved to include a signal with the opening of the site. A separate SBR deceleration lane and separate EBL turn lane are also necessary.



APPENDICES

Appendix A	Traffic Counts and Projections
Appendix B	Intersection Analyses



Appendix A Traffic Counts and Projections

AM PEAK HOUR VOLUMES

INTERSECTION: 2000 West and 620 South

Ped = 10

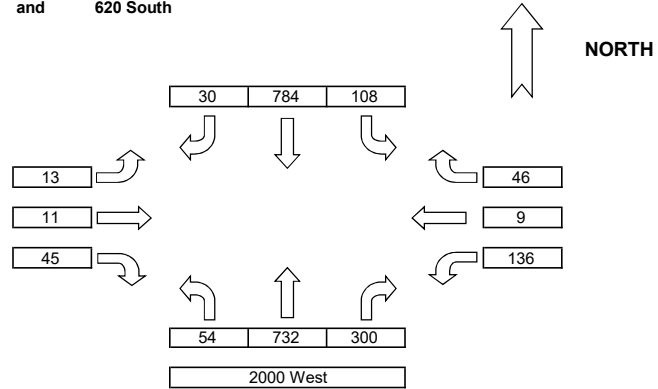
N-S STREET: 2000 West
E-W STREET: 620 South

PK HR VOLUME:	2,268
PHF:	0.83
PEAK HOUR:	
FROM:	TO:
8:00 AM	9:00 AM

COUNT DATE: August 13th
Day of the Week: Tuesday
NOTES:

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

620 South



AM Traffic

COUNT DATA INPUT:

Name: Julie Name: Julie Name: Julie Name: Julie

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
7:00 AM		7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM		7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM		7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM		7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM		7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM		7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM		7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM		7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM		7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM		7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM		7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	167	0	0
7:55 AM		8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	339	0	0
8:00 AM		8:05 AM	0	59	17	2	0	8	7	57	2	9	2	4	167	515	1	0
8:05 AM		8:10 AM	2	47	27	0	0	5	8	71	3	7	0	2	172	514	1	1
8:10 AM		8:15 AM	6	59	24	1	1	3	5	57	4	14	1	1	176	504	0	1
8:15 AM		8:20 AM	2	43	17	0	1	4	12	65	4	17	0	1	166	486	1	1
8:20 AM		8:25 AM	6	50	24	1	0	1	5	59	1	9	1	5	162	550	0	0
8:25 AM		8:30 AM	1	50	23	3	0	1	5	66	1	4	0	4	158	626	2	0
8:30 AM		8:35 AM	2	84	23	1	3	2	10	85	1	13	2	4	230	687	0	1
8:35 AM		8:40 AM	9	87	25	1	2	2	9	79	5	10	0	9	238	662	0	0
8:40 AM		8:45 AM	10	68	35	0	2	5	13	69	2	8	1	6	219	622	0	0
8:45 AM		8:50 AM	4	63	44	1	1	4	10	63	5	9	0	1	205	580	0	1
8:50 AM		8:55 AM	8	58	21	1	1	7	13	58	2	24	1	4	198	375	0	0
8:55 AM		9:00 AM	4	64	20	2	0	3	11	55	0	12	1	5	177	177	0	0

Attachment: 2. Site Plan (Lake City Row Overall Concept)

PM PEAK HOUR VOLUMES

Ped =4

INTERSECTION: 500 East and 620 South

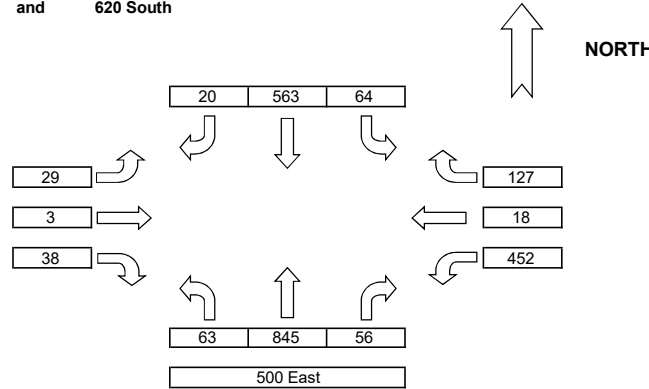
N-S STREET: 500 East
E-W STREET: 620 South

PK HR VOLUME:	2,278
PHF:	0.73
PEAK HOUR:	
FROM:	TO:
4:45 PM	5:45 PM

COUNT DATE: August 13, 2019
Day of the Week: Tuesday
NOTES:

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

620 South



PM Traffic

COUNT DATA INPUT:

Name: Julie Name: Julie Name: Julie Name: Julie

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM		4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM		4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM		4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM		4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM		4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM		4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	155	0	0
4:40 PM		4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	298	0	0
4:45 PM		4:50 PM	7	60	1	0	0	0	6	47	2	24	1	7	155	536	1	0
4:50 PM		4:55 PM	4	52	7	1	0	2	4	47	3	21	0	2	143	611	0	0
4:55 PM		5:00 PM	10	100	7	2	0	4	5	51	3	43	1	12	238	754	0	1
5:00 PM		5:05 PM	5	91	7	4	0	7	8	59	1	31	2	15	230	780	1	0
5:05 PM		5:10 PM	5	94	3	4	0	4	6	66	2	78	3	21	286	695	0	0
5:10 PM		5:15 PM	3	96	6	2	0	3	6	64	2	65	0	17	264	585	0	0
5:15 PM		5:20 PM	10	45	3	0	1	5	8	42	0	21	3	7	145	439	0	0
5:20 PM		5:25 PM	5	82	5	2	0	3	6	36	1	26	2	8	176	452	0	0
5:25 PM		5:30 PM	3	30	5	3	0	2	1	21	2	39	2	10	118	448	1	0
5:30 PM		5:35 PM	2	64	3	1	0	1	3	40	1	33	1	9	158	523	0	0
5:35 PM		5:40 PM	7	65	5	3	2	4	5	44	1	25	1	10	172	365	0	0
5:40 PM		5:45 PM	2	66	4	7	0	3	6	46	2	46	2	9	193	193	0	0
5:45 PM		5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM		5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM		6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment: 2. Site Plan (Lake City Row Overall Concept)

AM PEAK HOUR VOLUMES

Ped = 11

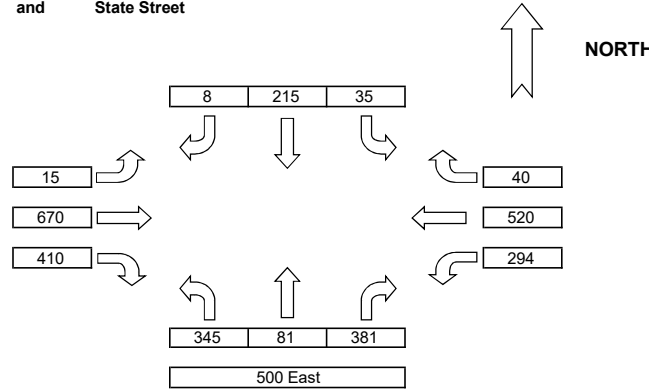
INTERSECTION: 500 East and State Street

PK HR VOLUME:	3,014
PHF:	0.91
PEAK HOUR:	
FROM:	TO:
8:00 AM	9:00 AM

N-S STREET: 500 East
E-W STREET: State Street

COUNT DATE: August 7, 2019
Day of the Week: Wednesday
NOTES:

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



AM Traffic

COUNT DATA INPUT: Name: Kim V. Name: Allie Name: Allie Name: Kim V.

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
7:00 AM		7:05 AM	16	3	26	1	18	12	1	12	0	23	32	0	144	469	2	1
7:05 AM		7:10 AM	17	5	12	1	25	30	3	19	3	16	44	2	177	467	1	1
7:10 AM		7:15 AM	17	4	9	0	27	28	2	11	1	26	22	1	148	502	0	0
7:15 AM		7:20 AM	14	1	14	0	31	23	1	10	1	22	24	1	142	543	1	1
7:20 AM		7:25 AM	26	8	12	2	40	40	2	17	0	19	40	6	212	590	0	0
7:25 AM		7:30 AM	35	6	20	2	34	26	5	13	1	26	21	0	189	617	26	0
7:30 AM		7:35 AM	12	6	23	0	38	38	2	17	1	24	27	1	189	682	1	0
7:35 AM		7:40 AM	30	9	19	0	46	36	3	20	0	29	47	0	239	733	0	0
7:40 AM		7:45 AM	22	9	22	1	53	52	2	23	2	31	31	6	254	739	2	0
7:45 AM		7:50 AM	14	8	27	1	29	42	3	41	3	22	49	1	240	728	1	1
7:50 AM		7:55 AM	23	5	19	2	31	45	6	39	4	25	44	2	245	744	1	1
7:55 AM		8:00 AM	25	4	35	1	46	35	5	18	0	20	53	1	243	724	1	0
8:00 AM		8:05 AM	29	8	28	2	54	37	6	19	1	27	42	3	256	726	0	0
8:05 AM		8:10 AM	24	8	37	1	50	33	1	12	0	24	35	0	225	710	0	0
8:10 AM		8:15 AM	27	6	26	2	56	37	1	24	0	25	40	1	245	713	0	0
8:15 AM		8:20 AM	20	5	26	0	63	32	1	11	1	31	48	2	240	698	0	1
8:20 AM		8:25 AM	27	8	36	0	52	23	4	16	0	25	34	3	228	679	1	1
8:25 AM		8:30 AM	25	5	37	1	43	28	4	18	0	23	41	5	230	745	0	0
8:30 AM		8:35 AM	21	6	21	0	60	29	4	18	1	21	39	1	221	764	0	1
8:35 AM		8:40 AM	31	8	35	2	64	45	3	24	1	22	55	4	294	831	1	0
8:40 AM		8:45 AM	30	3	24	0	44	42	3	28	2	29	37	7	249	798	1	2
8:45 AM		8:50 AM	35	6	39	1	59	48	1	17	0	26	50	6	288	826	0	0
8:50 AM		8:55 AM	39	13	35	5	55	30	6	11	2	12	47	6	261	538	2	1
8:55 AM		9:00 AM	37	5	37	1	70	26	1	17	0	29	52	2	277	277	0	0

Attachment: 2. Site Plan (Lake City Row Overall Concept)

PM PEAK HOUR VOLUMES

Ped = 11

INTERSECTION: 500 East and State Street

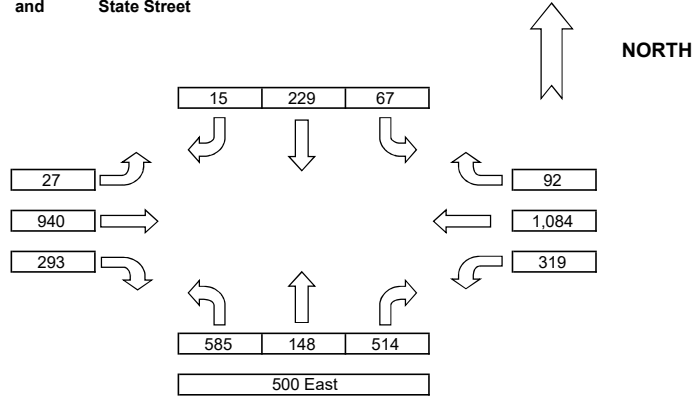
PK HR VOLUME: 4,313
 PHF: 0.94
 PEAK HOUR: FROM: TO:
 4:20 PM 5:20 PM

N-S STREET: 500 East
 E-W STREET: State Street

COUNT DATE: July 31, 2019
 Day of the Week: Wednesday
 NOTES:

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

State Street



PM Traffic

COUNT DATA INPUT:

Name: Kim V.

Name: Kim

Name: Kim

Name: KimV.

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM	4:05 PM		32	7	26	18	57	32	9	13	2	44	91	2	333	1,035	0	0
4:05 PM	4:10 PM		27	12	31	0	108	34	3	14	2	16	90	5	342	1,038	0	0
4:10 PM	4:15 PM		45	16	26	2	80	34	6	36	2	27	75	11	360	1,056	0	0
4:15 PM	4:20 PM		55	15	38	2	72	40	5	17	0	22	69	1	336	1,049	2	0
4:20 PM	4:25 PM		46	8	30	3	83	29	4	15	3	22	110	7	360	1,036	1	0
4:25 PM	4:30 PM		47	8	37	3	96	23	3	14	1	15	97	9	353	1,023	0	0
4:30 PM	4:35 PM		53	17	35	0	62	25	5	22	0	32	69	3	323	1,037	1	0
4:35 PM	4:40 PM		48	17	33	6	69	27	8	12	1	39	72	15	347	1,064	0	0
4:40 PM	4:45 PM		40	11	45	2	90	33	7	19	0	18	95	7	367	1,060	3	0
4:45 PM	4:50 PM		41	14	49	3	80	18	8	40	3	22	68	4	350	1,055	1	0
4:50 PM	4:55 PM		51	11	49	5	79	28	5	13	0	23	69	10	343	1,117	0	0
4:55 PM	5:00 PM		36	9	47	0	67	32	7	18	2	33	104	7	362	1,144	4	0
5:00 PM	5:05 PM		52	15	41	0	106	18	7	16	1	27	121	8	412	1,137	0	0
5:05 PM	5:10 PM		51	11	47	4	76	24	7	34	1	27	82	6	370	1,096	1	0
5:10 PM	5:15 PM		66	17	55	1	63	24	2	11	3	30	78	5	355	1,069	0	0
5:15 PM	5:20 PM		54	10	46	0	69	12	4	15	0	31	119	11	371	1,022	0	0
5:20 PM	5:25 PM		50	8	27	1	95	23	4	20	1	23	83	8	343	998	0	0
5:25 PM	5:30 PM		34	9	25	2	70	27	8	26	2	19	83	3	308	1,007	2	0
5:30 PM	5:35 PM		31	6	24	2	86	28	7	22	4	31	95	11	347	1,034	0	0
5:35 PM	5:40 PM		35	6	25	5	101	30	4	25	4	23	86	8	352	1,008	1	0
5:40 PM	5:45 PM		24	4	29	2	103	21	5	23	1	26	90	7	335	951	1	0
5:45 PM	5:50 PM		39	14	33	4	71	16	5	16	1	28	84	10	321	979	1	0
5:50 PM	5:55 PM		37	8	27	2	72	10	1	7	1	32	92	6	295	658	2	0
5:55 PM	6:00 PM		23	12	24	2	127	22	5	24	1	19	100	4	363	363	0	0

Attachment: 2. Site Plan (Lake City Row Overall Concept)

AM PEAK HOUR VOLUMES

INTERSECTION: 2000 West and 620 South

Ped = 3

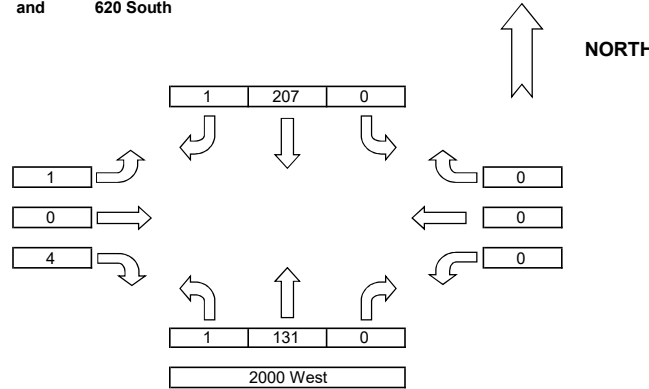
N-S STREET: 2000 West
E-W STREET: 620 South

PK HR VOLUME:	345
PHF:	0.25
PEAK HOUR:	
FROM:	TO:
7:00 AM	8:00 AM

COUNT DATE: August 13, 2019
Day of the Week: Tuesday
NOTES:

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

620 South



AM Traffic

COUNT DATA INPUT:

Name: Julie Name: Julie Name: Julie Name: Julie

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
7:00 AM		7:05 AM	1	42	0	0	0	0	1	0	66	0	0	0	110	345	0	0
7:05 AM		7:10 AM	0	45	0	0	0	3	0	71	1	0	0	120	235	0	1	
7:10 AM		7:15 AM	0	44	0	1	0	0	0	70	0	0	0	115	115	0	2	
7:15 AM		7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM		7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM		7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM		7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:40 AM		7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:50 AM		7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:55 AM		8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM		8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:05 AM		8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:10 AM		8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM		8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:20 AM		8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:25 AM		8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM		8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:35 AM		8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:40 AM		8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM		8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:50 AM		8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:55 AM		9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Attachment: 2. Site Plan (Lake City Row Overall Concept)

PM PEAK HOUR VOLUMES

INTERSECTION: 2000 West and 620 South

Ped =0

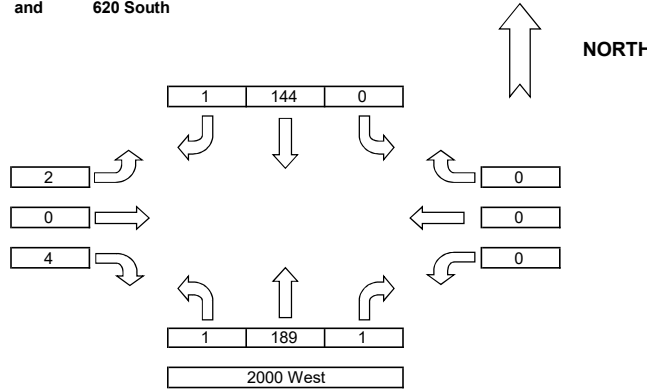
N-S STREET: 2000 West
E-W STREET: 620 South

PK HR VOLUME:	342
PHF:	0.25
PEAK HOUR:	
FROM:	TO:
4:00 PM	5:00 PM

COUNT DATE: August 13, 2019
Day of the Week: Tuesday
NOTES:

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

620 South



PM Traffic

COUNT DATA INPUT:

Name: Julie Name: Julie Name: Julie Name: Julie

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM		4:05 PM	1	49	0	1	0	1	0	50	1	0	0	0	103	342	0	0
4:05 PM		4:10 PM	0	81	0	1	0	1	0	50	0	0	0	133	239	0	0	
4:10 PM		4:15 PM	0	59	1	0	0	2	0	44	0	0	0	106	106	0	0	
4:15 PM		4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:20 PM		4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:25 PM		4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM		4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM		4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:40 PM		4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM		4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:50 PM		4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:55 PM		5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM		5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:05 PM		5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 PM		5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM		5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:20 PM		5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:25 PM		5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM		5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:35 PM		5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:40 PM		5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM		5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:50 PM		5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:55 PM		6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Attachment: 2. Site Plan (Lake City Row Overall Concept)

AM PEAK HOUR VOLUMES

INTERSECTION: 2000 West and State Street

Ped = 5

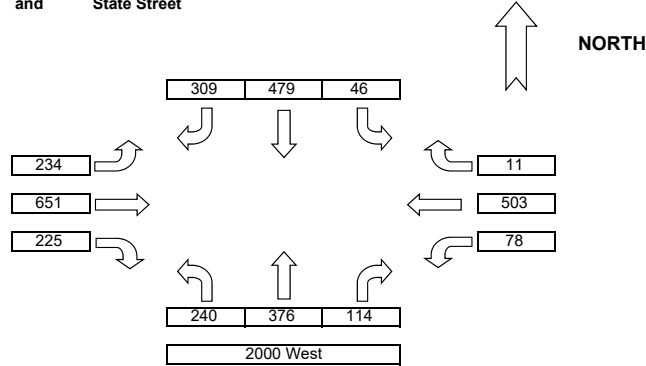
N-S STREET: 2000 West
E-W STREET: State Street

PK HR VOLUME:	3,266
PHF:	0.94
PEAK HOUR:	
FROM:	TO:
8:00 AM	9:00 AM

COUNT DATE: August 7, 2019
Day of the Week: Wednesday
NOTES:

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

State Street



AM Traffic

COUNT DATA INPUT:

Name: Lori Name: Tina Name: Tina Name: Lori

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
7:00 AM	7:05 AM		7	16	3	5	34	9	3	33		3	29	0	142	409	0	0
7:05 AM	7:10 AM		9	13	4	9	27	16	1	22	11	1	17	0	130	436	2	0
7:10 AM	7:15 AM		6	12	1	11	38	4	2	19	18	2	24	0	137	486	0	0
7:15 AM	7:20 AM		15	25	5	7	36	16	4	31	11	1	17	1	169	548	0	0
7:20 AM	7:25 AM		10	20	4	12	42	10	8	33	12	4	24	1	180	578	0	0
7:25 AM	7:30 AM		17	31	4	14	42	14	5	28	13	1	30	0	199	629	0	0
7:30 AM	7:35 AM		11	17	7	15	48	19	5	33	12	8	23	1	199	679	0	0
7:35 AM	7:40 AM		19	31	7	11	45	16	6	37	16	9	33	1	231	770	1	0
7:40 AM	7:45 AM		18	32	11	20	64	6	3	38	19	6	32	0	249	810	0	0
7:45 AM	7:50 AM		29	46	4	15	62	14	5	37	24	4	49	1	290	830	0	0
7:50 AM	7:55 AM		21	27	14	18	35	21	4	51	17	3	59	1	271	797	0	0
7:55 AM	8:00 AM		21	32	15	16	51	15	3	48	18	6	42	2	269	779	0	0
8:00 AM	8:05 AM		22	32	10	16	54	21	0	25	19	7	50	1	257	783	0	0
8:05 AM	8:10 AM		19	24	13	16	56	16	1	38	27	5	38	0	253	783	1	0
8:10 AM	8:15 AM		13	30	14	22	49	22	5	47	28	7	36	0	273	800	0	0
8:15 AM	8:20 AM		22	29	7	19	65	19	7	24	13	8	44	0	257	810	0	0
8:20 AM	8:25 AM		28	33	6	19	64	17	2	40	18	4	37	2	270	821	0	0
8:25 AM	8:30 AM		15	28	8	30	56	27	3	35	27	11	42	1	283	816	0	0
8:30 AM	8:35 AM		24	31	6	13	55	17	11	43	27	4	37	0	268	805	0	0
8:35 AM	8:40 AM		15	26	11	26	51	19	1	53	26	3	34	0	265	809	1	0
8:40 AM	8:45 AM		26	38	12	10	47	15	3	32	29	8	52	0	272	838	0	0
8:45 AM	8:50 AM		21	32	7	17	51	19	2	51	31	8	31	2	272	868	0	0
8:50 AM	8:55 AM		17	39	9	23	50	12	4	49	35	4	48	4	294	596	0	0
8:55 AM	9:00 AM		18	34	11	23	53	21	7	42	29	9	54	1	302	302	1	0

Attachment: 2. Site Plan (Lake City Row Overall Concept)

PM PEAK HOUR VOLUMES

Ped =15

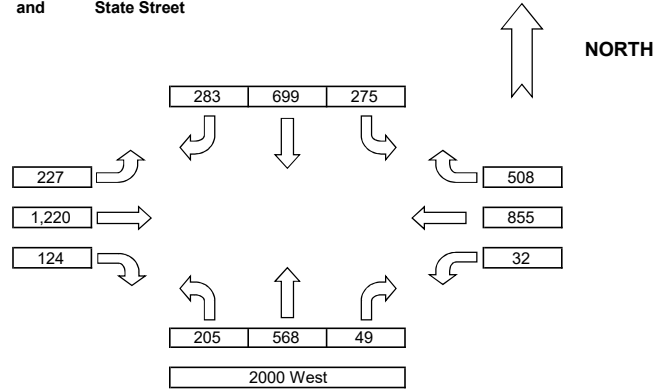
INTERSECTION: 2000 West and State Street

PK HR VOLUME:	5,045
PHF:	0.95
PEAK HOUR:	
FROM:	TO:
4:55 PM	5:55 PM

N-S STREET: 2000 West
E-W STREET: State Street

COUNT DATE: July 31, 2019
Day of the Week: Wednesday
NOTES:

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



PM Traffic

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

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM		4:05 PM	7	24	9	14	69	6	25	50	9	0	0	0	213	875	0	1
4:05 PM		4:10 PM	10	64	2	28	58	14	23	52	8	4	25	18	306	964	0	1
4:10 PM		4:15 PM	9	35	3	38	90	10	18	57	15	6	57	18	356	1,087	1	2
4:15 PM		4:20 PM	13	29	4	18	71	10	16	42	17	9	44	29	302	1,071	0	3
4:20 PM		4:25 PM	16	46	4	15	101	8	27	67	17	2	87	39	429	1,117	1	1
4:25 PM		4:30 PM	11	47	2	25	72	3	19	31	37	4	53	36	340	1,074	0	0
4:30 PM		4:35 PM	6	43	1	24	93	9	12	62	9	4	49	36	348	1,120	0	0
4:35 PM		4:40 PM	12	26	0	24	91	8	31	59	26	1	74	34	386	1,155	0	0
4:40 PM		4:45 PM	8	51	1	27	81	5	26	75	23	2	58	29	386	1,142	3	6
4:45 PM		4:50 PM	22	54	5	26	111	3	16	44	20	1	54	27	383	1,199	0	2
4:50 PM		4:55 PM	18	32	6	13	126	6	19	42	20	3	54	34	373	1,265	0	1
4:55 PM		5:00 PM	12	38	2	27	94	10	27	58	29	1	101	44	443	1,326	0	0
5:00 PM		5:05 PM	20	66	3	19	97	9	19	88	26	5	58	39	449	1,274	1	1
5:05 PM		5:10 PM	20	60	2	19	127	11	20	65	23	0	57	30	434	1,243	0	1
5:10 PM		5:15 PM	16	22	4	21	95	9	27	51	25	2	73	46	391	1,221	0	0
5:15 PM		5:20 PM	19	48	2	14	99	8	30	62	23	5	74	34	418	1,191	0	0
5:20 PM		5:25 PM	17	64	4	22	113	10	18	47	24	3	63	27	412	1,217	0	0
5:25 PM		5:30 PM	13	38	7	16	106	19	14	43	10	2	56	37	361	1,268	0	0
5:30 PM		5:35 PM	25	46	6	17	107	7	22	49	23	2	92	48	444	1,319	0	0
5:35 PM		5:40 PM	14	69	4	21	82	11	34	70	28	5	66	59	463	1,275	4	3
5:40 PM		5:45 PM	23	41	8	17	108	10	19	52	29	2	59	44	412	1,230	0	0
5:45 PM		5:50 PM	13	34	3	14	106	9	22	53	19	3	72	52	400	1,164	0	0
5:50 PM		5:55 PM	13	42	4	20	86	11	23	61	24	2	84	48	418	1,274	3	2
5:55 PM		6:00 PM	12	52	4	16	55	6	26	33	17	4	73	48	346	1,274	0	0

Attachment: 2. Site Plan (Lake City Row Overall Concept)

ArcGIS UDOT Access Category Identification Map

Details

Basemap

Share

Print

Measure

Find address or place

Legend

UDOT Access Category Identification

UDOT Access Category Identification

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

[Trust Center](#)
[Legal](#)
[Contact Esri](#)
[Report Abuse](#)



UDOT - GIS | City of American Fork, County of Utah, Utah AGRC, Esri, HERE,

Attachment: 2. Site Plan (Lake City Row Overall Concept)

ArcGIS ▾ UDOT Access Category Identification Map

Details

Basemap

Share

Print

Measure

Find address or place



Attachment: 2. Site Plan (Lake City Row Overall Concept)



Signal

Signal Selection

Signal ID

6026 US-89 (State) @ 500 East (American Fork)

Signal List

Signal Map

Region

Metric Type

Chart Selection

Metrics List

- Purdue Phase Termination
- Split Monitor
- Pedestrian Delay
- Preemption Details
- Timing And Actuation

Split Monitor Options

Y-axis Max

Percentile Split

- Show Plans
- Show Ped Activity
- Show Average Split
- Show % Max Out/ForceOff
- Show Percent GapOuts
- Show Percent Skip

Date Selection

Start Date

End Date

Reset Date

« August 2019 »

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

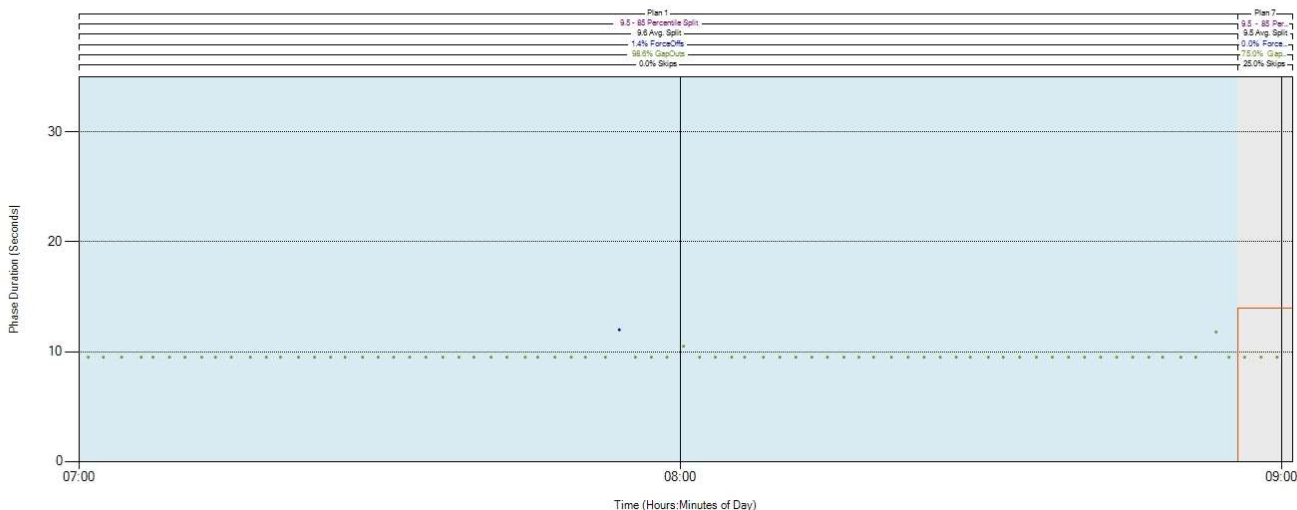
Chart Legend

- Programmed Split
- Gap Out
- Max Out
- Force Off
- Unknown Termination Cause
- Ped Activity

Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
 Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 1

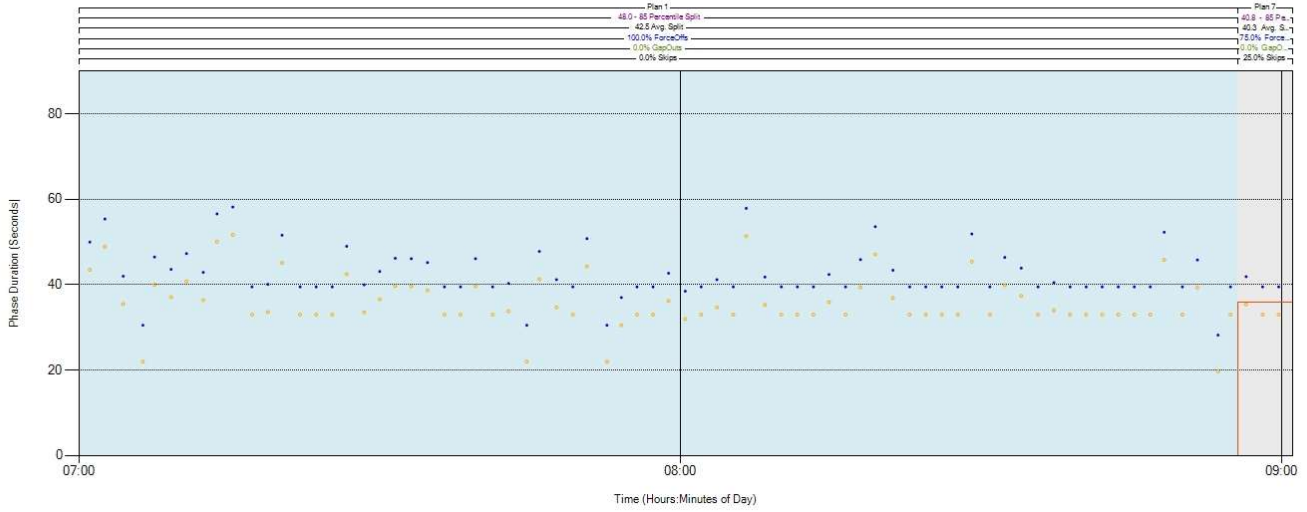


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

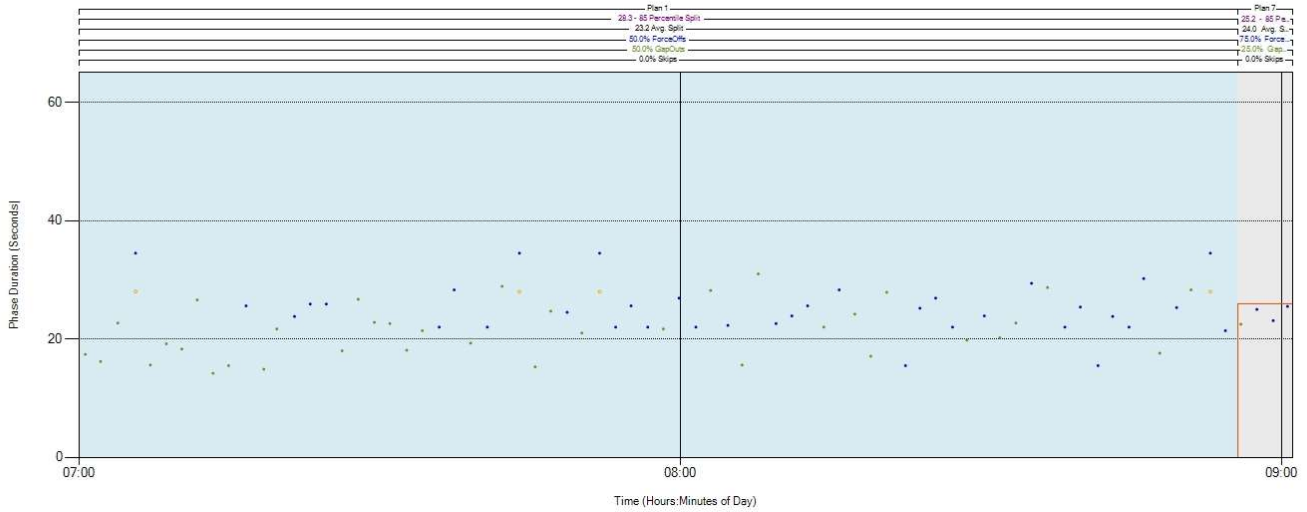
Phase 2



Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 4

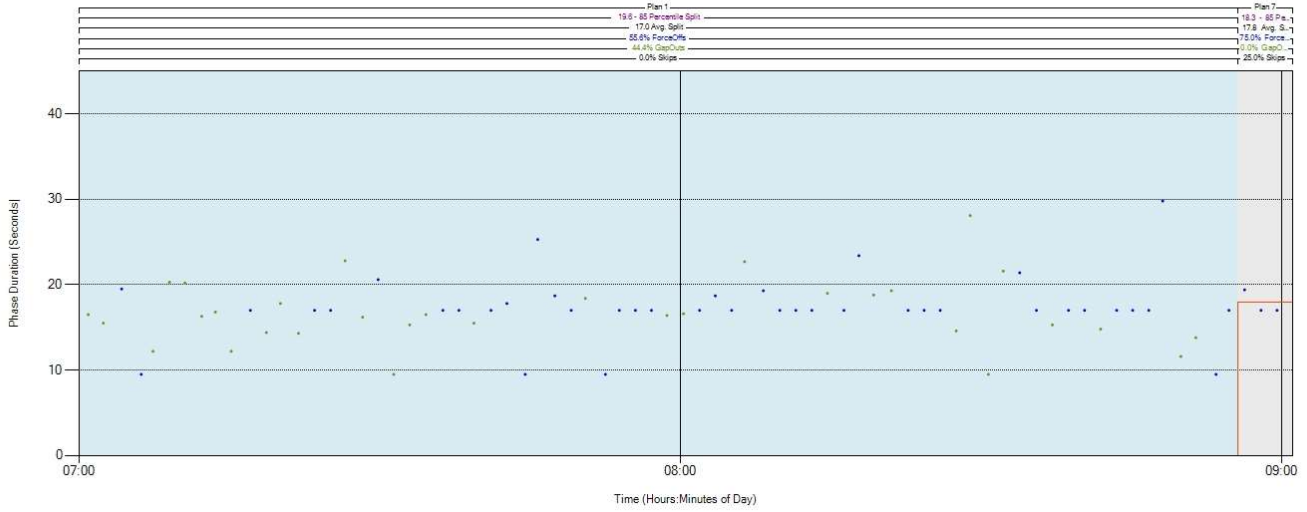


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

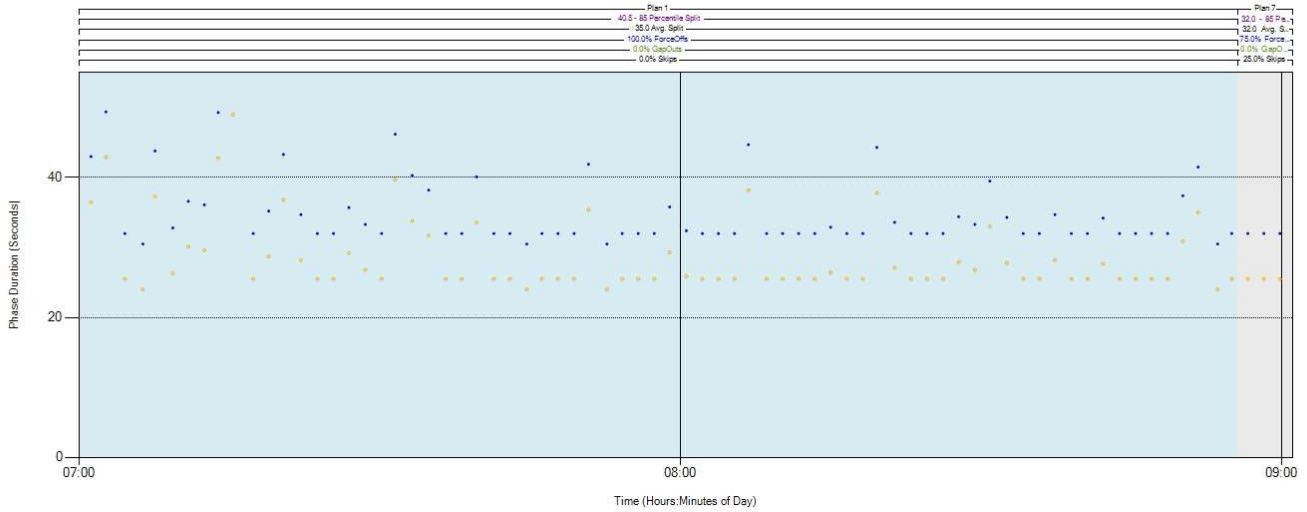
Phase 5



Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 6

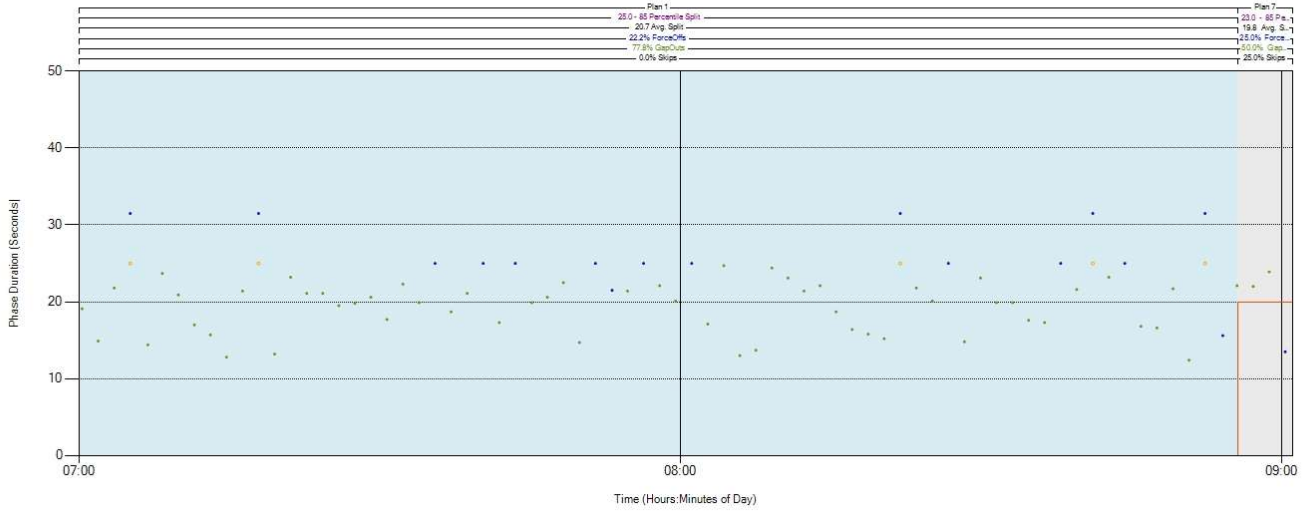


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 8



Automated Traffic Signal Performance Measures Ver 4.2.2

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Signal

Signal Selection

Signal ID

6026 US-89 (State) @ 500 East (American Fork)

Signal List

Signal Map

Region --Select Region--

Metric Type --Select a Metric--

Chart Selection

Metrics List

- Purdue Phase Termination
- Split Monitor
- Pedestrian Delay
- Preemption Details
- Timing And Actuation

Split Monitor Options

Y-axis Max

Auto

Percentile Split

85

- Show Plans
- Show Ped Activity
- Show Average Split
- Show % Max Out/ForceOff
- Show Percent GapOuts
- Show Percent Skip

Date Selection

Start Date 08/07/2019 4:00 PM

End Date 08/07/2019 6:00 PM

Reset Date

August 2019

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

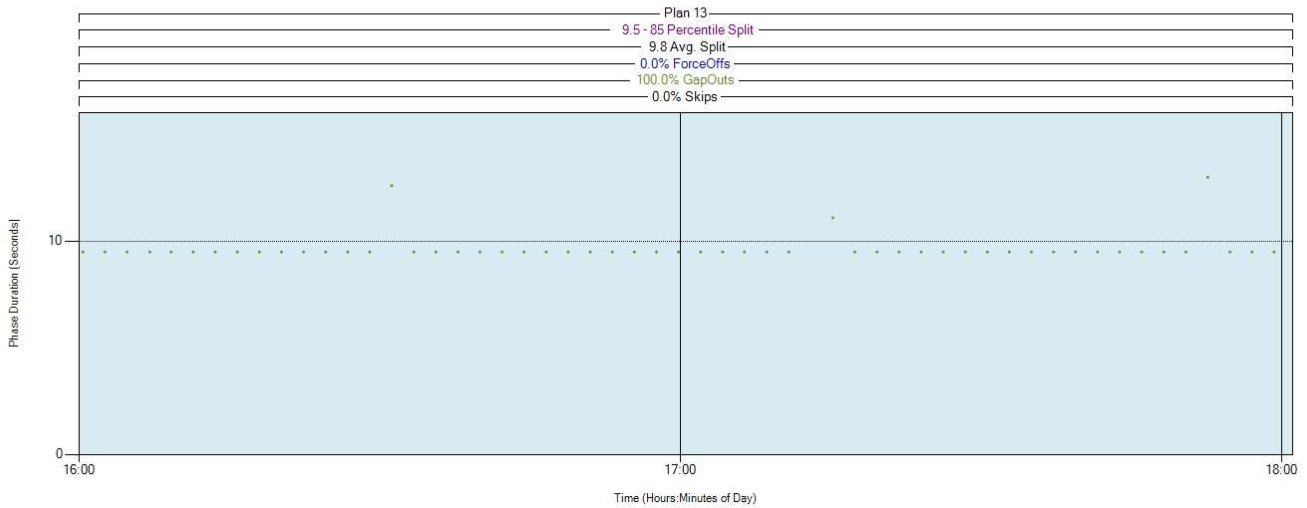
Chart Legend

- Programmed Split
- Gap Out
- Max Out
- Force Off
- Unknown Termination Cause
- Ped Activity

Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
 Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 1



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

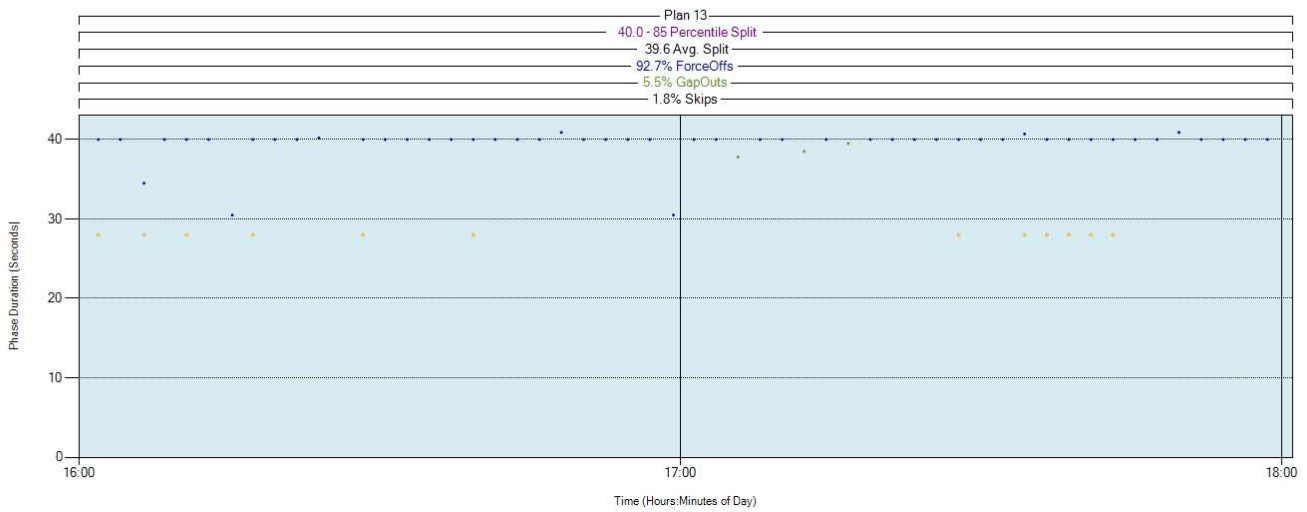
Phase 2



Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 4

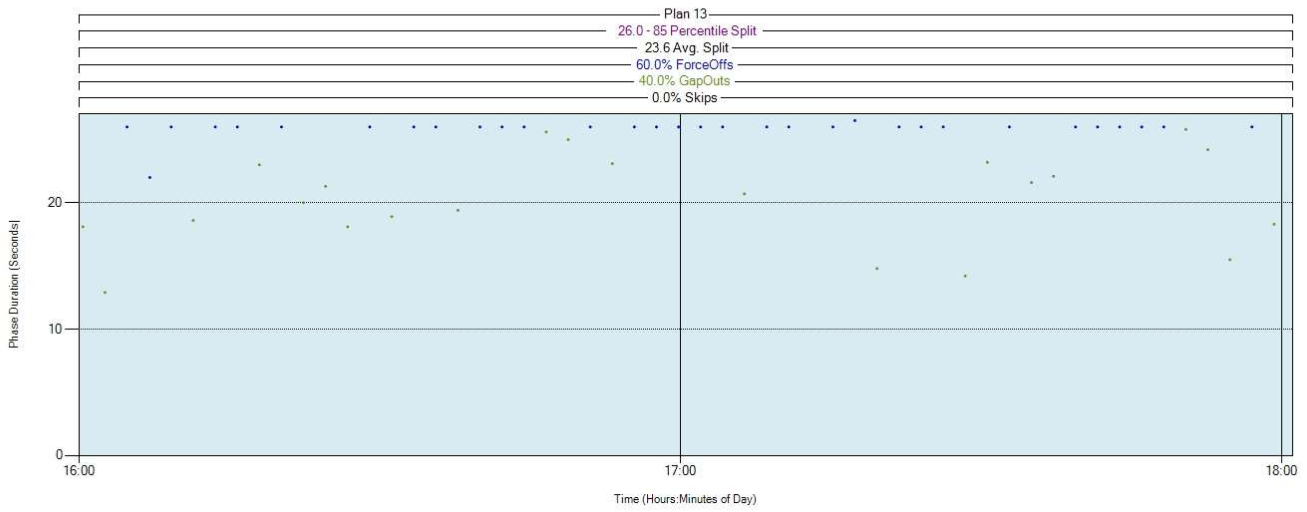


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

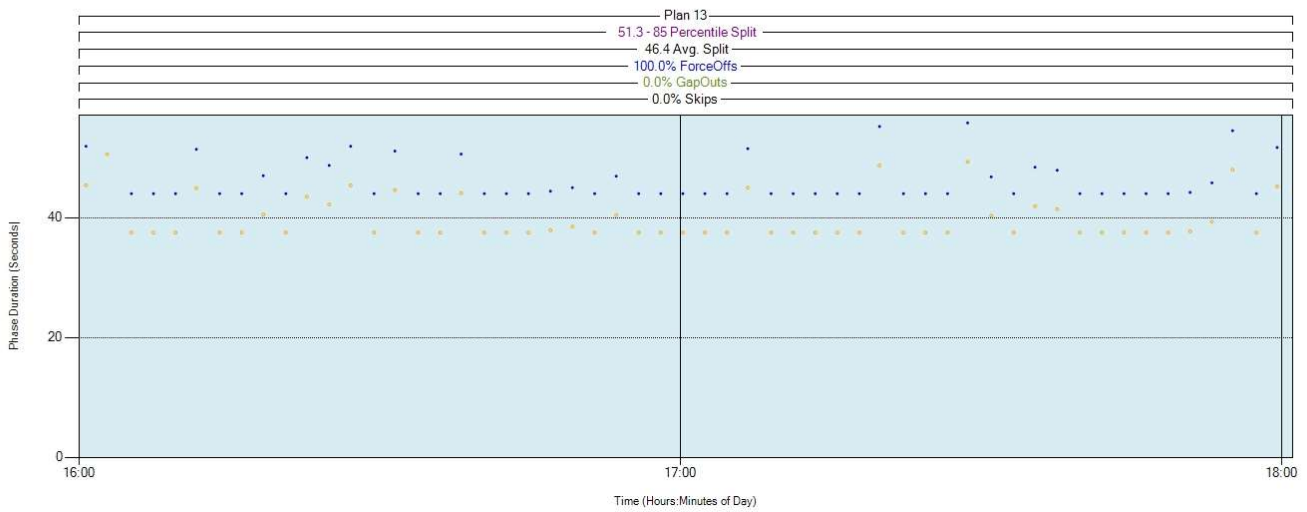
Phase 5



Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 6

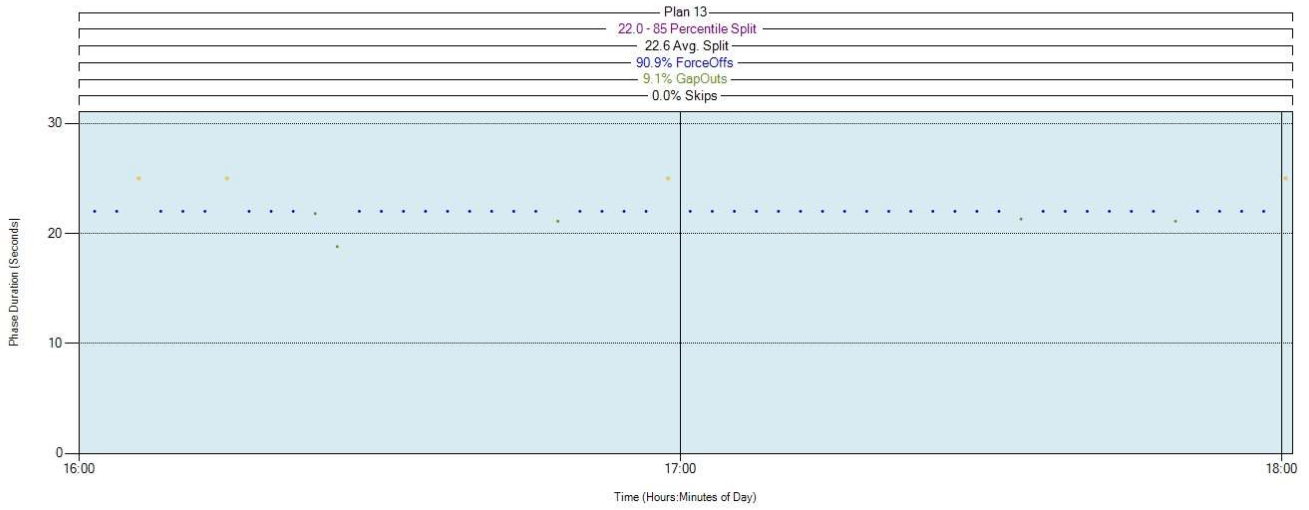


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 (State) @ 500 East (American Fork) - SIG#6026
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 8



Automated Traffic Signal Performance Measures Ver 4.2.2

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Signal

Signal Selection

Signal ID

6028

Select

US-89 @ 1100 East (AF) 2000 W (PG)

Signal List

Signal Map

Region

--Select Region--

Metric Type

--Select a Metric--

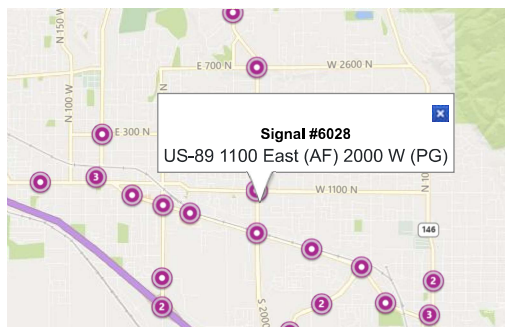


Chart Selection

Metrics List

- Purdue Phase Termination
- Split Monitor
- Pedestrian Delay
- Preemption Details
- Purdue Coordination Diagram
- Approach Volume
- Approach Delay
- Arrivals On Red
- Approach Speed
- Timing And Actuation

Split Monitor Options

Y-axis Max

Auto

Percentile Split

85

- Show Plans
- Show Ped Activity
- Show Average Split
- Show % Max Out/ForceOff
- Show Percent GapOuts
- Show Percent Skip

Date Selection

Start Date

08/07/2019

7:00

AM

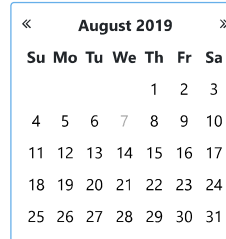
End Date

08/07/2019

9:00

AM

Reset Date



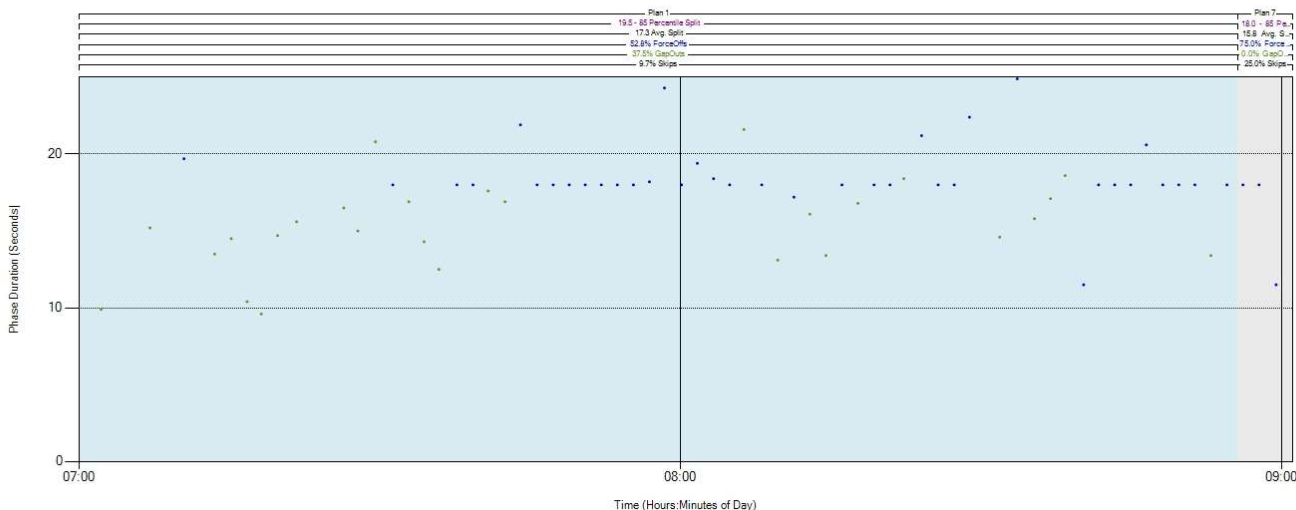
Create Chart



Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 1

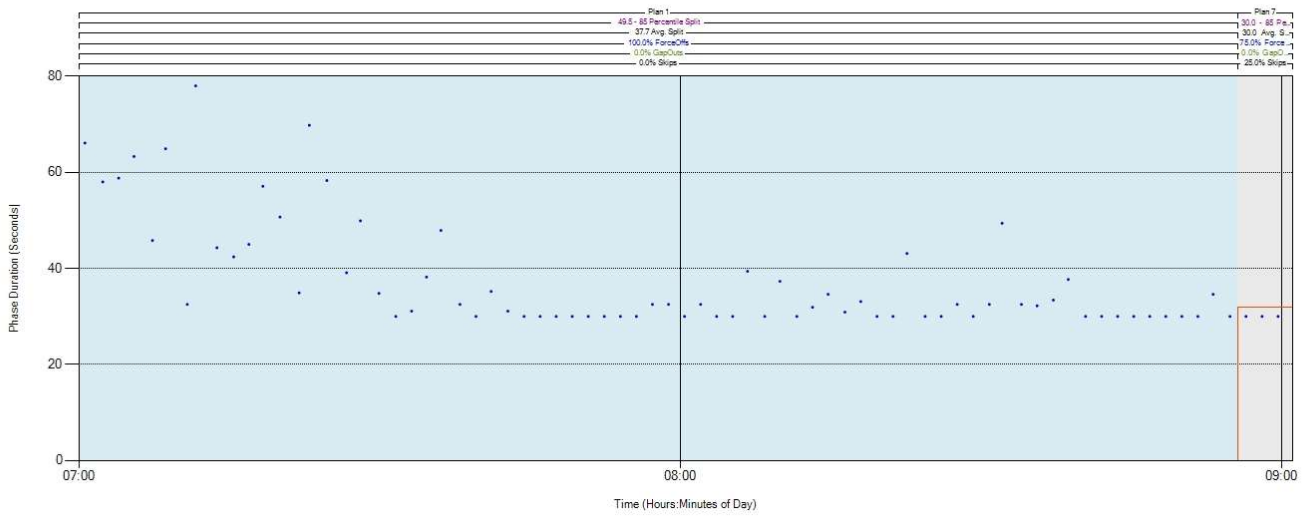


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

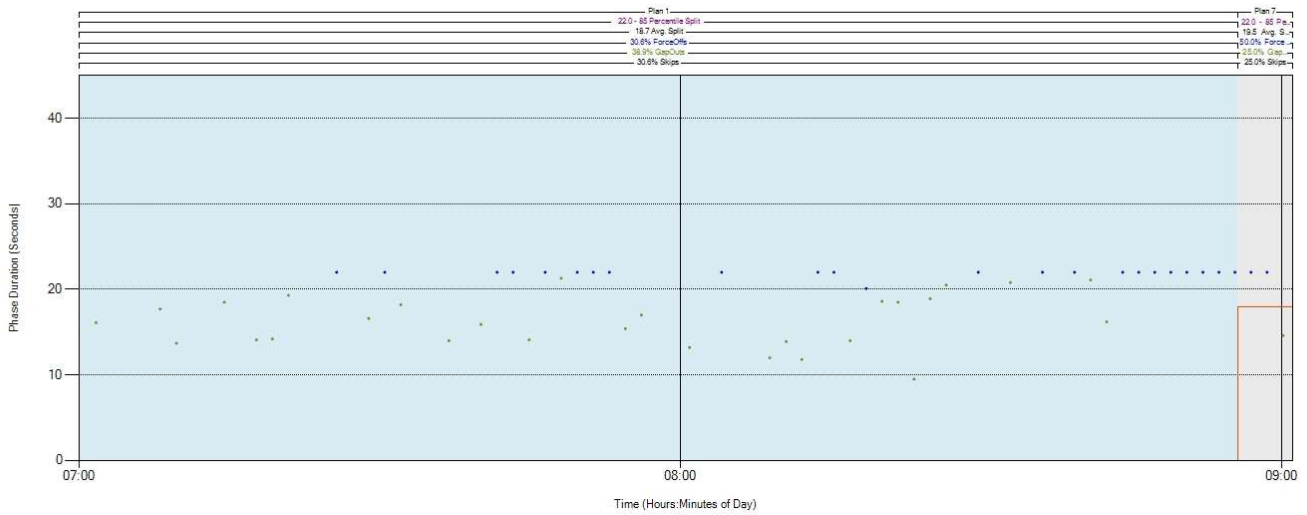
Phase 2



Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 3

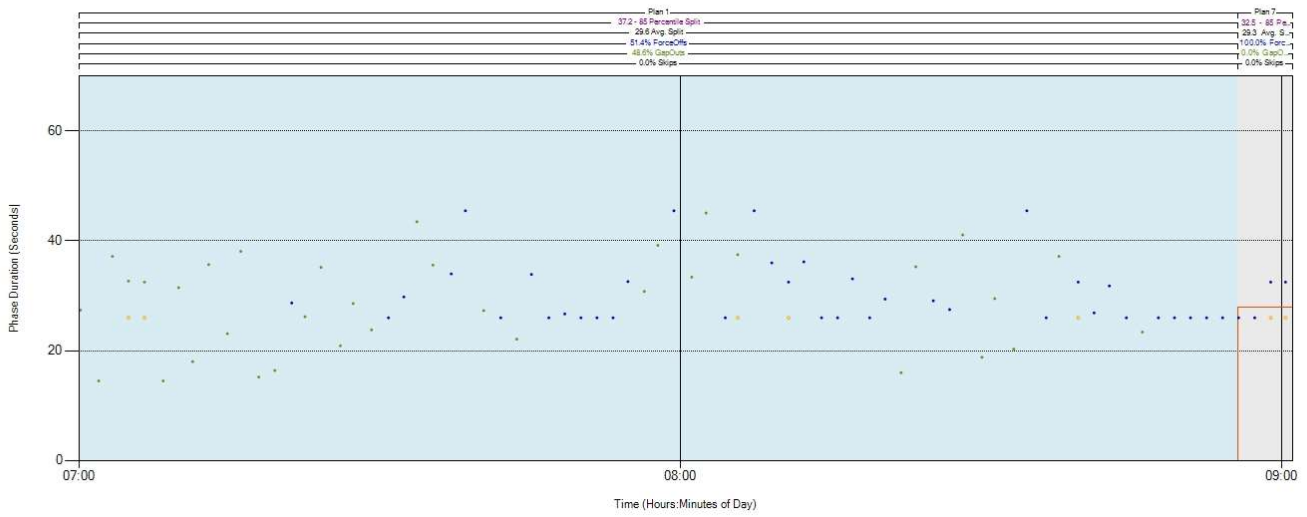


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

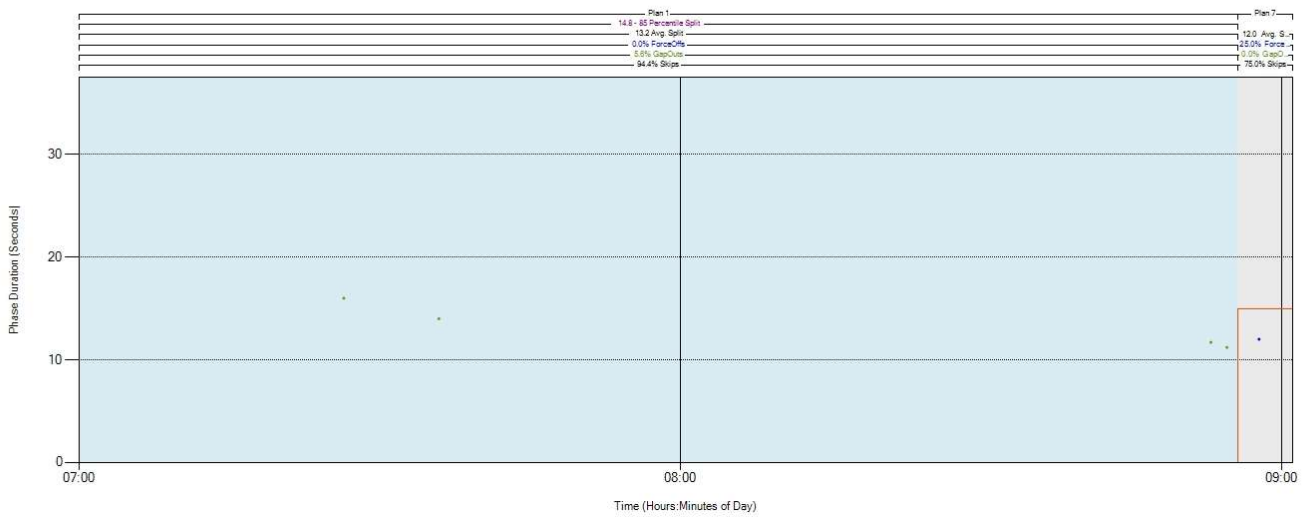
Phase 4



Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 5

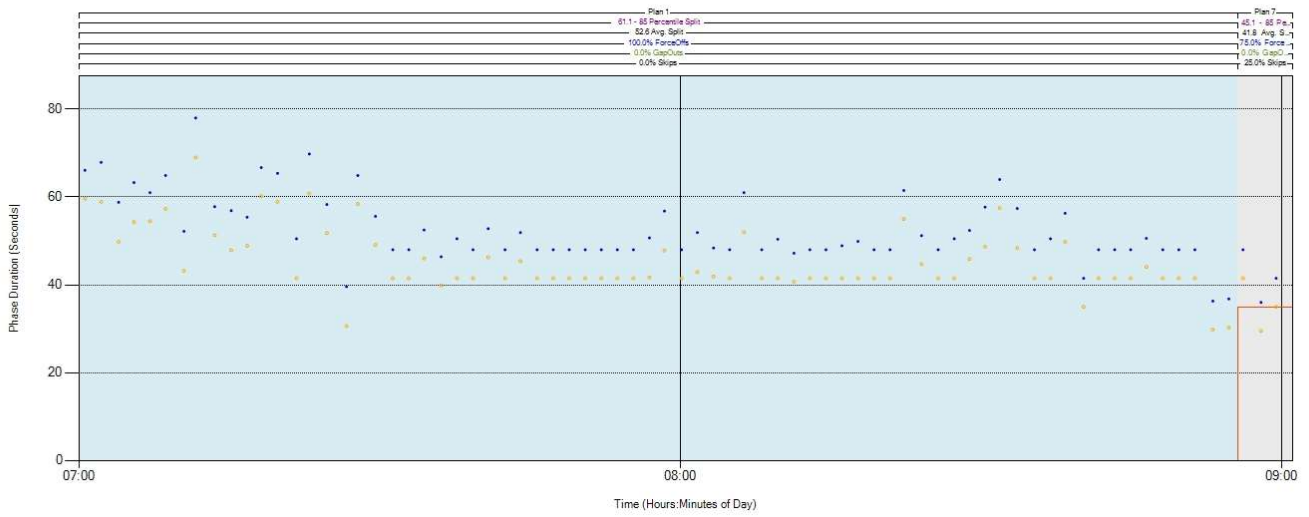


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

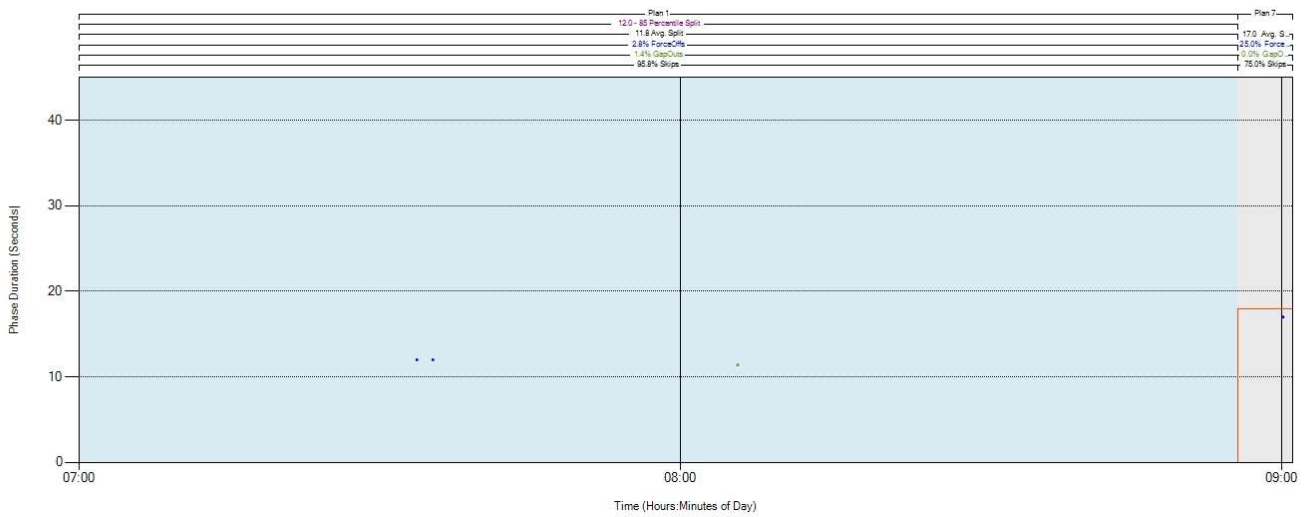
Phase 6



Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 7

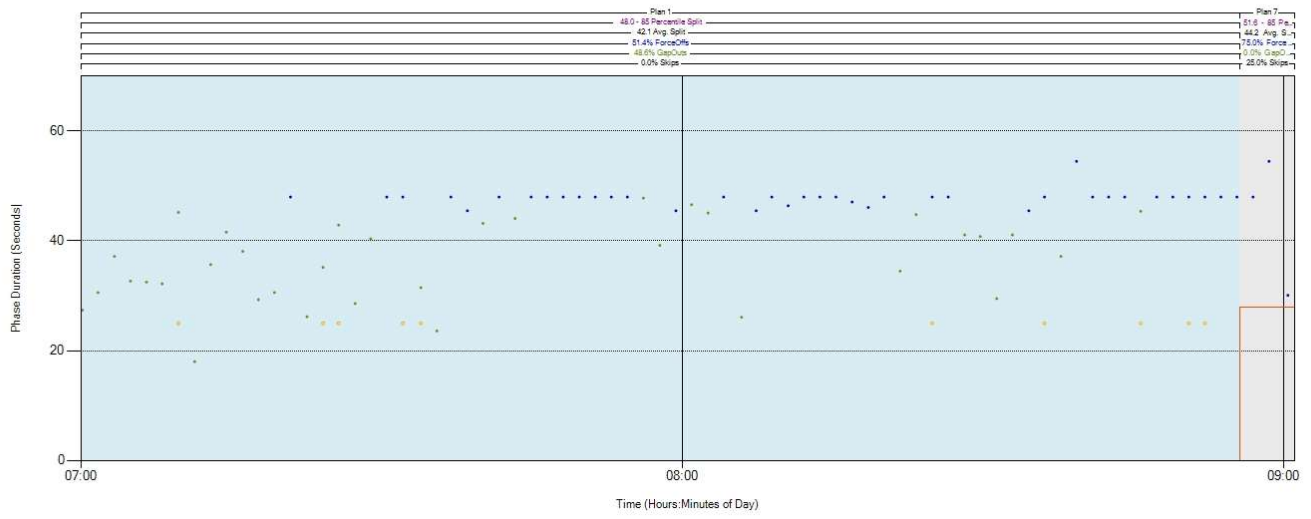


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 7:00 AM - Wednesday, August 07, 2019 9:01 AM

Phase 8



Automated Traffic Signal Performance Measures Ver 4.2.2

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Signal

Signal Selection

Signal ID

6028

Select

US-89 @ 1100 East (AF) 2000 W (PG)

Signal List

Signal Map

Region

--Select Region--

Metric Type

--Select a Metric--

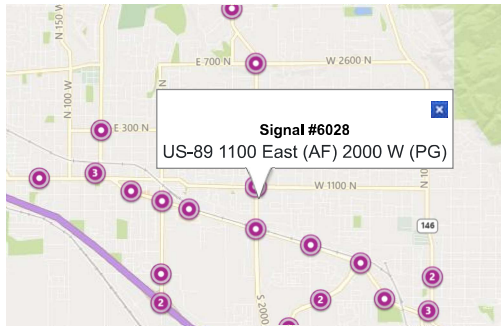


Chart Selection

Metrics List

- Purdue Phase Termination
- Split Monitor
- Pedestrian Delay
- Preemption Details
- Purdue Coordination Diagram
- Approach Volume
- Approach Delay
- Arrivals On Red
- Approach Speed
- Timing And Actuation

Split Monitor Options

Y-axis Max

Auto

Percentile Split

85

- Show Plans
- Show Ped Activity
- Show Average Split
- Show % Max Out/ForceOff
- Show Percent GapOuts
- Show Percent Skip

Date Selection

Start Date

08/07/2019

4:00

PM

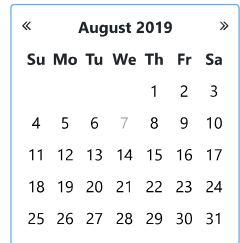
End Date

08/07/2019

6:00

PM

Reset Date



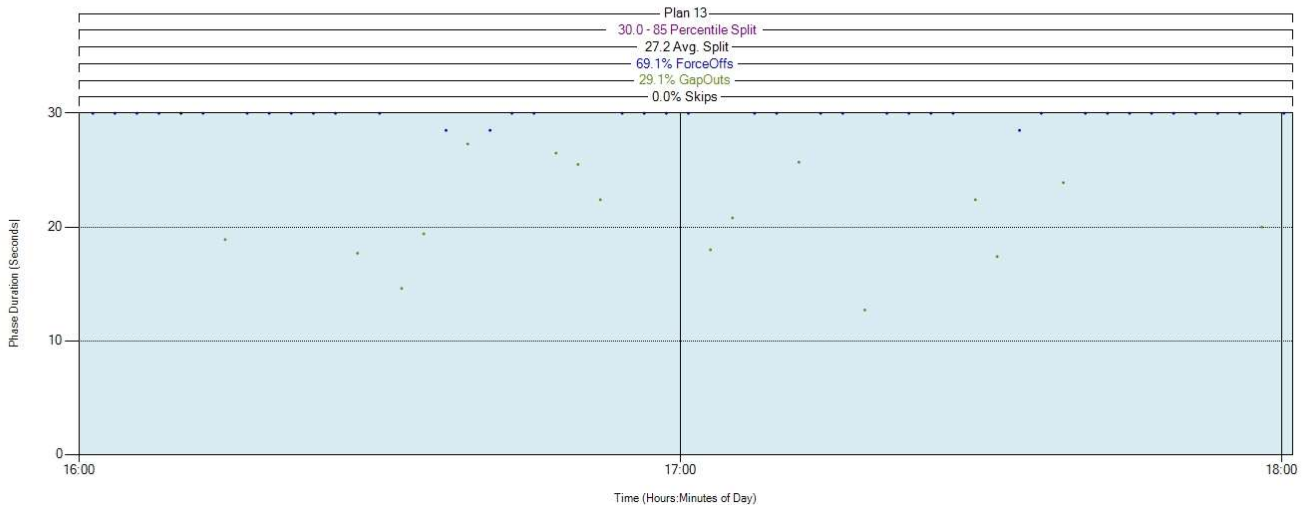
Create Chart



Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
 Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 1



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

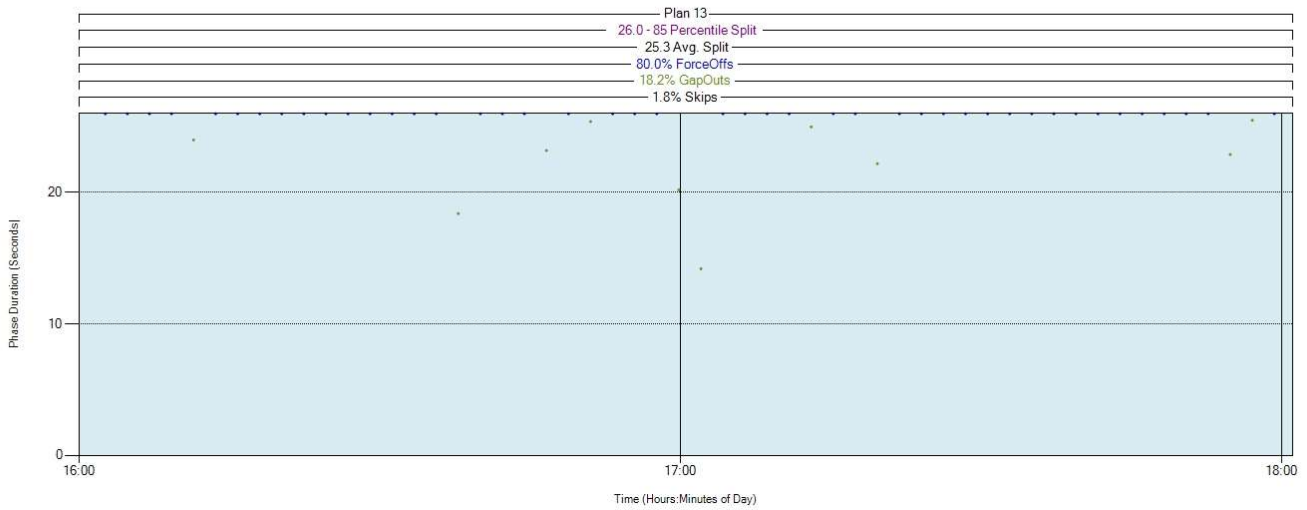
Phase 2



Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 3

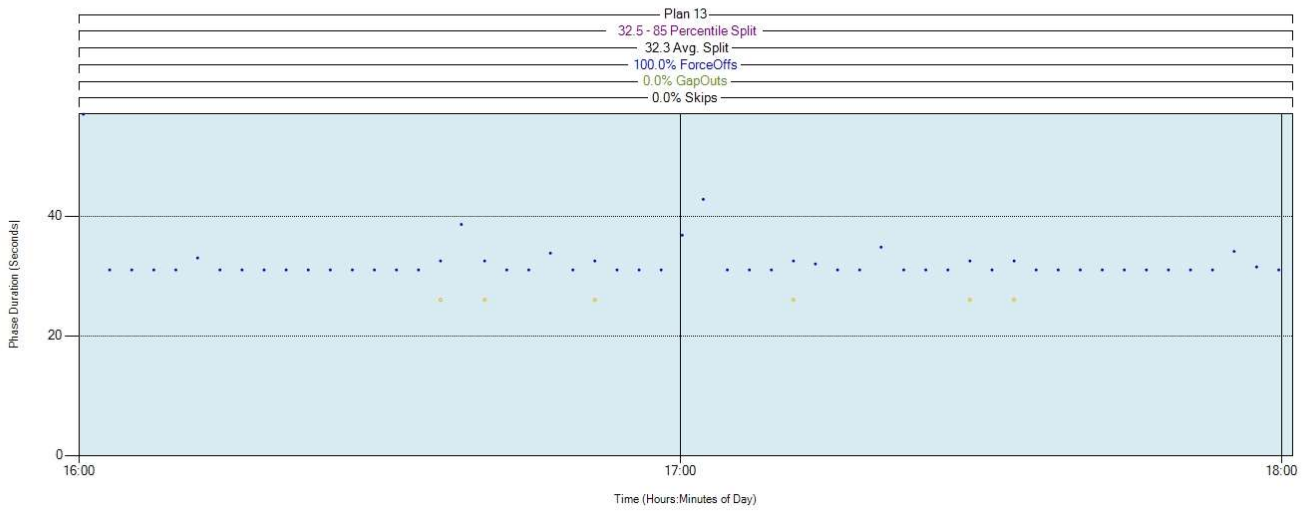


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

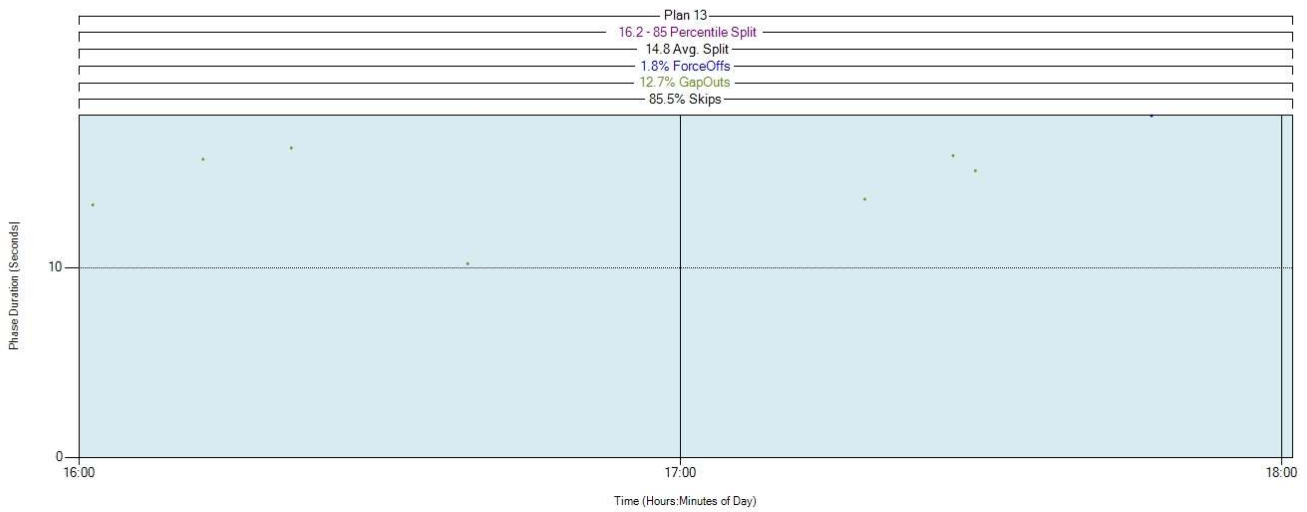
Phase 4



Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 5

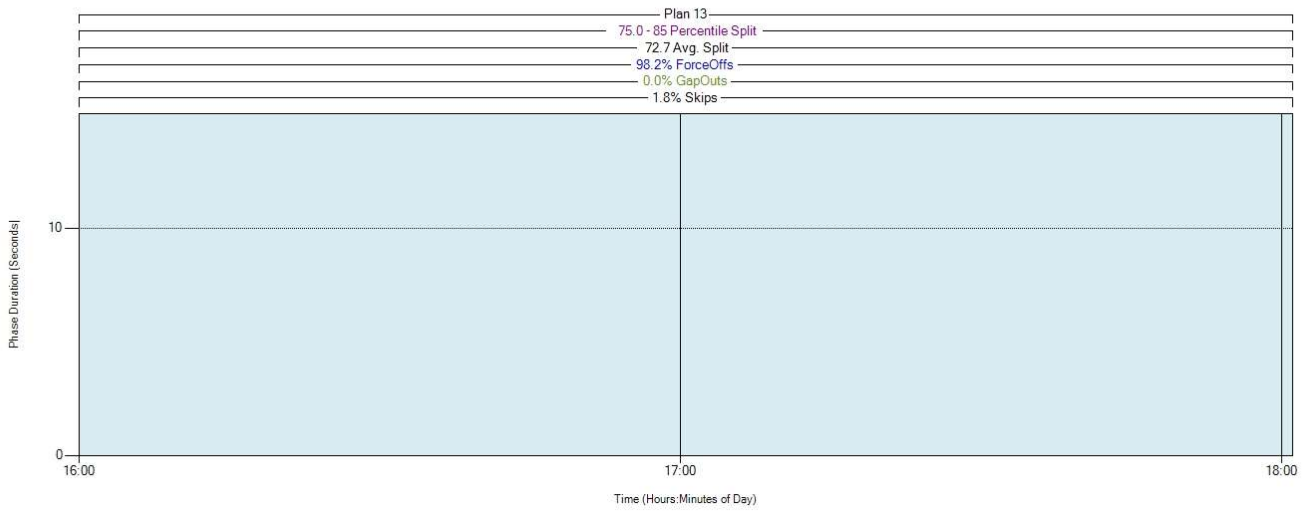


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

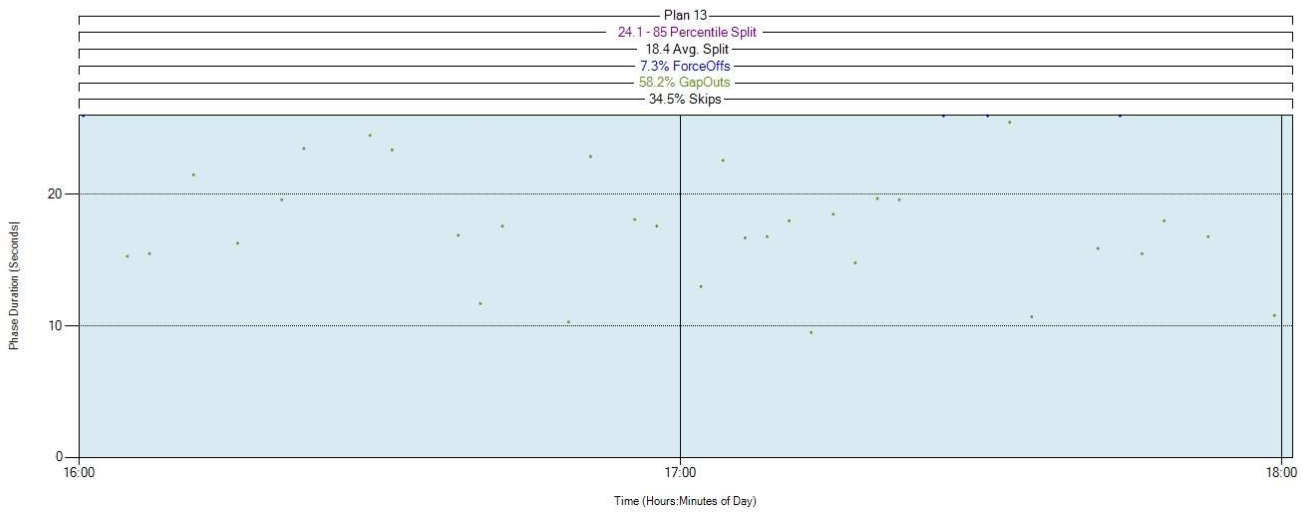
Phase 6



Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 7

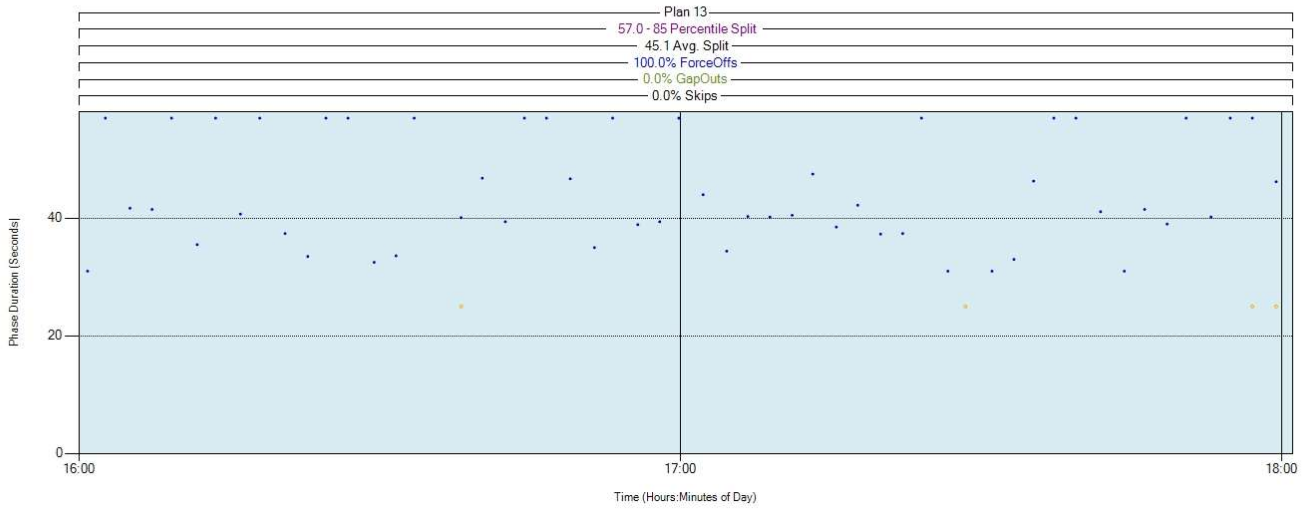


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Split Monitor

US-89 @ 1100 East (AF) 2000 W (PG) - SIG#6028
Wednesday, August 07, 2019 4:00 PM - Wednesday, August 07, 2019 6:01 PM

Phase 8



Automated Traffic Signal Performance Measures Ver 4.2.2

Attachment: 2. Site Plan (Lake City Row Overall Concept)



Appendix B Intersection Analyses

Timings

1: 500 East & State Street

08/26/2019

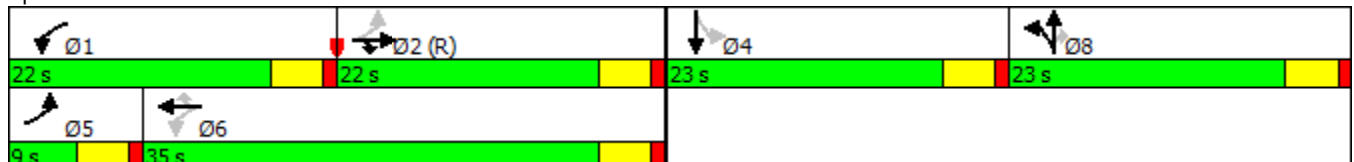


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘		↕
Traffic Volume (vph)	15	670	410	394	520	40	345	81	381	35	215
Future Volume (vph)	15	670	410	394	520	40	345	81	381	35	215
Turn Type	pm+pt	NA	Prot	pm+pt	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	2	2	1	6		8	8			4
Permitted Phases	2			6		6			8	4	
Detector Phase	5	2	2	1	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.0	22.0	22.0	22.0	35.0	35.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	10.0%	24.4%	24.4%	24.4%	38.9%	38.9%	25.6%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	22.0	17.5	17.5	39.5	35.9	35.9	18.5	18.5	18.5		18.5
Actuated g/C Ratio	0.24	0.19	0.19	0.44	0.40	0.40	0.21	0.21	0.21		0.21
v/c Ratio	0.06	1.06	0.67	1.00	0.40	0.06	0.66	0.66	0.63		0.71
Control Delay	16.7	87.2	8.9	62.2	14.6	0.7	59.9	59.8	27.9		43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	16.7	87.2	8.9	62.2	14.6	0.7	59.9	59.8	27.9		43.8
LOS	B	F	A	E	B	A	E	E	C		D
Approach Delay		56.9			33.7			44.7			43.8
Approach LOS		E			C			D			D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 45.5
 Intersection LOS: D
 Intersection Capacity Utilization 74.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: 500 East & State Street



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

1: 500 East & State Street

08/26/2019

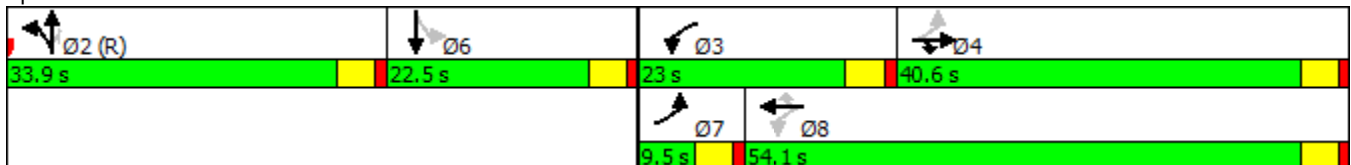


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘		↕
Traffic Volume (vph)	27	990	293	319	932	92	585	148	514	67	229
Future Volume (vph)	27	990	293	319	932	92	585	148	514	67	229
Turn Type	pm+pt	NA	Prot	pm+pt	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	7	4	4	3	8		2	2			6
Permitted Phases	4			8		8			2	6	
Detector Phase	7	4	4	3	8	8	2	2	2	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	40.6	40.6	23.0	54.1	54.1	33.9	33.9	33.9	22.5	22.5
Total Split (%)	7.9%	33.8%	33.8%	19.2%	45.1%	45.1%	28.3%	28.3%	28.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	41.1	36.1	36.1	59.1	53.4	53.4	29.4	29.4	29.4		18.0
Actuated g/C Ratio	0.34	0.30	0.30	0.49	0.44	0.44	0.24	0.24	0.24		0.15
v/c Ratio	0.14	0.99	0.51	1.02	0.63	0.13	0.94	0.94	0.81		0.81
Control Delay	18.9	67.2	16.0	65.7	19.7	3.2	76.7	75.6	32.1		64.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	18.9	67.2	16.0	65.7	19.7	3.2	76.7	75.6	32.1		64.8
LOS	B	E	B	E	B	A	E	E	C		E
Approach Delay		54.8			29.5			58.0			64.8
Approach LOS		D			C			E			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 48.4
 Intersection LOS: D
 Intersection Capacity Utilization 88.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: 500 East & State Street



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

1: 500 East & State Street

08/26/2019

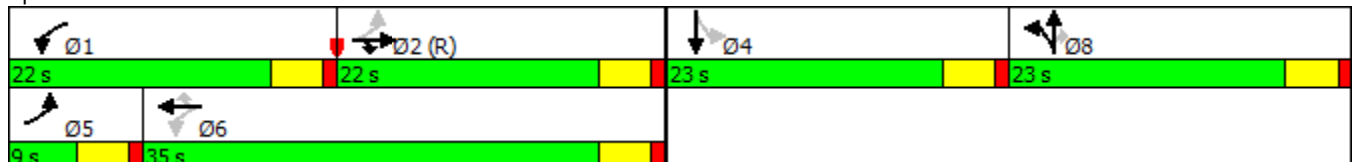


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘		↗
Traffic Volume (vph)	15	679	491	409	533	40	463	81	402	35	215
Future Volume (vph)	15	679	491	409	533	40	463	81	402	35	215
Turn Type	pm+pt	NA	Prot	pm+pt	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	2	2	1	6		8	8			4
Permitted Phases	2			6		6			8	4	
Detector Phase	5	2	2	1	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.0	22.0	22.0	22.0	35.0	35.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	10.0%	24.4%	24.4%	24.4%	38.9%	38.9%	25.6%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	22.0	17.5	17.5	39.5	35.9	35.9	18.5	18.5	18.5		18.5
Actuated g/C Ratio	0.24	0.19	0.19	0.44	0.40	0.40	0.21	0.21	0.21		0.21
v/c Ratio	0.07	1.07	0.74	1.04	0.41	0.06	0.85	0.85	0.65		0.71
Control Delay	16.7	91.6	10.6	72.8	14.5	0.6	68.3	68.6	24.4		43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	16.7	91.6	10.6	72.8	14.5	0.6	68.3	68.6	24.4		43.8
LOS	B	F	B	E	B	A	E	E	C		D
Approach Delay		57.1			38.3			49.7			43.8
Approach LOS		E			D			D			D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 48.5
 Intersection LOS: D
 Intersection Capacity Utilization 78.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: 500 East & State Street



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

1: 500 East & State Street

08/26/2019

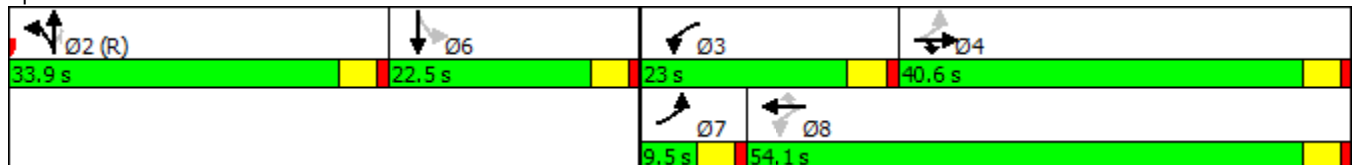


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘		↕
Traffic Volume (vph)	27	1006	532	343	945	92	698	148	533	67	229
Future Volume (vph)	27	1006	532	343	945	92	698	148	533	67	229
Turn Type	pm+pt	NA	Prot	pm+pt	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	7	4	4	3	8		2	2			6
Permitted Phases	4			8		8			2	6	
Detector Phase	7	4	4	3	8	8	2	2	2	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	40.6	40.6	23.0	54.1	54.1	33.9	33.9	33.9	22.5	22.5
Total Split (%)	7.9%	33.8%	33.8%	19.2%	45.1%	45.1%	28.3%	28.3%	28.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	41.1	36.1	36.1	59.1	53.4	53.4	29.4	29.4	29.4		18.0
Actuated g/C Ratio	0.34	0.30	0.30	0.49	0.44	0.44	0.24	0.24	0.24		0.15
v/c Ratio	0.14	1.01	0.79	1.10	0.64	0.13	1.09	1.08	0.84		0.83
Control Delay	18.9	71.0	23.6	89.4	19.8	3.1	106.6	105.8	30.1		66.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	18.9	71.0	23.6	89.4	19.8	3.1	106.6	105.8	30.1		66.7
LOS	B	E	C	F	B	A	F	F	C		E
Approach Delay		54.0			36.0			76.8			66.7
Approach LOS		D			D			E			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 56.3
 Intersection LOS: E
 Intersection Capacity Utilization 93.8%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: 500 East & State Street



Timings

1: 500 East & State Street

08/26/2019



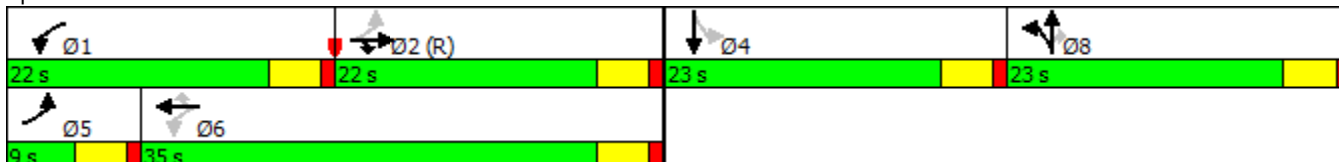
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↗	↗		↕
Traffic Volume (vph)	15	670	410	394	520	40	345	81	381	35	215
Future Volume (vph)	15	670	410	394	520	40	345	81	381	35	215
Turn Type	pm+pt	NA	Prot	pm+pt	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	2	2	1	6		8	8			4
Permitted Phases	2			6		6			8	4	
Detector Phase	5	2	2	1	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.0	22.0	22.0	22.0	35.0	35.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	10.0%	24.4%	24.4%	24.4%	38.9%	38.9%	25.6%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	22.0	17.5	17.5	39.5	35.9	35.9	18.5	18.5	18.5		18.5
Actuated g/C Ratio	0.24	0.19	0.19	0.44	0.40	0.40	0.21	0.21	0.21		0.21
v/c Ratio	0.08	1.21	0.75	1.14	0.46	0.07	0.76	0.76	0.67		0.82
Control Delay	16.9	139.9	12.9	105.5	14.6	0.6	63.5	63.4	27.6		52.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	16.9	139.9	12.9	105.5	14.6	0.6	63.5	63.4	27.6		52.6
LOS	B	F	B	F	B	A	E	E	C		D
Approach Delay		90.7			51.6			46.5			52.6
Approach LOS		F			D			D			D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 64.1
 Intersection Capacity Utilization 82.5%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service E

Splits and Phases: 1: 500 East & State Street



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

1: 500 East & State Street

08/26/2019

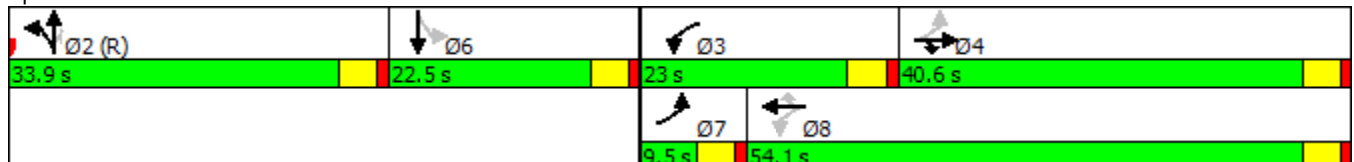


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘		↕
Traffic Volume (vph)	27	990	293	319	932	92	585	148	514	67	229
Future Volume (vph)	27	990	293	319	932	92	585	148	514	67	229
Turn Type	pm+pt	NA	Prot	pm+pt	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	7	4	4	3	8		2	2			6
Permitted Phases	4			8		8			2	6	
Detector Phase	7	4	4	3	8	8	2	2	2	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	40.6	40.6	23.0	54.1	54.1	33.9	33.9	33.9	22.5	22.5
Total Split (%)	7.9%	33.8%	33.8%	19.2%	45.1%	45.1%	28.3%	28.3%	28.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	41.1	36.1	36.1	59.1	53.4	53.4	29.4	29.4	29.4		18.0
Actuated g/C Ratio	0.34	0.30	0.30	0.49	0.44	0.44	0.24	0.24	0.24		0.15
v/c Ratio	0.20	1.13	0.58	1.17	0.72	0.15	1.07	1.07	0.93		0.94
Control Delay	20.2	109.2	19.9	106.9	21.2	3.0	106.6	105.0	47.3		81.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	20.2	109.2	19.9	106.9	21.2	3.0	106.6	105.0	47.3		81.9
LOS	C	F	B	F	C	A	F	F	D		F
Approach Delay		87.4			40.3			81.7			81.9
Approach LOS		F			D			F			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 70.3
 Intersection LOS: E
 Intersection Capacity Utilization 99.2%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: 500 East & State Street



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

1: 500 East & State Street

08/26/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘		↕
Traffic Volume (vph)	17	773	548	464	606	46	511	92	455	40	245
Future Volume (vph)	17	773	548	464	606	46	511	92	455	40	245
Turn Type	pm+pt	NA	Prot	pm+pt	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	2	2	1	6		8	8			4
Permitted Phases	2			6		6			8	4	
Detector Phase	5	2	2	1	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.0	22.0	22.0	22.0	35.0	35.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	10.0%	24.4%	24.4%	24.4%	38.9%	38.9%	25.6%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	22.0	17.5	17.5	39.5	35.9	35.9	18.5	18.5	18.5		18.5
Actuated g/C Ratio	0.24	0.19	0.19	0.44	0.40	0.40	0.21	0.21	0.21		0.21
v/c Ratio	0.08	1.22	0.84	1.18	0.47	0.07	0.95	0.93	0.69		0.82
Control Delay	16.9	145.7	19.6	119.7	14.3	0.6	79.8	76.8	19.2		52.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	16.9	145.7	19.6	119.7	14.3	0.6	79.8	76.8	19.2		52.6
LOS	B	F	B	F	B	A	E	E	B		D
Approach Delay		92.4			57.5			52.8			52.6
Approach LOS		F			E			D			D

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 68.1

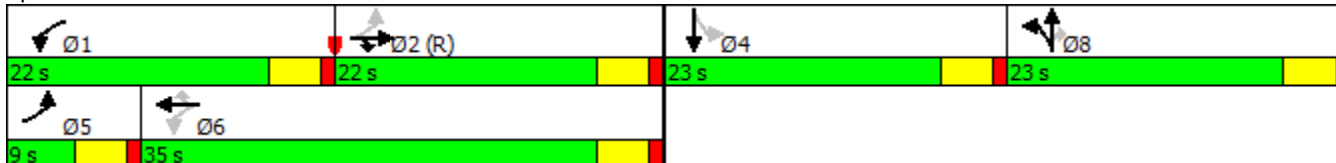
Intersection LOS: E

Intersection Capacity Utilization 86.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: 500 East & State Street



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

1: 500 East & State Street

08/26/2019

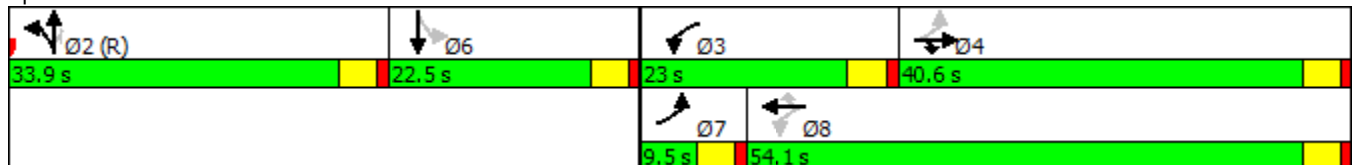


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘		↕
Traffic Volume (vph)	31	1145	587	388	1075	105	780	169	605	76	261
Future Volume (vph)	31	1145	587	388	1075	105	780	169	605	76	261
Turn Type	pm+pt	NA	Prot	pm+pt	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	7	4	4	3	8		2	2			6
Permitted Phases	4			8		8			2	6	
Detector Phase	7	4	4	3	8	8	2	2	2	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	40.6	40.6	23.0	54.1	54.1	33.9	33.9	33.9	22.5	22.5
Total Split (%)	7.9%	33.8%	33.8%	19.2%	45.1%	45.1%	28.3%	28.3%	28.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	41.1	36.1	36.1	59.1	53.4	53.4	29.4	29.4	29.4		18.0
Actuated g/C Ratio	0.34	0.30	0.30	0.49	0.44	0.44	0.24	0.24	0.24		0.15
v/c Ratio	0.20	1.14	0.88	1.24	0.73	0.15	1.21	1.22	0.97		0.96
Control Delay	20.4	115.2	33.4	141.0	21.0	2.9	148.4	150.9	46.8		86.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	20.4	115.2	33.4	141.0	21.0	2.9	148.4	150.9	46.8		86.7
LOS	C	F	C	F	C	A	F	F	D		F
Approach Delay		86.3			49.5			109.6			86.7
Approach LOS		F			D			F			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 82.2
 Intersection LOS: F
 Intersection Capacity Utilization 104.2%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 1: 500 East & State Street

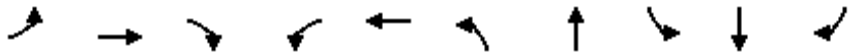


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

2: 2000 West & State Street

08/26/2019

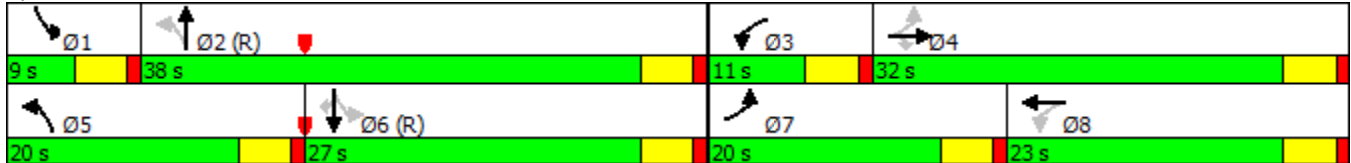


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗	↘
Traffic Volume (vph)	234	627	225	78	405	240	376	46	479	309
Future Volume (vph)	234	627	225	78	405	240	376	46	479	309
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	32.0	32.0	11.0	23.0	20.0	38.0	9.0	27.0	27.0
Total Split (%)	22.2%	35.6%	35.6%	12.2%	25.6%	22.2%	42.2%	10.0%	30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	35.0	26.2	26.2	23.1	16.7	46.0	40.2	34.1	28.7	28.7
Actuated g/C Ratio	0.39	0.29	0.29	0.26	0.19	0.51	0.45	0.38	0.32	0.32
v/c Ratio	0.67	0.66	0.39	0.36	0.69	0.57	0.34	0.13	0.46	0.46
Control Delay	15.7	23.3	7.4	21.8	39.6	19.0	17.1	14.6	27.8	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	23.3	7.4	21.8	39.6	19.0	17.1	14.6	27.8	5.6
LOS	B	C	A	C	D	B	B	B	C	A
Approach Delay		18.4			36.8		17.7		18.8	
Approach LOS		B			D		B		B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 21.2
 Intersection LOS: C
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: 2000 West & State Street

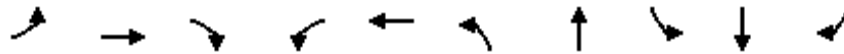


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

2: 2000 West & State Street

08/26/2019

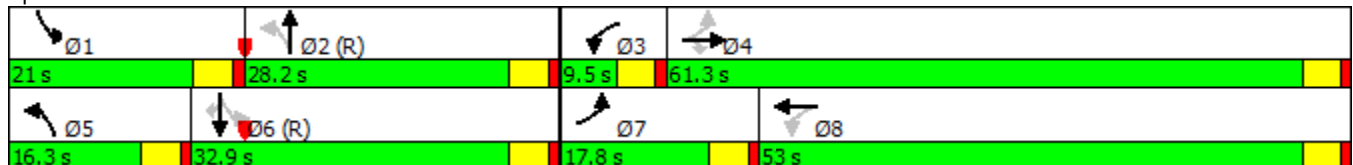


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗	↘
Traffic Volume (vph)	227	1220	124	32	855	205	568	275	699	283
Future Volume (vph)	227	1220	124	32	855	205	568	275	699	283
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	17.8	61.3	61.3	9.5	53.0	16.3	28.2	21.0	32.9	32.9
Total Split (%)	14.8%	51.1%	51.1%	7.9%	44.2%	13.6%	23.5%	17.5%	27.4%	27.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	66.3	60.6	60.6	53.5	48.5	35.5	23.7	44.7	28.4	28.4
Actuated g/C Ratio	0.55	0.50	0.50	0.45	0.40	0.30	0.20	0.37	0.24	0.24
v/c Ratio	0.94	0.73	0.15	0.21	1.02	0.90	0.94	0.95	0.89	0.57
Control Delay	69.1	22.6	5.4	16.1	61.5	68.5	69.9	71.6	58.2	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	22.6	5.4	16.1	61.5	68.5	69.9	71.6	58.2	18.5
LOS	E	C	A	B	E	E	E	E	E	B
Approach Delay		27.9			60.5		69.5		52.2	
Approach LOS		C			E		E		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 49.8
 Intersection LOS: D
 Intersection Capacity Utilization 100.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 2: 2000 West & State Street

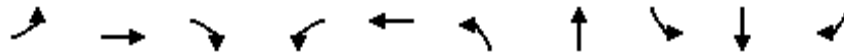


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

2: 2000 West & State Street

08/26/2019

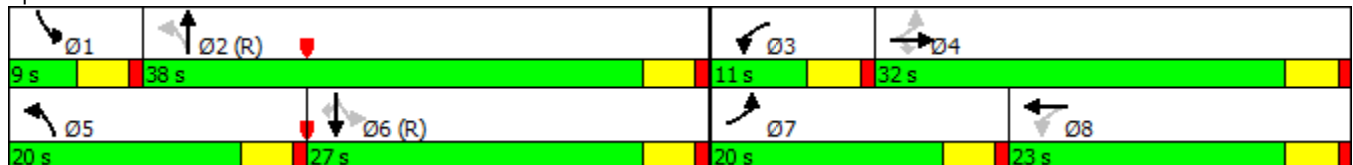


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗	↘
Traffic Volume (vph)	241	640	234	158	415	253	435	46	519	314
Future Volume (vph)	241	640	234	158	415	253	435	46	519	314
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	32.0	32.0	11.0	23.0	20.0	38.0	9.0	27.0	27.0
Total Split (%)	22.2%	35.6%	35.6%	12.2%	25.6%	22.2%	42.2%	10.0%	30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	35.3	24.5	24.5	23.7	17.2	45.5	39.8	33.3	28.0	28.0
Actuated g/C Ratio	0.39	0.27	0.27	0.26	0.19	0.51	0.44	0.37	0.31	0.31
v/c Ratio	0.70	0.72	0.41	0.76	0.69	0.62	0.47	0.16	0.51	0.47
Control Delay	16.4	25.4	7.7	43.6	39.2	20.7	17.0	15.0	28.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	25.4	7.7	43.6	39.2	20.7	17.0	15.0	28.9	5.7
LOS	B	C	A	D	D	C	B	B	C	A
Approach Delay		19.7			40.4		18.0		19.9	
Approach LOS		B			D		B		B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 22.8
 Intersection LOS: C
 Intersection Capacity Utilization 69.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: 2000 West & State Street

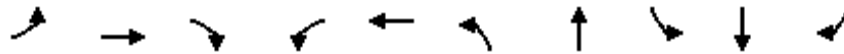


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

2: 2000 West & State Street

08/26/2019

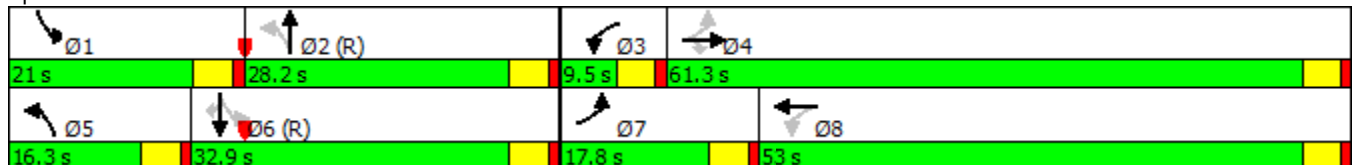


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑	↘	↑↑	↗
Traffic Volume (vph)	233	1233	140	172	871	218	626	275	769	291
Future Volume (vph)	233	1233	140	172	871	218	626	275	769	291
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	17.8	61.3	61.3	9.5	53.0	16.3	28.2	21.0	32.9	32.9
Total Split (%)	14.8%	51.1%	51.1%	7.9%	44.2%	13.6%	23.5%	17.5%	27.4%	27.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	66.3	56.8	56.8	53.5	48.5	35.5	23.7	44.7	28.4	28.4
Actuated g/C Ratio	0.55	0.47	0.47	0.45	0.40	0.30	0.20	0.37	0.24	0.24
v/c Ratio	0.96	0.78	0.18	1.26	1.03	0.98	1.20	0.96	0.98	0.60
Control Delay	71.2	25.2	6.5	184.4	65.4	86.8	145.6	75.4	71.8	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	25.2	6.5	184.4	65.4	86.8	145.6	75.4	71.8	20.3
LOS	E	C	A	F	E	F	F	E	E	C
Approach Delay		30.3			78.6		132.9		61.3	
Approach LOS		C			E		F		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 70.2
 Intersection LOS: E
 Intersection Capacity Utilization 106.0%
 ICU Level of Service G
 Analysis Period (min) 15

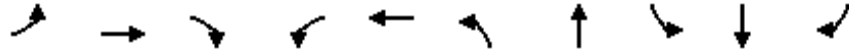
Splits and Phases: 2: 2000 West & State Street



Timings

2: 2000 West & State Street

08/26/2019

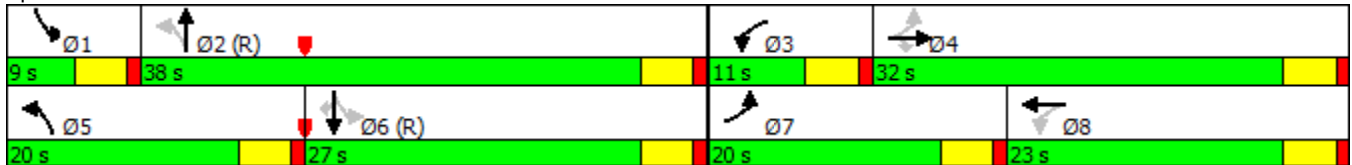


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗	↘
Traffic Volume (vph)	234	627	225	78	405	240	376	46	479	309
Future Volume (vph)	234	627	225	78	405	240	376	46	479	309
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	32.0	32.0	11.0	23.0	20.0	38.0	9.0	27.0	27.0
Total Split (%)	22.2%	35.6%	35.6%	12.2%	25.6%	22.2%	42.2%	10.0%	30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	36.5	27.7	27.7	23.9	17.5	44.5	36.9	31.3	26.2	26.2
Actuated g/C Ratio	0.41	0.31	0.31	0.27	0.19	0.49	0.41	0.35	0.29	0.29
v/c Ratio	0.77	0.71	0.41	0.43	0.75	0.71	0.42	0.17	0.58	0.53
Control Delay	14.2	22.6	6.8	23.6	41.5	24.8	19.5	15.6	31.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	22.6	6.8	23.6	41.5	24.8	19.5	15.6	31.0	6.4
LOS	B	C	A	C	D	C	B	B	C	A
Approach Delay		17.5			38.7		21.2		21.0	
Approach LOS		B			D		C		C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 22.6
 Intersection LOS: C
 Intersection Capacity Utilization 73.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: 2000 West & State Street

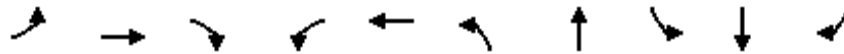


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

2: 2000 West & State Street

08/26/2019

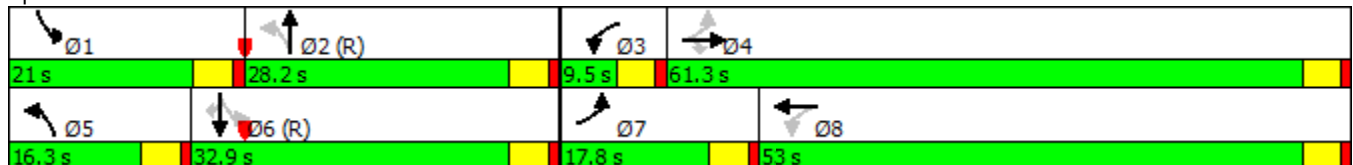


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑	↘	↑↑	↗
Traffic Volume (vph)	227	1220	124	32	855	205	568	275	699	283
Future Volume (vph)	227	1220	124	32	855	205	568	275	699	283
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	17.8	61.3	61.3	9.5	53.0	16.3	28.2	21.0	32.9	32.9
Total Split (%)	14.8%	51.1%	51.1%	7.9%	44.2%	13.6%	23.5%	17.5%	27.4%	27.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	66.3	60.6	60.6	53.5	48.5	35.5	23.7	44.7	28.4	28.4
Actuated g/C Ratio	0.55	0.50	0.50	0.45	0.40	0.30	0.20	0.37	0.24	0.24
v/c Ratio	1.07	0.83	0.17	0.29	1.16	1.03	1.07	1.08	1.01	0.67
Control Delay	84.9	25.6	6.4	19.2	112.3	98.6	101.2	106.2	80.0	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.9	25.6	6.4	19.2	112.3	98.6	101.2	106.2	80.0	26.6
LOS	F	C	A	B	F	F	F	F	E	C
Approach Delay		32.6			110.2		100.5		73.7	
Approach LOS		C			F		F		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 75.4
 Intersection LOS: E
 Intersection Capacity Utilization 111.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: 2000 West & State Street

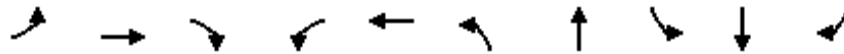


Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

2: 2000 West & State Street

08/26/2019

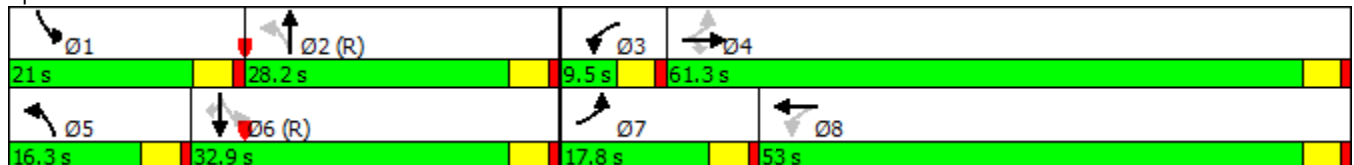


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗	↘
Traffic Volume (vph)	265	1404	157	176	991	247	706	134	867	331
Future Volume (vph)	265	1404	157	176	991	247	706	134	867	331
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	17.8	61.3	61.3	9.5	53.0	16.3	28.2	21.0	32.9	32.9
Total Split (%)	14.8%	51.1%	51.1%	7.9%	44.2%	13.6%	23.5%	17.5%	27.4%	27.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	66.3	56.8	56.8	53.5	48.5	39.8	28.0	40.5	28.4	28.4
Actuated g/C Ratio	0.55	0.47	0.47	0.45	0.40	0.33	0.23	0.34	0.24	0.24
v/c Ratio	1.09	0.89	0.20	1.39	1.17	1.11	1.14	0.59	1.10	0.70
Control Delay	91.6	28.2	7.4	236.1	117.6	127.7	121.7	36.5	105.5	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.6	28.2	7.4	236.1	117.6	127.7	121.7	36.5	105.5	28.9
LOS	F	C	A	F	F	F	F	D	F	C
Approach Delay		35.6			129.5		123.0		79.5	
Approach LOS		D			F		F		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 88.8
 Intersection LOS: F
 Intersection Capacity Utilization 113.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: 2000 West & State Street



Timings

3: 500 East & 620 South

08/26/2019

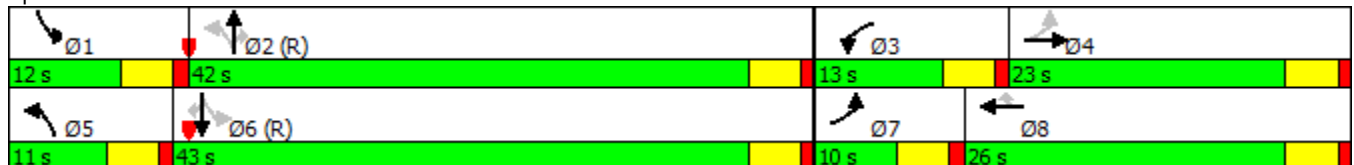


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	13	11	136	9	46	54	748	300	108	881	30
Future Volume (vph)	13	11	136	9	46	54	748	300	108	881	30
Turn Type	pm+pt	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4				8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.0	23.0	13.0	26.0	26.0	11.0	42.0	42.0	12.0	43.0	43.0
Total Split (%)	11.1%	25.6%	14.4%	28.9%	28.9%	12.2%	46.7%	46.7%	13.3%	47.8%	47.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.2	6.8	8.1	15.4	15.4	59.0	53.6	53.6	61.0	54.6	54.6
Actuated g/C Ratio	0.12	0.08	0.09	0.17	0.17	0.66	0.60	0.60	0.68	0.61	0.61
v/c Ratio	0.07	0.36	0.48	0.03	0.13	0.15	0.39	0.30	0.26	0.45	0.03
Control Delay	27.8	21.4	44.4	31.1	0.7	6.3	12.1	2.3	3.3	9.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	21.4	44.4	31.1	0.7	6.3	12.1	2.3	3.3	9.5	0.3
LOS	C	C	D	C	A	A	B	A	A	A	A
Approach Delay		22.6		33.2			9.1			8.5	
Approach LOS		C		C			A			A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 11.2
 Intersection LOS: B
 Intersection Capacity Utilization 50.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: 500 East & 620 South



Timings

3: 500 East & 620 South

08/26/2019

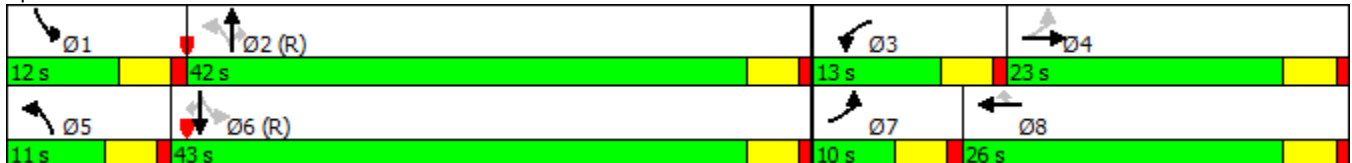


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	13	11	365	9	185	54	748	458	204	881	30
Future Volume (vph)	13	11	365	9	185	54	748	458	204	881	30
Turn Type	pm+pt	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4				8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.0	23.0	13.0	26.0	26.0	11.0	42.0	42.0	12.0	43.0	43.0
Total Split (%)	11.1%	25.6%	14.4%	28.9%	28.9%	12.2%	46.7%	46.7%	13.3%	47.8%	47.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.3	6.9	8.5	15.9	15.9	55.3	48.8	48.8	62.4	54.1	54.1
Actuated g/C Ratio	0.13	0.08	0.09	0.18	0.18	0.61	0.54	0.54	0.69	0.60	0.60
v/c Ratio	0.07	0.36	1.23	0.03	0.45	0.15	0.42	0.46	0.48	0.45	0.03
Control Delay	27.7	21.3	163.6	34.4	11.1	6.6	14.4	2.9	4.6	9.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	21.3	163.6	34.4	11.1	6.6	14.4	2.9	4.6	9.6	0.3
LOS	C	C	F	C	B	A	B	A	A	A	A
Approach Delay		22.5		111.1			9.9			8.4	
Approach LOS		C		F			A			A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 28.5
 Intersection LOS: C
 Intersection Capacity Utilization 60.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: 500 East & 620 South



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

3: 500 East & 620 South

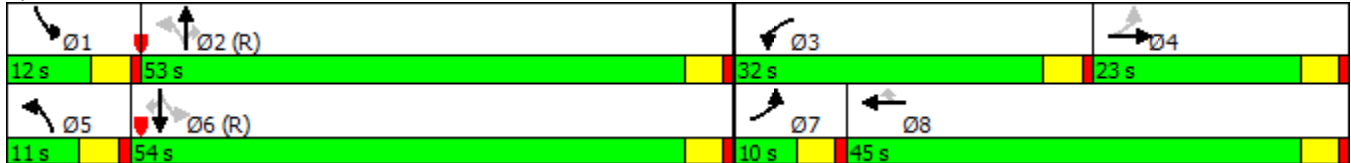
08/26/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	29	3	677	18	259	63	845	330	228	563	20
Future Volume (vph)	29	3	677	18	259	63	845	330	228	563	20
Turn Type	pm+pt	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4				8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.0	23.0	32.0	45.0	45.0	11.0	53.0	53.0	12.0	54.0	54.0
Total Split (%)	8.3%	19.2%	26.7%	37.5%	37.5%	9.2%	44.2%	44.2%	10.0%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.0	6.6	27.0	30.1	30.1	61.1	53.7	53.7	74.9	65.0	65.0
Actuated g/C Ratio	0.09	0.06	0.22	0.25	0.25	0.51	0.45	0.45	0.62	0.54	0.54
v/c Ratio	0.22	0.34	0.93	0.04	0.48	0.14	0.57	0.39	0.60	0.31	0.02
Control Delay	34.2	25.4	61.5	32.6	8.7	11.6	27.3	4.3	22.3	13.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	25.4	61.5	32.6	8.7	11.6	27.3	4.3	22.3	13.3	0.0
LOS	C	C	E	C	A	B	C	A	C	B	A
Approach Delay		29.1		46.6			20.4			15.5	
Approach LOS		C		D			C			B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.4
 Intersection LOS: C
 Intersection Capacity Utilization 73.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: 500 East & 620 South



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

3: 500 East & 620 South

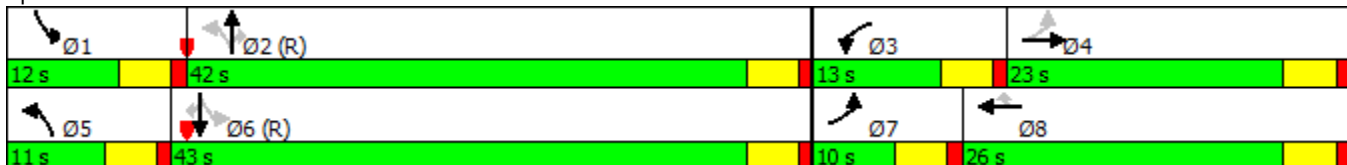
08/26/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	13	11	136	9	46	54	748	300	108	881	30
Future Volume (vph)	13	11	136	9	46	54	748	300	108	881	30
Turn Type	pm+pt	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4				8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.0	23.0	13.0	26.0	26.0	11.0	42.0	42.0	12.0	43.0	43.0
Total Split (%)	11.1%	25.6%	14.4%	28.9%	28.9%	12.2%	46.7%	46.7%	13.3%	47.8%	47.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.4	7.0	8.2	15.7	15.7	57.5	50.9	50.9	60.9	54.1	54.1
Actuated g/C Ratio	0.13	0.08	0.09	0.17	0.17	0.64	0.57	0.57	0.68	0.60	0.60
v/c Ratio	0.08	0.39	0.54	0.03	0.15	0.20	0.46	0.35	0.34	0.51	0.04
Control Delay	27.7	21.3	45.8	30.9	0.8	7.0	13.7	2.5	3.4	10.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	21.3	45.8	30.9	0.8	7.0	13.7	2.5	3.4	10.1	0.4
LOS	C	C	D	C	A	A	B	A	A	B	A
Approach Delay		22.5		34.3			10.3			9.1	
Approach LOS		C		C			B			A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 12.1
 Intersection LOS: B
 Intersection Capacity Utilization 54.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: 500 East & 620 South



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

3: 500 East & 620 South

08/26/2019

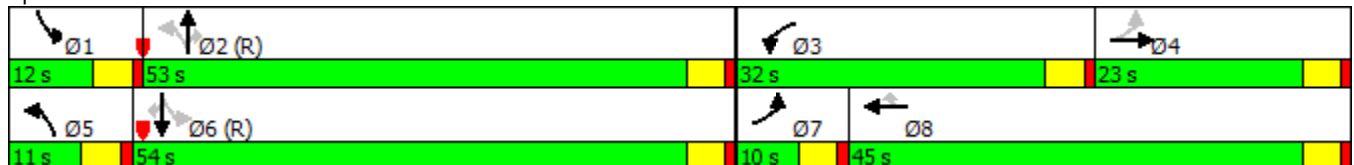


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	29	3	452	18	127	63	845	56	64	563	20
Future Volume (vph)	29	3	452	18	127	63	845	56	64	563	20
Turn Type	pm+pt	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4				8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.0	23.0	32.0	45.0	45.0	11.0	53.0	53.0	12.0	54.0	54.0
Total Split (%)	8.3%	19.2%	26.7%	37.5%	37.5%	9.2%	44.2%	44.2%	10.0%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.1	6.7	23.8	27.0	27.0	74.3	67.9	67.9	74.4	68.0	68.0
Actuated g/C Ratio	0.09	0.06	0.20	0.22	0.22	0.62	0.57	0.57	0.62	0.57	0.57
v/c Ratio	0.24	0.38	0.81	0.05	0.32	0.16	0.51	0.07	0.25	0.34	0.03
Control Delay	35.3	25.4	55.5	35.2	7.4	10.4	19.4	0.1	8.0	9.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	25.4	55.5	35.2	7.4	10.4	19.4	0.1	8.0	9.5	0.0
LOS	D	C	E	D	A	B	B	A	A	A	A
Approach Delay		29.5		44.6			17.7			9.1	
Approach LOS		C		D			B			A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 22.7
 Intersection LOS: C
 Intersection Capacity Utilization 63.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: 500 East & 620 South



Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

3: 500 East & 620 South

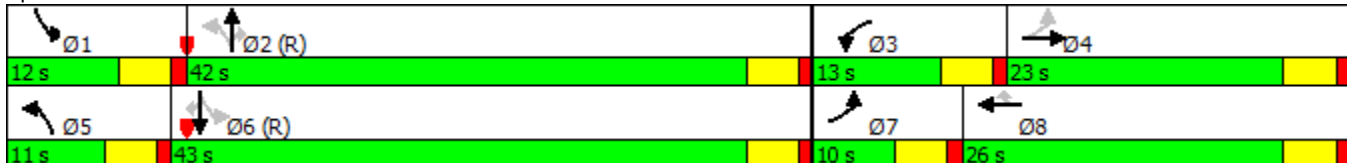
08/26/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	15	13	384	10	191	62	853	500	19	1004	34
Future Volume (vph)	15	13	384	10	191	62	853	500	19	1004	34
Turn Type	pm+pt	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4				8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.0	23.0	13.0	26.0	26.0	11.0	42.0	42.0	12.0	43.0	43.0
Total Split (%)	11.1%	25.6%	14.4%	28.9%	28.9%	12.2%	46.7%	46.7%	13.3%	47.8%	47.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.4	7.0	8.5	16.0	16.0	61.7	58.7	58.7	58.6	53.9	53.9
Actuated g/C Ratio	0.13	0.08	0.09	0.18	0.18	0.69	0.65	0.65	0.65	0.60	0.60
v/c Ratio	0.08	0.39	1.29	0.03	0.46	0.20	0.40	0.44	0.05	0.52	0.04
Control Delay	27.7	21.4	186.0	30.9	8.7	6.8	9.7	2.3	2.7	10.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	21.4	186.0	30.9	8.7	6.8	9.7	2.3	2.7	10.0	0.4
LOS	C	C	F	C	A	A	A	A	A	A	A
Approach Delay		22.6		125.3			7.0			9.5	
Approach LOS		C		F			A			A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 30.3
 Intersection LOS: C
 Intersection Capacity Utilization 60.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: 500 East & 620 South



Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 TWSC
4: 2000 West & 620 South

08/26/2019

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↗	↖	↖	↗	
Traffic Vol, veh/h	3	1	12	1	1	1	3	726	1	1	778	3
Future Vol, veh/h	3	1	12	1	1	1	3	726	1	1	778	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	200	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	13	1	1	1	3	789	1	1	846	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1251	1645	424	1222	1647	395	849	0	0	789	0	0
Stage 1	849	849	-	796	796	-	-	-	-	-	-	-
Stage 2	402	796	-	426	851	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	129	99	579	136	98	604	785	-	-	827	-	-
Stage 1	322	375	-	347	397	-	-	-	-	-	-	-
Stage 2	596	397	-	577	375	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	127	99	579	131	98	604	785	-	-	827	-	-
Mov Cap-2 Maneuver	127	99	-	131	98	-	-	-	-	-	-	-
Stage 1	321	375	-	346	395	-	-	-	-	-	-	-
Stage 2	591	395	-	562	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.6	28.9	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	127	422	154	827	-	-
HCM Lane V/C Ratio	0.004	-	-	0.026	0.033	0.021	0.001	-	-
HCM Control Delay (s)	9.6	-	-	34.1	13.8	28.9	9.4	-	-
HCM Lane LOS	A	-	-	D	B	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0	-	-

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 TWSC
4: 2000 West & 620 South

08/26/2019

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↗	↖	↖	↗	
Traffic Vol, veh/h	6	1	12	1	1	1	3	815	1	1	851	3
Future Vol, veh/h	6	1	12	1	1	1	3	815	1	1	851	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	200	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	13	1	1	1	3	867	1	1	905	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1349	1782	454	1328	1784	434	909	0	0	867	0	0
Stage 1	909	909	-	873	873	-	-	-	-	-	-	-
Stage 2	440	873	-	455	911	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	109	81	553	113	81	570	745	-	-	772	-	-
Stage 1	296	352	-	311	366	-	-	-	-	-	-	-
Stage 2	566	366	-	554	351	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	107	81	553	109	81	570	745	-	-	772	-	-
Mov Cap-2 Maneuver	107	81	-	109	81	-	-	-	-	-	-	-
Stage 1	295	352	-	310	365	-	-	-	-	-	-	-
Stage 2	561	365	-	539	351	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23	33.6	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	745	-	-	107	382	129	772	-	-
HCM Lane V/C Ratio	0.004	-	-	0.06	0.036	0.025	0.001	-	-
HCM Control Delay (s)	9.9	-	-	40.8	14.8	33.6	9.7	-	-
HCM Lane LOS	A	-	-	E	B	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	0	-	-

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 TWSC
4: 2000 West & 620 South

08/26/2019

Intersection

Int Delay, s/veh 60.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↗	↖	↖	↗	
Traffic Vol, veh/h	193	1	45	1	1	1	26	726	1	1	778	123
Future Vol, veh/h	193	1	45	1	1	1	26	726	1	1	778	123
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	200	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	210	1	49	1	1	1	28	789	1	1	846	134

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1367	1761	490	1272	1828	395	979	0	0	789	0	0
Stage 1	915	915	-	846	846	-	-	-	-	-	-	-
Stage 2	452	846	-	426	982	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 106	84	524	125	76	604	701	-	-	827	-	-
Stage 1	294	350	-	323	377	-	-	-	-	-	-	-
Stage 2	557	377	-	577	325	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 101	81	524	109	73	604	701	-	-	827	-	-
Mov Cap-2 Maneuver	~ 101	81	-	109	73	-	-	-	-	-	-	-
Stage 1	282	350	-	310	362	-	-	-	-	-	-	-
Stage 2	532	362	-	521	325	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 476.2	35.3	0.4	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	701	-	-	101	468	122	827	-	-
HCM Lane V/C Ratio	0.04	-	-	2.077	0.107	0.027	0.001	-	-
HCM Control Delay (s)	10.4	-	-	\$ 586.4	13.6	35.3	9.4	-	-
HCM Lane LOS	B	-	-	F	B	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	18	0.4	0.1	0	-	-

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

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 TWSC
4: 2000 West & 620 South

08/26/2019

Intersection

Int Delay, s/veh 84.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↗	↖	↖	↗	
Traffic Vol, veh/h	190	1	44	1	1	1	42	815	1	1	851	229
Future Vol, veh/h	190	1	44	1	1	1	42	815	1	1	851	229
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	200	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	202	1	47	1	1	1	45	867	1	1	905	244

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1552	1985	574	1411	2107	434	1149	0	0	867	0	0
Stage 1	1029	1029	-	956	956	-	-	-	-	-	-	-
Stage 2	523	956	-	455	1151	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 77	61	462	98	51	570	604	-	-	772	-	-
Stage 1	250	309	-	277	335	-	-	-	-	-	-	-
Stage 2	505	335	-	554	271	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 71	56	462	82	47	570	604	-	-	772	-	-
Mov Cap-2 Maneuver	~ 71	56	-	82	47	-	-	-	-	-	-	-
Stage 1	231	309	-	256	310	-	-	-	-	-	-	-
Stage 2	465	310	-	496	271	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 778	49	0.6	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	604	-	-	71	398	85	772	-	-
HCM Lane V/C Ratio	0.074	-	-	2.847	0.12	0.038	0.001	-	-
HCM Control Delay (s)	11.4	-	-	\$ 958.7	15.3	49	9.7	-	-
HCM Lane LOS	B	-	-	F	C	E	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	20.2	0.4	0.1	0	-	-

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

Timings

4: 2000 West & 620 South

08/26/2019



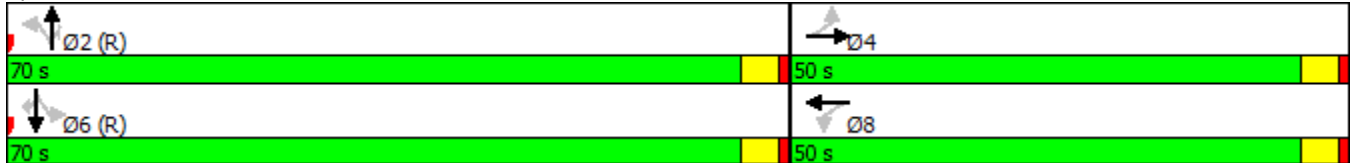
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	190	1	1	1	42	815	1	1	851	229
Future Volume (vph)	190	1	1	1	42	815	1	1	851	229
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	50.0	50.0	50.0	50.0	70.0	70.0	70.0	70.0	70.0	70.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	58.3%	58.3%	58.3%	58.3%	58.3%	58.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.9	22.9	22.9	22.9	88.1	88.1	88.1	88.1	88.1	88.1
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.73	0.73	0.73	0.73	0.73	0.73
v/c Ratio	0.75	0.14	0.00	0.01	0.11	0.33	0.00	0.00	0.35	0.20
Control Delay	62.4	11.2	34.0	29.0	6.9	6.7	0.0	12.0	9.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	11.2	34.0	29.0	6.9	6.7	0.0	12.0	9.6	4.3
LOS	E	B	C	C	A	A	A	B	A	A
Approach Delay		52.6		30.7		6.7			8.5	
Approach LOS		D		C		A			A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 12.6
 Intersection Capacity Utilization 56.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 4: 2000 West & 620 South



Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 TWSC
4: 2000 West & 620 South

08/26/2019

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↗	↖	↖	↗	↗
Traffic Vol, veh/h	3	1	12	1	1	1	3	726	1	1	778	3
Future Vol, veh/h	3	1	12	1	1	1	3	726	1	1	778	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	200	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	15	1	1	1	4	900	1	1	964	4
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1426	1875	484	1392	1877	450	968	0	0	900	0	0
Stage 1	968	968	-	907	907	-	-	-	-	-	-	-
Stage 2	458	907	-	485	970	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	96	71	529	101	71	556	707	-	-	751	-	-
Stage 1	273	330	-	297	353	-	-	-	-	-	-	-
Stage 2	552	353	-	532	330	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	94	71	529	96	71	556	707	-	-	751	-	-
Mov Cap-2 Maneuver	94	71	-	96	71	-	-	-	-	-	-	-
Stage 1	271	330	-	295	351	-	-	-	-	-	-	-
Stage 2	546	351	-	514	330	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	21.2			37.6			0			0		
HCM LOS	C			E								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	707	-	-	94	354	114	751	-	-			
HCM Lane V/C Ratio	0.005	-	-	0.04	0.046	0.033	0.002	-	-			
HCM Control Delay (s)	10.1	-	-	44.9	15.7	37.6	9.8	-	-			
HCM Lane LOS	B	-	-	E	C	E	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0	-	-			

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 TWSC
4: 2000 West & 620 South

08/26/2019

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↗	↖	↖	↗	
Traffic Vol, veh/h	6	1	12	1	1	1	3	815	1	1	851	3
Future Vol, veh/h	6	1	12	1	1	1	3	815	1	1	851	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	200	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	15	1	1	1	4	988	1	1	1032	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1538	2032	518	1515	2034	494	1036	0	0	988	0	0
Stage 1	1036	1036	-	996	996	-	-	-	-	-	-	-
Stage 2	502	996	-	519	1038	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	79	57	502	82	56	521	667	-	-	695	-	-
Stage 1	248	307	-	262	320	-	-	-	-	-	-	-
Stage 2	520	320	-	508	306	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	77	57	502	78	56	521	667	-	-	695	-	-
Mov Cap-2 Maneuver	77	57	-	78	56	-	-	-	-	-	-	-
Stage 1	247	307	-	260	318	-	-	-	-	-	-	-
Stage 2	514	318	-	491	306	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.6	45.7	0	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	667	-	-	77	314	92	695	-	-
HCM Lane V/C Ratio	0.005	-	-	0.095	0.05	0.04	0.002	-	-
HCM Control Delay (s)	10.4	-	-	56.6	17.1	45.7	10.2	-	-
HCM Lane LOS	B	-	-	F	C	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	0	-	-

Attachment: 2. Site Plan (Lake City Row Overall Concept)

Timings

4: 2000 West & 620 South

08/26/2019

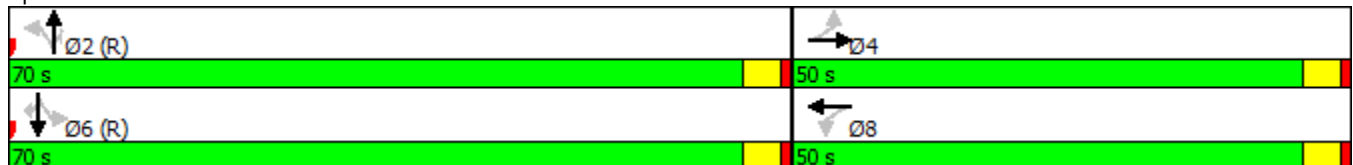


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	191	1	1	1	42	929	1	1	970	229
Future Volume (vph)	191	1	1	1	42	929	1	1	970	229
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	50.0	50.0	50.0	50.0	70.0	70.0	70.0	70.0	70.0	70.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	58.3%	58.3%	58.3%	58.3%	58.3%	58.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	23.0	23.0	88.0	88.0	88.0	88.0	88.0	88.0
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.73	0.73	0.73	0.73	0.73	0.73
v/c Ratio	0.75	0.15	0.00	0.01	0.13	0.38	0.00	0.00	0.40	0.20
Control Delay	62.4	11.0	34.0	29.0	7.4	7.1	0.0	14.0	11.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	11.0	34.0	29.0	7.4	7.1	0.0	14.0	11.6	4.7
LOS	E	B	C	C	A	A	A	B	B	A
Approach Delay		52.2		30.7		7.1			10.3	
Approach LOS		D		C		A			B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 13.1
 Intersection Capacity Utilization 59.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 4: 2000 West & 620 South



HCM 2010 TWSC
5: 860 East & 620 South

08/26/2019

Intersection

Int Delay, s/veh 45.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Vol, veh/h	70	226	154	32	345	16	241	60	170	34	60	47
Future Vol, veh/h	70	226	154	32	345	16	241	60	170	34	60	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	246	167	35	375	17	262	65	185	37	65	51

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	392	0	413	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	2.22	-
Pot Cap-1 Maneuver	1163	-	1142	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1163	-	1142	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.7	131.2	25.3
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	193	493	1163	-	-	1142	-	-	166	316
HCM Lane V/C Ratio	1.357	0.507	0.065	-	-	0.03	-	-	0.223	0.368
HCM Control Delay (s)	237.7	19.6	8.3	-	-	8.3	-	-	32.8	22.9
HCM Lane LOS	F	C	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	15.1	2.8	0.2	-	-	0.1	-	-	0.8	1.6

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

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 TWSC
5: 860 East & 620 South

08/26/2019

Intersection

Int Delay, s/veh 213.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗		↖ ↗	↖ ↗		↖ ↗	↖ ↗	
Traffic Vol, veh/h	134	250	250	60	425	30	270	60	176	34	60	47
Future Vol, veh/h	134	250	250	60	425	30	270	60	176	34	60	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	266	266	64	452	32	287	64	187	36	64	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	484	0	0	532	0	0	1070	1296	266	1046	1413	242
Stage 1	-	-	-	-	-	-	684	684	-	596	596	-
Stage 2	-	-	-	-	-	-	386	612	-	450	817	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1075	-	-	1032	-	-	~ 175	161	732	183	137	759
Stage 1	-	-	-	-	-	-	405	447	-	457	490	-
Stage 2	-	-	-	-	-	-	609	482	-	558	388	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1075	-	-	1032	-	-	~ 77	131	732	73	111	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 77	131	-	73	111	-
Stage 1	-	-	-	-	-	-	351	388	-	396	460	-
Stage 2	-	-	-	-	-	-	460	452	-	301	336	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	1	\$ 734.8	65.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	77	338	1075	-	-	1032	-	-	73	178
HCM Lane V/C Ratio	3.73	0.743	0.133	-	-	0.062	-	-	0.495	0.639
HCM Control Delay (s)	\$ 1341.3	40.9	8.9	-	-	8.7	-	-	95.3	55.5
HCM Lane LOS	F	E	A	-	-	A	-	-	F	F
HCM 95th %tile Q(veh)	29.9	5.7	0.5	-	-	0.2	-	-	2	3.7

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

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 Roundabout
5: 860 East & 620 South

08/26/2019

Intersection						
Intersection Delay, s/veh	8.8					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	489		427		512	153
Demand Flow Rate, veh/h	499		435		522	156
Vehicles Circulating, veh/h	140		411		367	685
Vehicles Exiting, veh/h	701		478		272	161
Follow-Up Headway, s	3.186		3.186		3.186	3.186
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	6.0		7.2		13.2	7.9
Approach LOS	A		A		B	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.471	0.529	0.469	0.531	1.000	1.000
Critical Headway, s	4.293	4.113	4.293	4.113	4.113	4.113
Entry Flow, veh/h	235	264	204	231	522	156
Cap Entry Lane, veh/h	1017	1024	830	847	874	700
Entry HV Adj Factor	0.978	0.982	0.983	0.979	0.980	0.979
Flow Entry, veh/h	230	259	200	226	512	153
Cap Entry, veh/h	995	1006	816	829	857	685
V/C Ratio	0.231	0.258	0.246	0.273	0.597	0.223
Control Delay, s/veh	5.9	6.1	7.1	7.3	13.2	7.9
LOS	A	A	A	A	B	A
95th %tile Queue, veh	1	1	1	1	4	1

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 Roundabout
5: 860 East & 620 South

08/26/2019

Intersection						
Intersection Delay, s/veh	10.5					
Intersection LOS	B					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	675		548		538	150
Demand Flow Rate, veh/h	688		559		549	153
Vehicles Circulating, veh/h	167		504		454	819
Vehicles Exiting, veh/h	805		499		401	244
Follow-Up Headway, s	3.186		3.186		3.186	3.186
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	7.3		9.0		16.3	8.8
Approach LOS	A		A		C	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.470	0.530	1.000	1.000
Critical Headway, s	4.293	4.113	4.293	4.113	4.113	4.113
Entry Flow, veh/h	323	365	263	296	549	153
Cap Entry Lane, veh/h	997	1005	774	794	822	637
Entry HV Adj Factor	0.982	0.980	0.979	0.981	0.979	0.979
Flow Entry, veh/h	317	358	258	290	538	150
Cap Entry, veh/h	979	985	758	779	805	623
V/C Ratio	0.324	0.363	0.340	0.373	0.668	0.240
Control Delay, s/veh	7.1	7.5	8.9	9.2	16.3	8.8
LOS	A	A	A	A	C	A
95th %tile Queue, veh	1	2	2	2	5	1

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 Roundabout
5: 860 East & 620 South

08/26/2019

Intersection						
Intersection Delay, s/veh	9.2					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	511		450		521	162
Demand Flow Rate, veh/h	521		459		531	165
Vehicles Circulating, veh/h	149		420		389	709
Vehicles Exiting, veh/h	725		500		281	170
Follow-Up Headway, s	3.186		3.186		3.186	3.186
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	6.2		7.5		14.0	8.2
Approach LOS	A		A		B	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Critical Headway, s	4.293	4.113	4.293	4.113	4.113	4.113
Entry Flow, veh/h	245	276	216	243	531	165
Cap Entry Lane, veh/h	1010	1018	825	842	861	688
Entry HV Adj Factor	0.980	0.981	0.979	0.982	0.980	0.979
Flow Entry, veh/h	240	271	212	239	521	162
Cap Entry, veh/h	990	998	808	827	844	673
V/C Ratio	0.242	0.271	0.262	0.289	0.617	0.240
Control Delay, s/veh	6.0	6.3	7.3	7.6	14.0	8.2
LOS	A	A	A	A	B	A
95th %tile Queue, veh	1	1	1	1	4	1

Attachment: 2. Site Plan (Lake City Row Overall Concept)

HCM 2010 Roundabout
5: 860 East & 620 South

08/26/2019

Intersection						
Intersection Delay, s/veh	10.9					
Intersection LOS	B					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	697		570		546	158
Demand Flow Rate, veh/h	711		581		557	161
Vehicles Circulating, veh/h	175		512		477	841
Vehicles Exiting, veh/h	827		522		409	252
Follow-Up Headway, s	3.186		3.186		3.186	3.186
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	7.5		9.4		17.4	9.2
Approach LOS	A		A		C	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Critical Headway, s	4.293	4.113	4.293	4.113	4.113	4.113
Entry Flow, veh/h	334	377	273	308	557	161
Cap Entry Lane, veh/h	991	1000	770	790	809	627
Entry HV Adj Factor	0.981	0.980	0.981	0.980	0.979	0.979
Flow Entry, veh/h	328	370	268	302	546	158
Cap Entry, veh/h	972	980	755	774	793	614
V/C Ratio	0.337	0.377	0.355	0.390	0.688	0.257
Control Delay, s/veh	7.3	7.8	9.1	9.5	17.4	9.2
LOS	A	A	A	A	C	A
95th %tile Queue, veh	1	2	2	2	6	1

Attachment: 2. Site Plan (Lake City Row Overall Concept)

TECHNICAL MEMORANDUM

Date: September 6, 2019

To: Ben Hunter

CC: Buck Swaney, Project Owner

From: Paul Feser, P.E.

Subject: Lake City Row Planned Community Preliminary Utility Analysis

S.E. Science was contracted to preliminarily analyze the impact Lake City Row would have on the existing and master-planned infrastructure. In this analysis we examine the current use and estimate the required increase in size of infrastructure to accommodate increased density.

The current American Fork City land use map shows the property's infrastructure was initially slated for a planned community accommodating roughly 750 ERCs:

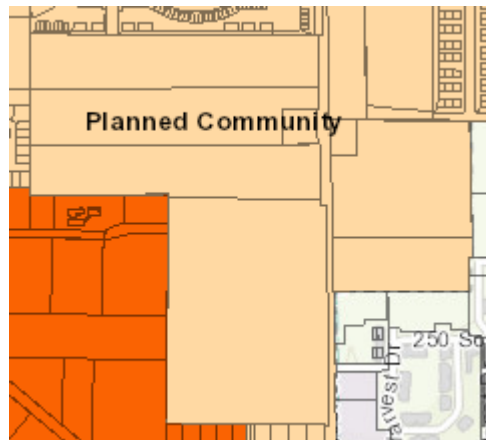


Figure 1: Clip of current American Fork City land use map

Similar to the City's land use map, Lake City Row is also a planned community with the exception that it anticipates roughly 2,500 units with an average of two bedrooms per unit (0.83 ERCs per unit) which equates to 2075 ERCs or an increase from the original 750 ERCs to 1325 ERCs. The increase in 1325 ERCs is estimated to be distributed primarily along 620 South and 860 East, along the longer lengths of each respective roadway (west and south of the intersection of the two roads). The shorter length of each road is not anticipated to be impacted substantially by this development. The impact is expected to increase the ERCs from 350 to 1013 ERC for both the longer portions of 620 South and 860 East. The following figure shows the distribution of the current density versus the proposed:

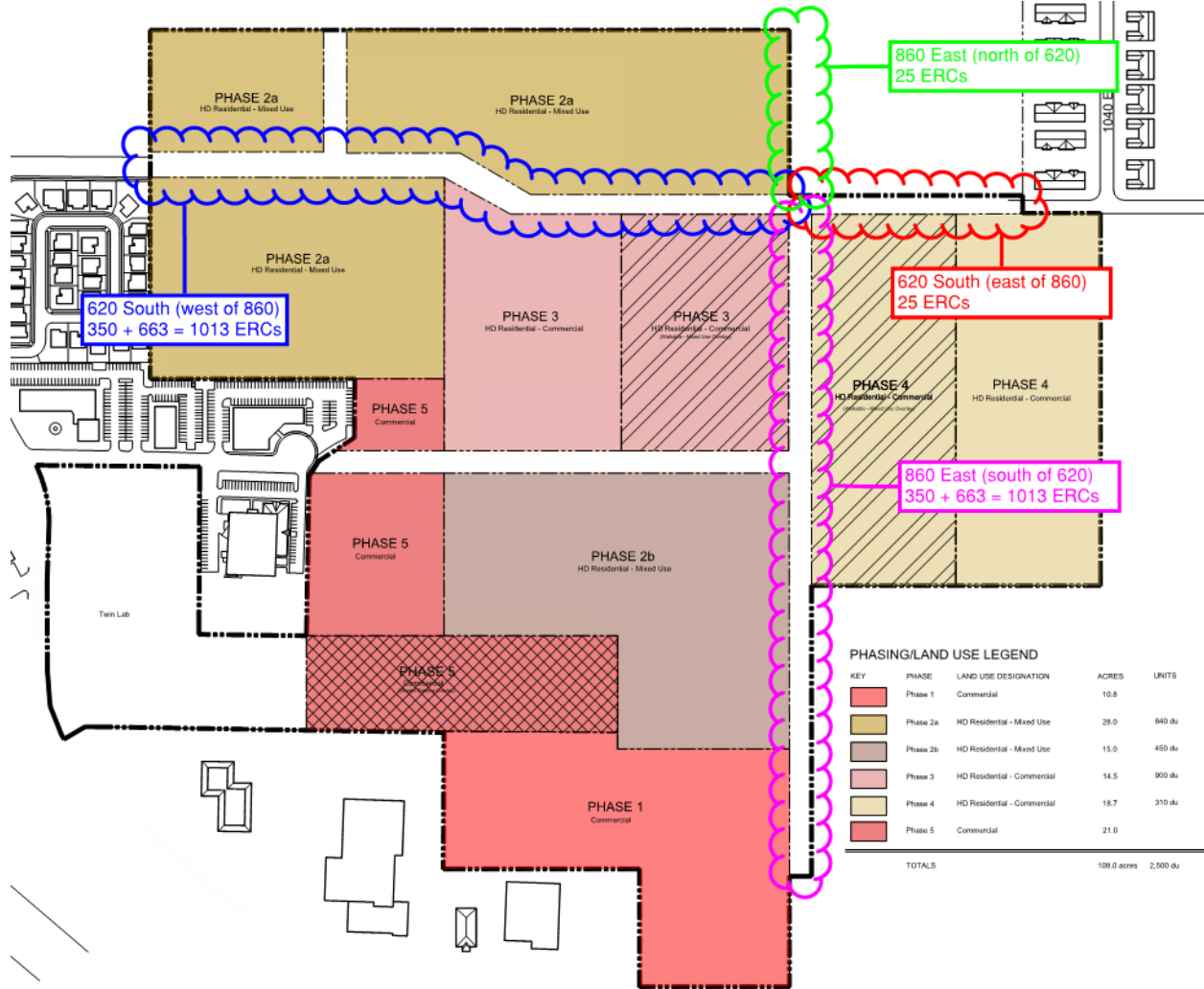


Figure 2: Lake City Row land use map with relative density impact

Attachment: 2. Site Plan (Lake City Row Overall Concept)

Pressurized Irrigation

It is not anticipated that there will be any impacts from this development to the pressurized irrigation master plan since the use of the land is not changing significantly and irrigation is required based upon percentage of area, irrespective of the density.

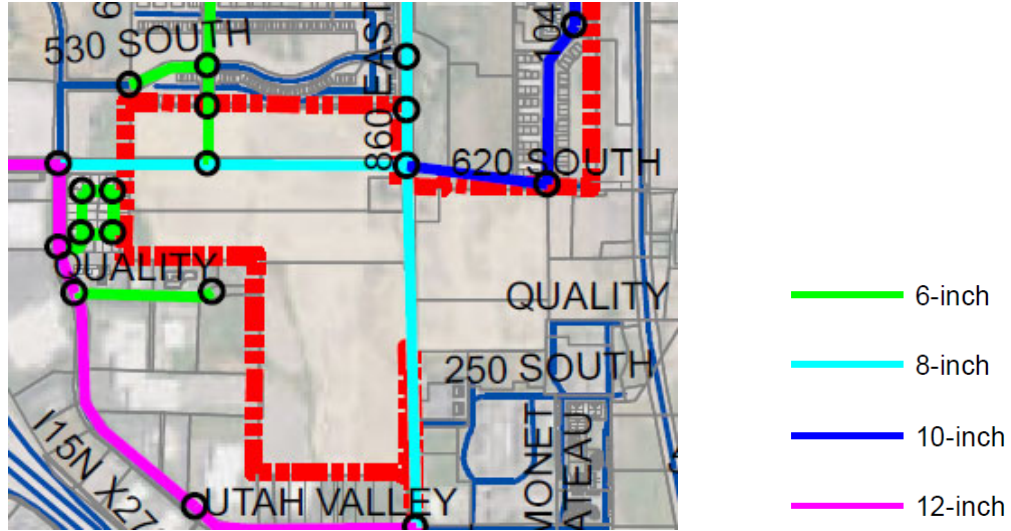


Figure 3: Clip of American Fork pressurized irrigation system master plan

Storm Drain

It is not anticipated that there will be any impacts from this development to the storm drain master plan since storm water release rates are controlled and are based upon area of impact, irrespective of the use. Infrastructure will likely be 36" in 860 East and 18" in 620 South.



Figure 4: Clip of American Fork storm drain master plan

Attachment: 2. Site Plan (Lake City Row Overall Concept)

Culinary Water

The current American Fork culinary water master plan shows a 12" water main along 620 South and 860 East:

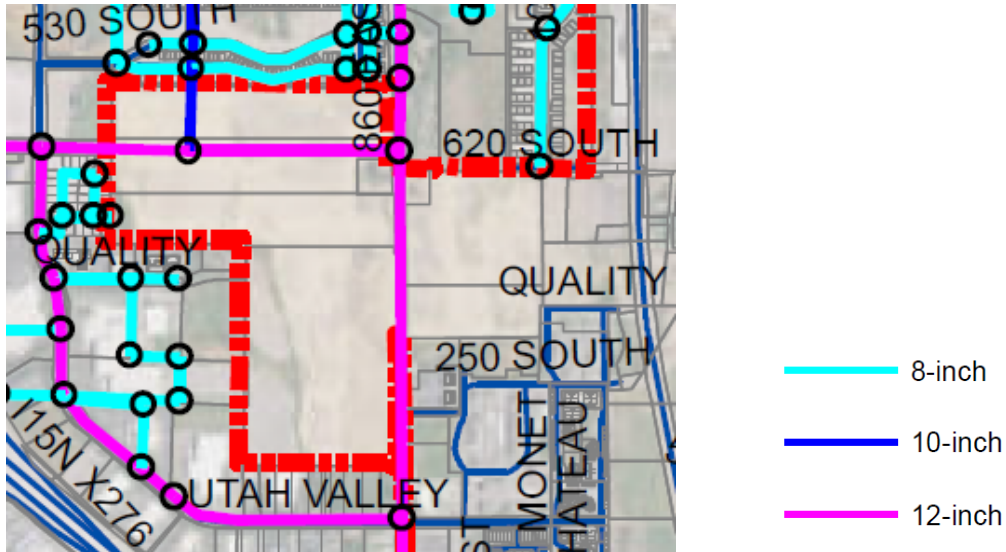


Figure 4: Clip of American Fork culinary water system master plan

Table 510-1 Source Demand for Indoor Use		
Type of Connection	Peak Day Demand	Average Yearly Demand
Year-Round Use		
Residential	800 gpd/conn	146,000 gal./conn
Equivalent Residential Connection (ERC)	800 gpd/ERC	146,000 gal./ERC
Seasonal / Non-Residential Use		
Modern Recreation Camp	60 gpd/person	(See Note 1)
Semi-Developed Camp		
a. With pit privies	5 gpd/person	(See Note 1)
b. With flush toilets	20 gpd/person	(See Note 1)
Hotels, Motel & Resort	150 gpd/unit	(See Note 1)
Labor Camp	50 gpd/person	(See Note 1)
Recreational Vehicle Park	100 gpd/pad	(See Note 1)
Roadway Rest Stop	7 gpd/vehicle	(See Note 1)
Recreational Home Development (i.e., developments with limited water use) [See Note 2]	400 gpd/conn	(See Note 1)

Figure 5: Table 510-1 from the Utah Department of Environmental Quality showing peak day demand of 800 gpd/ERC for Residential.

At the velocity of 7 feet per second (fps) a 12" water line can handle 2221 ERCs

Estimated ERC Calculation				12"	
Description:		Given the parameters the State of Utah and ERC is estimated to be:			
ERC:	800	gallons/day (GPD)	0.5556	gpm	
			1.1111	gpm for a 12-hour usage average	
Pipe Flow Calculator					
Description:		Given the following parameters, this model will calculate the flow: Diameter & Velocity			
		Q = A * V			
Where:	V = Velocity, feet per second (calculated)				
	A = Area (sq. ft.)				
	Q = Flow (c.f.s.)				
INPUT:	Diameter	12	(inches)	RESULT:	Flow
	Velocity	7	ft/sec		5.498 cfs
Estimated ERCs					
	Pipe Capacity:	5.50	cfs		
		2468	gpm		
	Flow / ERC:	1.1111	gpm		
	Capacity	2221	ERCs		

At the velocity of 7 feet per second (fps) a 14" water line can handle 3023 ERCs

Estimated ERC Calculation				14"	
Description:		Given the parameters the State of Utah and ERC is estimated to be:			
ERC:	800	gallons/day (GPD)	0.5556	gpm	
			1.1111	gpm for a 12-hour usage average	
Pipe Flow Calculator					
Description:		Given the following parameters, this model will calculate the flow: Diameter & Velocity			
		Q = A * V			
Where:	V = Velocity, feet per second (calculated)				
	A = Area (sq. ft.)				
	Q = Flow (c.f.s.)				
INPUT:	Diameter	14	(inches)	RESULT:	Flow
	Velocity	7	ft/sec		7.483 cfs
Estimated ERCs					
	Pipe Capacity:	7.48	cfs		
		3359	gpm		
	Flow / ERC:	1.1111	gpm		
	Capacity	3023	ERCs		

A 14" pipe (3023 ERCs) can handle 802 ERCs more than a 12" pipe (2221 ERCs) which is 20% more in pipe size than is required. Therefore a 14" pipe is recommended along both 620 South and 860 East.

Sanitary Sewer

The current American Fork sanitary sewer master plan shows a 12" sewer main along 620 South and an 18" sewer main along 860 East:

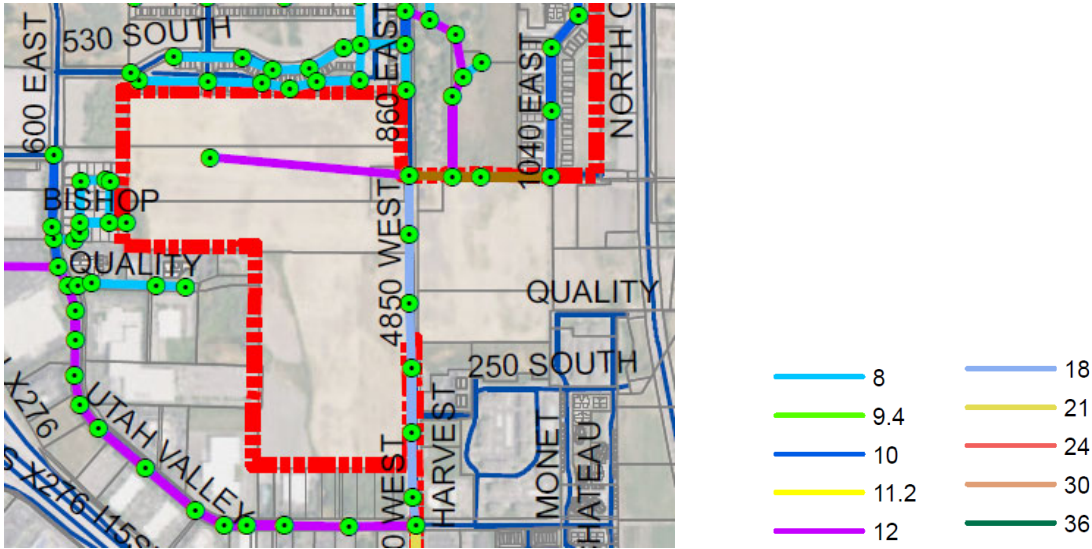
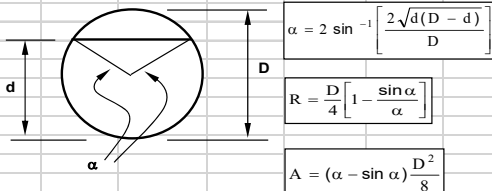


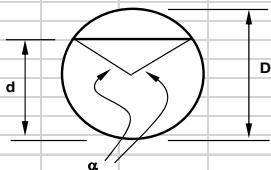
Figure 6: Clip of American Fork sanitary sewer system master plan

Assuming an ERU is similar to an ERC, the project will need to upsize sewer to accommodate an additional 663 ERUs in both 620 South and 860 East. After reverse calculating the peak hour demand from the master plan, the ERUs will be based upon 705 gal/day. 620 South survey data shows the roadway will likely result in a 0.4% slope. Therefore, the current 12" master-planned line can accommodate 1342 ERUs:

Estimated ERU Calculation		12"
Description:	Given the parameters an ERU is estimated to be:	
Peak ERU:	705 gallons/day (GPD)	0.4896 gpm
Pipe Flow Calculator	Given three of the following parameters, this model will calculate the fourth: Slope, Diameter, Flow Depth and Volume	
Description:	Two Equations are used to develop the solution:	
	Manning's Equation:	Geometric Relationship of Circular Flow Section:
	$V = \frac{1.486 S^{1/2} R^{2/3}}{\eta}$	
Where:	<p>V = Velocity, feet per second (calculated)</p> <p>η = Manning's Coefficient (selected, default = 0.013)</p> <p>S = Slope of Pipe, feet per foot</p> <p>R = Hydraulic Radius, feet (calculated as Area/Wetted Perimeter)</p> <p>D = Diameter of pipe (selected, converted to feet)</p> <p>d = Depth of flow (calculated as percent of D)</p> <p>A = Area (sq. ft.)</p> <p>Q = Flow (c.f.s.)</p>	
INPUT:	<p>Diameter 12 (inches)</p> <p>% Full 50 %</p> <p>Slope 0.04 ft/ft</p> <p>Flow cfs</p> <p>Manning's No. 0.01</p>	<p>RESULT: Diameter 1.00 (feet)</p> <p>% Full 50.0 %</p> <p>Slope 0.0400 ft/ft</p> <p>Flow 4.630 cfs</p> <p>Area 0.393 sq. ft.</p> <p>Velocity 11.789 ft/sec</p>
Estimated Pipe Capacity	An estimated capacity of the pipe.	
Description:	<p>Pipe Capacity: 2078 gpm</p> <p>Flow / ERU: 0.4896 gpm</p> <p>Capacity 4244 Peak ERUs</p>	

Since this line is a dead end, or rather it is at the beginning of a service leg and can easily accommodate the respective required capacity it is not necessary to upsize the 620 South sewer line from a 12"

860 East survey data shows the roadway will likely result in a 0.7% sewer slope: The current 18" master planned line can accommodate 5253 ERUs: In a preliminary review of the service area for this 18" line it is very unlikely that this line will require any upsize beyond 5253 even with the increase of this entire project. Therefore it does not appear the upsize of an 18" will be necessary along 860 East.

Estimated ERU Calculation				18"	
Description: Given the parameters an ERU is estimated to be:					
Peak ERU:		705 gallons/day (GPD)	0.4896 gpm		
Pipe Flow Calculator					
Description: Given three of the following parameters, this model will calculate the fourth: Slope, Diameter, Flow Depth and Volume					
Two Equations are used to develop the solution:					
Manning's Equation:			Geometric Relationship of Circular Flow Section:		
$V = \frac{1.486}{\eta} S^{1/2} R^{2/3}$					
			$\alpha = 2 \sin^{-1} \left[\frac{2\sqrt{d(D-d)}}{D} \right]$		
			$R = \frac{D}{4} \left[1 - \frac{\sin \alpha}{\alpha} \right]$		
			$A = (\alpha - \sin \alpha) \frac{D^2}{8}$		
Where:					
V = Velocity, feet per second (calculated)					
η = Manning's Coefficient (selected, default = 0.013)					
S = Slope of Pipe, feet per foot					
R = Hydraulic Radius, feet (calculated as Area/Wetted Perimeter)					
D = Diameter of pipe (selected, converted to feet)					
d = Depth of flow (calculated as percent of D)					
A = Area (sq. ft.)					
Q = Flow (c.f.s.)					
INPUT: Diameter		18 (inches)	RESULT: Diameter		1.50 (feet)
% Full		50 %	% Full		50.0 %
Slope		0.007 ft/ft	Slope		0.0070 ft/ft
Flow		cfs	Flow		5.711 cfs
Manning's No.		0.01			2563.132 gpm
			Area		0.884 sq. ft.
			Velocity		6.463 ft/sec
Estimated Pipe Capacity					
Description: An estimated capacity of the pipe.					
Pipe Capacity:		2563 gpm			
Flow / ERU:		0.4896 gpm			
Capacity		5235 Peak ERUs			

Conclusion

In this preliminary analysis the following utility sizes are required.

- 620 South (east of 860 East)
 - PI: remain 10" per the master plan
 - SD: likely 18"
 - CW: not present in the master plan or recommended
 - SS: remain 15" per the master plan
- 620 South (west of 860 East)
 - PI: remain 8" per the master plan
 - SD: likely 18"
 - CW: upsize from 12 to 14"
 - SS: remain 12" per the master plan
- 860 East (north of 620 South)
 - PI: remain 8" per the master plan
 - SD: likely 36"
 - CW: remain 12" per the master plan
 - SS: not present in the master plan or recommended
- 860 East (south of 620 South)
 - PI: remain 8" per the master plan
 - SD: likely 36"
 - CW: upsize from 12 to 14"
 - SS: remain 18" per the master plan

Please note that several assumptions were made in this preliminary analysis and further analysis will be necessary to fully model each of these systems.

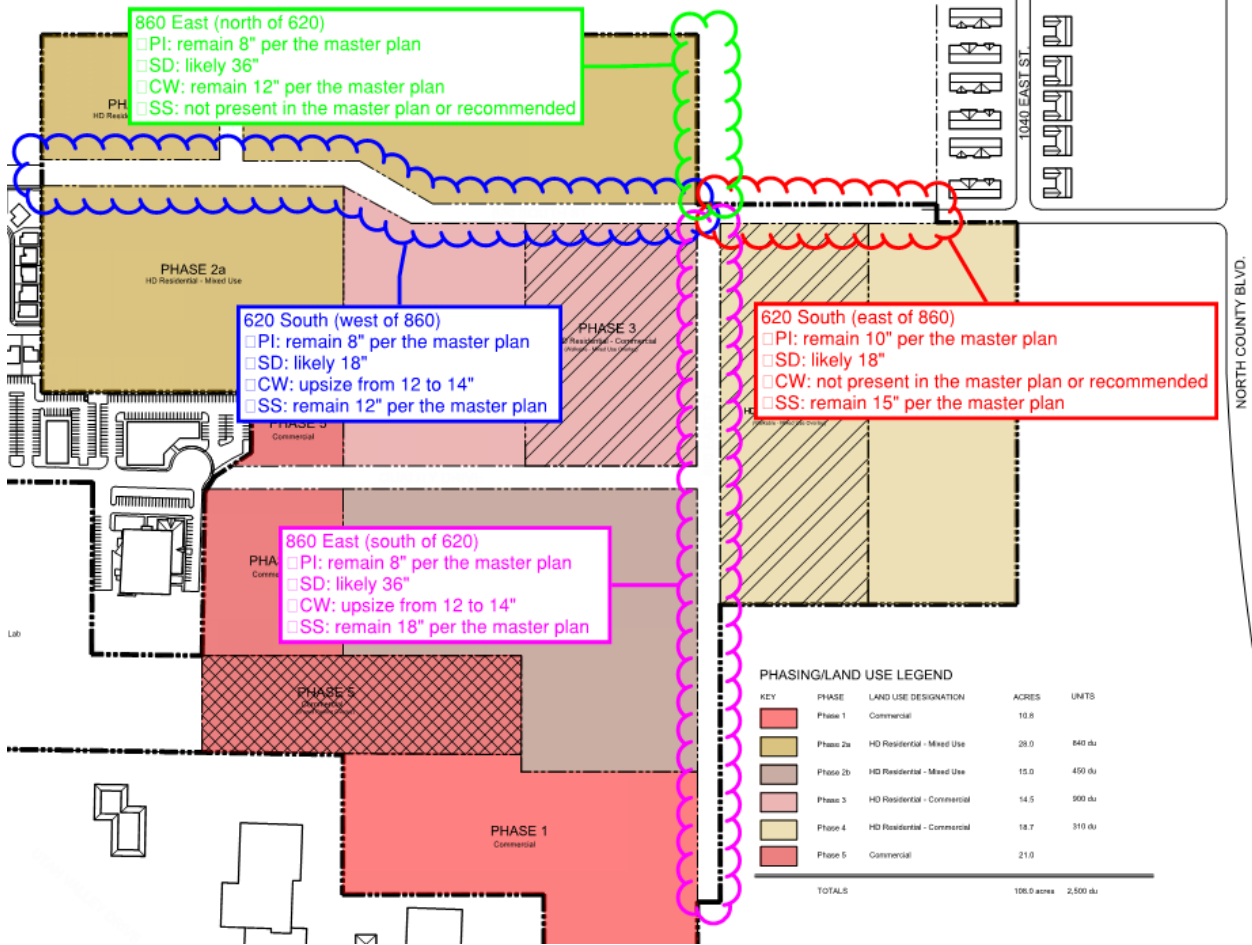


Figure 7: Lake City Row land use with anticipated utilities

Economic Viability Plan for Lake City Row (LCR) Master-Planned Development

This report has been prepared to address the requirements set forth in city code as part of the approval process for master-planned developments (MPDs) in the city's PC zone. The code indicates that as part of the MPD's approval, it must furnish:

“An economic viability plan providing an estimate of tax and other municipal revenues anticipated to be generated from each of the phases, and a summary of municipal expenditures for each.”

The purpose of this analysis is to provide information to the city estimating the possible fiscal effects of LCR, in a format that addresses the specific content requirements of the code. These are:

1. Estimate of tax revenues.
2. Estimate of other municipal revenues (i.e., impact fees).
3. Summary of municipal expenditures.

The project will be built in phases, with buildout likely occurring within 10 years. The phasing and land use details that have been used to calculate fiscal effects are derived from Maps 3 and 4 of this submittal. These phases are summarized in Table 1 below and correspond to the project's phasing map.

Table 1: Phases and Descriptions

Phase (estim. years)	Anticipated Components
1 (2019-2023)	Commercial Office: ~11 acres: 200,000 sf
2 (2019—2022)	High Density Residential: ~25 acres: 840 HD dwelling units (30 du/ac gross)
3 (2019-2022)	High Density Residential/Comm Mixed Use: ~27 acres: 1,350 HD dwelling units (50 du/ac gross); base floor commercial possible – 25,000 sf est.
4 (2019-2025)	High Density Residential/Comm Mixed Use: ~18 acres: 310 HD dwelling units (18du/ac gross); base floor or freestanding commercial possible – 25,000 sf est; up to 75,000 sf possible.
5 (2019-2028)	Commercial Office/possible HD Res – 20 acres (final totals TBD).
Totals	2,500 HD units maximum (e.g., apartments, condominiums, townhomes, etc.); 250,000 square feet of commercial minimum (e.g., office and retail); up to 300,000 square feet possible.

1.0 Estimate of Tax Revenues.

To estimate tax revenues from the project, analogous properties were identified for comparison. Using these analogs, we estimate tax revenue from each of 3 land uses, including high density residential, office commercial, and retail. Calculations for each are included in Sections 1.1 through 1.3.

1.1 Land Use 1: High Density Residential.

An appropriate comparison property for high-density residential is the Rivulet apartment complex, a new project nearly adjacent to the LCR planned community. Rivulet consists of 8 buildings and 252 apartment units, at a net density of about 20 du/ac. According to the 2019 notice of property valuation, the project was valued at \$28,675,700. This equates to an average valuation of approximately \$114,000 per unit. The total tax assessment for Rivulet in 2019 will be \$157,915.39. The amount of tax per dwelling unit that goes to the city of American Fork is \$126.86 per year. Extending these figures and assuming 2,500 units at LCR buildout, the new project would generate about \$317,153.77 per year for American Fork City (see Table 2).

Table 2: Property Tax from HDR

Taxing Entity	2019 Tax Rivulet	Rivulet per Unit	Annual Tax on 2500 Units
Alpine School District Basic	\$26,196.69	\$103.96	\$259,887.80
Alpine School District Other	\$78,448.11	\$311.30	\$778,255.06
State Charter School Alpine	\$1,009.38	\$4.01	\$10,013.69
American Fork City	\$31,969.10	\$126.86	\$317,153.77
Utah County Local Assessing	\$2,491.92	\$9.89	\$24,721.43
Multi County Assessing	\$141.94	\$0.56	\$1,408.13
Utah County	\$10,598.54	\$42.06	\$105,144.25
Central Utah Water Cons Dist	\$6,308.65	\$25.03	\$62,585.81
North Utah County Water Dist	\$268.12	\$1.06	\$2,659.92
	\$157,432.45	\$624.73	\$1,561,829.86

1.2 Land Use 2: Office Commercial

An appropriate comparison property for office commercial is the North Pointe office building, a “Class A” office building of 75,500 square feet on a 4.33-acre site. According to the 2018 tax bill, it was valued at \$11,929,500, an average valuation of approximately \$158/sf. The total tax assessment for North Pointe in 2018 was \$124,543.98, with \$328.18 per 1,000 square feet going to American Fork City per year. Extending these figures and assuming 200K square feet at LCR buildout, the new project would generate about \$65,635.95 per year for the City (see Table 3).

Table 3: Property Tax from Office Commercial

Taxing Entity	2018 Tax Northpointe	Northpointe per 1K sf	Annual Tax on 200K sf
Alpine School District	\$83,077.04	\$1,100.36	\$220,071.63
American Fork City	\$24,777.57	\$328.18	\$65,635.95
Utah County	\$8,732.39	\$115.66	\$23,132.16
CUWCD	\$4,771.80	\$63.20	\$12,640.53
Assessing and Collecting	\$2,135.38	\$28.28	\$5,656.64
State Charter School - Alpine	\$823.14	\$10.90	\$2,180.50
NUCWD	\$226.66	\$3.00	\$600.42
	\$124,543.98	\$1,649.59	\$329,917.83

1.3 Land Use 3: Retail

An appropriate comparison property for retail is the nearby Walmart Local grocery store, a newer mid-box commercial store in Pleasant Grove boundaries, but also near the LCR planned community. The store is 41,000 square feet. According to the 2018 notice of property valuation, the project was valued at \$4,057,000, an average valuation of approximately \$99/sf. The total tax assessment was \$41,572.08. If located in AF, the amount of tax per 1,000 square feet going to American Fork City would be approximately \$186.42 per year, and assuming 100K square feet at LCR buildout, retail space would generate \$18,642.41 in property tax revenue yearly (see Table 4).

Table 4: Property Tax from Retail Commercial

Taxing Entity	2018 Tax WalMart	2018 Tax per 1K sf	Annual Tax 100K sf Retail
Alpine School District	\$28,252.95	\$689.10	\$68,909.63
Pleasant Grove City	\$7,643.39	\$186.42	\$18,642.41
Utah County	\$2,969.72	\$72.43	\$7,243.22
CUWCD	\$1,622.80	\$39.58	\$3,958.05
Assessing and Collecting	\$726.20	\$17.71	\$1,771.22
State Charter School - Alpine	\$279.93	\$6.83	\$682.76
NUCWD	\$77.09	\$1.88	\$188.02
	\$41,572.08	\$1,013.95	\$101,395.32

According to general market estimates, small-format grocery stores like this one generate roughly \$25M in revenues, or about \$600/sf annually. Limited service restaurants generate approximately \$400/sf. Other retailers' revenue generation varies widely, but \$450/sf is a responsible estimate. Assuming that American Fork City recaptures its full 1% of sales tax collected (both point of sale and population increments), the following sales tax revenues are estimated:

Table 5: Sales Tax from Retail Commercial

Establishment	Annual Sales/SF	Projected Square Feet	Annual Tax at 1% Distribution
Grocery Store	\$600.00	50,000	\$300,000.00
Limited Service Restaurant	\$400.00	25,000	\$100,000.00
Other (e.g., RiteAid, Home Goods)	\$450.00	25,000	\$112,500.00
		100,000	\$512,500.00

1.4 Summary of Tax Revenue at Project Completion

On an annual basis, the project when completed would be estimated to generate \$2,505,643.01 in local tax revenues. These would be distributed to various taxing entities. The portion of these taxes directed toward American Fork City specifically would be estimated at approximately **\$913,932.13** annually.

2.0 Estimate of Other Municipal Revenues

The estimate of “other revenues” from the project is limited in this analysis to revenues collected through project-sourced impact fees. Ongoing revenues paid to the City for user fees such as monthly water and sewer are excluded from this analysis. Assuming the project entails 2,500 high-density residential units and 250,000 square feet of commercial, Table 6 provides an estimate of municipal revenue from fees

Table 6: Revenue from Fees

Category	HDR (Per Unit)	Commercial (Per 1K)	HDR Fees (X 2,500)	Comm Fees (X 250K)	Total Fees
Fire	\$392	\$241	\$980,200	\$60,495	\$1,040,695
Parks	\$3,064	\$--	\$7,661,275	\$-	\$7,661,275
Police	\$216	\$196	\$541,375	\$49,070	\$590,445
Pressurized Irrigation	\$115	\$115	\$287,500	\$28,750	\$316,250
Roads	\$2,003	\$2,000	\$5,007,675	\$500,000	\$5,507,675
Sewer	\$420	\$4	\$1,050,000	\$1,111	\$1,051,111
Storm Drain	\$153	\$153	\$384,000	\$38,400	\$422,400
Water	\$2,502	\$13	\$6,256,125	\$3,334	\$6,259,459
Sewer Hookup	\$2	\$2	\$5,875	\$587	\$6,462
Water Hookup	\$4	\$4	\$11,875	\$1,187	\$13,062
PI Hookup	\$2	\$2	\$6,250	\$625	\$6,875
Occupancy Fee	\$50	\$50	\$125,000	\$12,500	\$137,500
Constr Water Fee	\$50	\$50.00	\$125,000	\$12,500	\$137,500
Electrical Fee	\$45	\$45.00	\$112,500	\$11,250	\$123,750
Plumbing	\$45	\$45.00	\$112,500	\$11,250	\$123,750
Mechanical	\$45	\$45.00	\$112,500	\$11,250	\$123,750
Temp Power	\$35	\$35.00	\$87,500	\$8,750	\$96,250
Plan Check	\$25	\$25.00	\$62,500	\$6,250	\$68,750
Building Permit (est)	\$457	\$457	\$1,142,500	\$114,250	\$1,256,750
State Fee	\$4	\$4	\$11,425	\$1,142	\$12,567
	\$9,633	\$3,490	\$24,083,575	\$872,703	\$24,956,278

At buildout, the project is estimated to generate approximately **\$24,956,278** in fee-based revenue for the city. This would not be recurring revenue, but fees collected during project development as LCR’s various project components are constructed.

3.0: Summary of Municipal Expenditures

As part of the LCR MPD, this study assumes that all improvements identified in the City’s various Impact Fee Facility Plan studies within the project’s footprint will be completed. These include:

3.1 Culinary Water (See Appendix, Figure 3):

- New 8” water main from North County Blvd westward to 860 E (875’ at \$240* = \$210K)
- New 10” water main from 740 E southward to 620 S (350’ at \$240 = \$84K)

- New 12” water main along 620 S from its current terminus, eastward to 860 E (1800’ at \$240 = \$432K)
- New 12” water main along 860 E running north and south (2,300’ at \$240 = \$552K)

*Loaded average cost of culinary water infrastructure determined to be \$240/lineal foot based upon distribution piping cost estimate on page 58 of IFFP.

Together, these costs total \$1.578M of water infrastructure expenditures. However, the costs related to installation of this infrastructure will be minimized and/or negated by several factors. Much of the water, sewer, irrigation, and storm water infrastructure will be built as part of a “greenfield” road development project. The developer estimates that the actual cost of installing this infrastructure will decrease by at least 50%, because of economies of scale, pro-fitting instead of retrofitting the infrastructure, and because buildout-sized infrastructure will be completed in coordination with development of the project’s two major roadways. Under these assumptions, cost of completing the water infrastructure is estimated at \$789K.

3.2 Pressurized Irrigation (See p.32):

- New 6” line from 740 E southward to 620 S; (\$231K – only 10% of this is applied to LCR)
- New 8” line along 620 S from its current terminus, eastward to 860 E; 12” line from 860 E eastward to North County Blvd (Depicted on IFFP but no cost shown; estimated at \$250K);
- New 10” line along 860 E running north and south; (\$209K)

Together, these costs total \$482K of PI infrastructure expenditures. Applying the developer’s 50% economy factor, the cost of completing the PI infrastructure is estimated at \$241K.

3.3 Roads

- 620 S construction from 600 E to North County Blvd (Developer builds local road; City pays upsize. City upsize increment is unknown, but estimated at 33% - or \$867K; see table below).
- 620 S traffic signals (2 at \$300K each = \$600K; one of these split with PG City, therefore \$450K.)

Table 7: 620 S Construction Cost

620 S CONSTRUCTION @ \$425/LF*	Total Feet	Total Cost	Non-AF Share	AF Share
Developer Frontage	4,212	\$1,790,100.00	\$1,193,400.00	\$596,700.00
AFC Only Frontage	636	\$270,300.00		\$270,300.00
PG Only Frontage	600	\$255,000.00	\$255,000.00	
Total	5,448	\$2,315,400.00	\$1,448,400.00	\$867,000.00

* The figure of \$425/LF is provided by the developer, who completed a similar scale road in November 2018.

Together, these costs total \$1.317M of road infrastructure expenditures that are expected to be allocated toward the city. On road construction there would be no economy factor applied.

3.4 Sewer (See Appendix Figure 3)

- New 12” line along 620 S and 860 E. (\$666K – see p.42)

The total \$666K of sewer infrastructure expenditures would be constructed in concert with road construction on the project. Applying the developer’s 50% economy factor, the cost of completing the sewer infrastructure is estimated at \$333K.

3.5 Storm Water (See p.6-3)

- New 36” line along 860 E frontage, approximately 2,300’. (\$3.1M for total project, about half of which falls in the LCR frontage. Therefore \$1.55M is attributed).

The total \$1.55M of stormwater infrastructure expenditures would be constructed in concert with road construction on the project. Applying the developer’s 50% economy factor, the cost of completing the storm water infrastructure is estimated at \$775K.

3.6 Fire, Police, and Parks

The IFFPs for Fire, Police, and Parks each estimate fees on the basis of maintaining levels of service. No specific projects are identified within the MPD’s footprint for each of these services.

Summary of Expenditures

The schedule of expenditures (see Adjusted Estimate column in Table 8) provides an estimate of the project costs that developers would incur and the city would reimburse from impact fee funds.

Table 8: City Expenditures and Impact Fee Reimbursements

Category	IFFP Estimate	Adjusted Estimate
Culinary Water	\$1.578M	\$789K
Pressurized Irrigation	\$482K	\$241K
Roads*	\$9.038M*	\$2.315M*
Sewer	\$666K	\$333K
Stormwater	\$1.55M	\$989 K
TOTALS	\$13.314M	\$4.667M

*Roads estimate from IFFP is inclusive of ROW (a \$4.5M cost the master developer has already absorbed), and appears to contain significant excessive budget based on recent experience – the developer has surmised that the IFFP budget for the road may encompass all of the other utilities (water, sewer, storm, and PI). The actual budget for this road and its utilities will be produced in a bidding process before the conclusion of 2019.

4.0 Summary

At buildout, the project would be expected to generate approximately \$913,932 in annual tax revenue allocated directly to American Fork City, and would be expected to generate approximately \$24,956,278 in one-time impact and building fees for the City. A maximum of \$13,314,000 from impact fees would be available to construct the regional infrastructure in LCR that is identified within the City’s IFFPs. However, only portion of these impact fees, an estimated \$4,667,000, is presently estimated to be required. These estimates will be updated when the 620 S road construction bidding process is complete in the coming weeks.

AMERICAN FORK CITY
PLANNING COMMISSION

MEETING DATE: November 6, 2019
STAFF PRESENTATION: Adam Olsen

AGENDA TOPIC: Hearing, review and action on an overall concept plan for Lake City Row Planned Community Development Project, located in the area of 860 East 620 South, in the PC (Planned Community) zone.

BACKGROUND INFORMATION					
Location:		620 South 860 East			
Applicants:		Millennial Development			
Existing Land Use:		Agriculture			
Proposed Land Use:		Mixed Use: Commercial/Office/Residential			
Surrounding Land Use:	North	Residential & Future Park			
	South	Planned Industrial & Residential			
	East	Residential			
	West	Planned Industrial & Residential			
Existing Zoning:		PC (Planned Community)			
Proposed Zoning:		N/A			
Surrounding Zoning:	North	PC (Planned Community) & PF (Public Facilities)			
	South	PI-1 (Planned Industrial) & Mixed Housing (Pleasant Grove Zoning)			
	East	Mixed Housing & Commercial Sales (Pleasant Grove Zoning)			
	West	PI-1 (Planned Industrial) & PC (Planned Community)			
Land Use Plan Designation:		PC (Planned Community)			
Zoning within Land Use Plan designation?		x	Yes		No

Attachment: 3. Staff Report (Lake City Row Overall Concept)

Background

Lake City Row comprises properties that were annexed under the Vest Annexation (2019). The property was zoned PC (Planned Community) in anticipation of mixed-use development consisting of office space, retail space, and higher density residential uses. The agreement stipulated build ratios and benchmarks for development of commercial and residential units. These provisions are in place and reflected in the overall concept plan as the applicants are utilizing a provision in the Code which allows an open range of residential densities; provided a development provide primary commercial areas and mixed-use components. This plan reflects the intent of the PC zone with a range of uses in proximity to one another (both vertical and horizontal).

An overall concept plan is the first step in the approval process; followed by preliminary and final plans/plats for individual phases. Approval of an overall concept plan grants vesting to a project, through approval of an ordinance adopted by City Council.

Consistency with the Land Use Plan:

The Land Use Plan designates this area as “Planned Community”. The Overall Concept Plan is consistent with the Land Use Plan designation.

Section 17.7.507.D(1) Overall Concept Approval

The overall concept plan shall include the following elements:

a. Natural Conditions Analysis Map.

A map has been submitted illustrating natural conditions of the site. Much of the site is currently in agriculture uses. Two potential wetland areas are identified; one of which contains a pond. Surrounding conditions include multi-family higher density housing, commercial and office development.

b. Basic Layout Plan for Project Area.

A layout has been provided for the entire project area, illustrating future land uses, anticipated product type, densities and unit counts. Major public roadways, such as 860 East, 620 South and an extension of Quality Drive are illustrated. Conceptual pedestrian and bicycle circulation routes are identified, as are general points of access from development phases.

c. Development Phasing Plan.

A phasing plan is part of the Concept Layout Plan. The project is proposed to be developed in 5 phases, with commercial development leading out on the first phase. This is reflective of the annexation agreement, in which benchmarks were laid out regarding residential and commercial development. With commercial leading out, it ensures the benchmarks as identified in the agreement are met and exceeded. Phase 2 is higher density residential. Phases 3-4 will consist of mixed-use development; with commercial and residential components. Phase 5 will close out the project with additional commercial development.

d. Utility Development Plan.

A basic utility plan has been provided, illustrating existing utilities and proposed upgrades to various systems such as: pressurized irrigation, storm drain, culinary water and sanitary sewer. As phases proceed through

preliminary and final approval, applicants will provide detailed utility plans and designs.

e. Economic Viability Plan.

A summary of tax estimates and other municipal revenues, expenditures, and impact fees has been provided in the submittal materials.

FINDING OF FACT

After reviewing the application for Overall Concept Plan approval, the following finding of fact is offered for consideration:

1. The Overall Concept Plan complies with the applicable requirements set forth in Section 17.7.507.D(1) of the Development Code.

POTENTIAL MOTIONS

APPROVAL

Mr. Chairman, I move that we recommend approval of the Overall Concept Plan for Lake City Row, with the finding as outlined in the staff report, and subject to any findings, conditions and modifications listed in the engineering report.

DENIAL

Mr. Chairman, I move that we recommend denial of the Overall Concept Plan for Lake City Row.

Findings of denial may be attached to a recommendation of denial.

TABLE

Mr. Chairman, I move that we table action on the Overall Concept Plan for Lake City Row.

AMERICAN FORK CITY ENGINEERING DIVISION STAFF REPORT

Planning Commission Meeting Date: 11/6/2019

This report is a summary of the American Fork City Engineering Division plan review comments regarding the subject plan as submitted by the applicant for American Fork City Land Use Authority approval:

Project Name: Lake City Row

Project Address: 860 East 620 South

Developer / Applicant's Name: Millennial Development

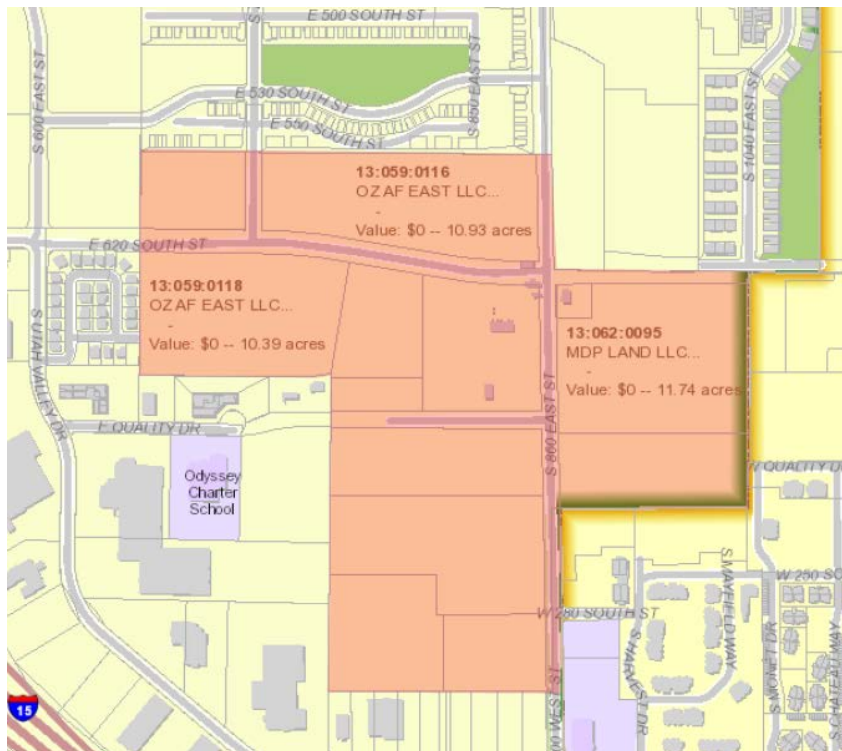
Type of Application:

- Subdivision Final Plat
- Subdivision Preliminary Plan
- Annexation
- Code Text Amendment
- General Plan Amendment
- Zone Change
- Commercial Site Plan
- Planned Community Development Concept Plan

Engineering Division Recommendation: The Engineering Division recommends APPROVAL of the proposed development subject to the following findings and conditions:

1. All Standard Conditions of Approval and items denoted as "Plan Modification(s) Required" in the 11/6/2019 Engineering Division Staff Report for the City Land Use Authority shall be addressed on all final project documents.

Project Map:



Attachment: 3. Staff Report (Lake City Row Overall Concept)

STANDARD CONDITIONS OF APPROVAL

Standard Conditions of Approval:

APPLICANT is responsible and shall submit/post/obtain all necessary documentation and evidence to comply with these Standard Conditions of Approval prior to any platting, permitting, or any other form of authorization by the City including plat recording or other property conveyance to the City and prior to scheduling a pre-construction meeting. All recording shall take place at the Utah County Recorder's Office.

1. **Title Report:** Submit an updated Title Report not older than 30 days or other type of appropriate verification that shows all dedications to the City are free and clear of encumbrances, taxes, or other assessments.
2. **Property Taxes and Liens:** Submit evidence that all the property taxes, for the current and/or previous years, liens, and agricultural land use roll over fees have been paid in full.
3. **Performance Guarantee:** Post a performance guarantee for all required public and essential common improvements.
4. **Easements and Agreements:** Submit/record a long-term Storm Water Pollution Prevention Maintenance Agreement signed and dated by the property owner and any required easement documentation.
5. **Land Disturbance Permit:** Obtain a Land Disturbance Permit.
6. **Compliance with the Engineering Division Plan Review Comments:** All plans and documents shall comply with all the Technical Review Committee comments and the City Engineer's final review.
7. **Commercial Structure:** Record an Owner Acknowledgment and Utility Liability Indemnification if the proposed building is a multi-unit commercial structure served by a single utility service.
8. **Sensitive Lands:** Record all applicable documents required for compliance with the City's Sensitive Lands Ordinance.
9. **Utility Notification Form:** Submit a Subdivision Utility Notification Form.
10. **Professional Verification:** Submit final stamped construction documentation by all appropriate professionals.
11. **Fees:** Payment of all development, inspection, recording, street light, and other project related fees.

UNAPPROVED MINUTES

1 5. Hearing, review and action on an overall concept plan for Lake City Row Planned
 2 Community Development Project, located in the area of 860 East 620 South in the PC-
 3 Planned Community zone
 4

5 Mr. Olsen stated that the Lake City Row comprises properties that were annexed under the Vest
 6 Annexation (2019). The property was zoned PC (Planned Community) in anticipation of mixed-
 7 use development consisting of office space, retail space, and higher density residential uses. The
 8 agreement stipulated build ratios and benchmarks for development of commercial and residential
 9 units. These provisions are in place and reflected in the overall concept plan as the applicants are
 10 utilizing a provision in the Code which allows an open range of residential densities; provided a
 11 development provide primary commercial areas and mixed-use components. This plan reflects the
 12 intent of the PC zone with a range of uses in proximity to one another (both vertical and horizontal).

13 An overall concept plan is the first step in the approval process; followed by preliminary and final
 14 plans/plats for individual phases. Approval of an overall concept plan grants vesting to a project,
 15 through approval of an ordinance adopted by City Council. Phases at the beginning and end will
 16 be commercial, the mixed-use will be constructed in the middle. This proposal covers a large area,
 17 it will be higher-density and mixed use.

18 Ms. Anderson asked about the timeline for the 620 South roadwork.

19 Mr. Olsen said that 860 East will be expanded at the beginning of the development, the 620
 20 buildout will come later in increments.

21 Mr. Hunter said that the Engineering Division recommends approval of the proposed development.
 22 The main developer is responsible for 620 South, the city is receiving plans currently for work on
 23 this, the developer is also working with Pleasant Grove for necessary access. Work on 620 South
 24 should come sooner rather than later. Other road improvements will come in with different phases
 25 of development, there will be different phases of densities, city staff are making sure there is
 26 sufficient infrastructure in place for the different phases of development. This is a very preliminary
 27 plan, but there are no major concerns or issues.

28 Mr. Brocious asked if the proposed round-about is conceptual.

29 Mr. Hunter replied that this is a proposal from the developer, staff has asked them to provide
 30 information and modeling showing that it will function adequately. If it won't be adequate, there
 31 will be a signal here.

32 Mr. Buck Swaney, with Millennial Development, said that this is a great opportunity to use the
 33 Planned Commercial zone. Residential mixed with commercial development will enable better use
 34 of commercial parking. With a new concept called "shared parking", daytime use of office parking
 35 will change to nighttime use as residential parking. This is a 100 acre project, they listened to the
 36 council's desire for mixed-use and changing density throughout.

UNAPPROVED MINUTES

1 Ms. Anderson asks about the shared parking concept. What conflicts could arise at any time that
2 is shared?

3 Mr. Swaney stated that the goal is adequate parking on-site, overflow parking can be the office
4 parking because times of use don't overlap. Retail might have more conflict with hours of use, but
5 office parking is what will be shared. The times that office parking empties are directly correlated
6 with the times that residential parking fills up.

7 Chairman Woffinden complimented him on his geotech report, and pointed out a mistake in that
8 the report specifies that this address is in Lehi instead of American Fork.

9 Mr. Swaney said that they overdesigned buildings for the geotech report so the developers would
10 be well prepared.

11 Chairman Woffinden said the reports are about the best he's seen.

12 Mr. Brocious asked about the shared parking concept, is it a code change?

13 Mr. Olsen said that the code allows it, this is the first time it's really been pushed.

14 Mr. Swaney added that some on-street parking will become available as well.

15

16 **Public Hearing Opened**

17 **Public Hearing Closed**

18

19 **Mr. Brocious moved to recommend approval of the Overall Concept Plan for Lake City Row.**

20 **Mr. Christiansen seconded the motion. Voting was as follows:**

21 **Chairman Woffinden Aye**

22 **Chris Christiansen Aye**

23 **Christine Anderson Aye**

24 **Harold Dudley Aye**

25 **Rod Brocious Aye**

26 **The motion carried.**

27

28

29 6. Hearing, review and action on a Historic Building Conservation Project (Furry Tail
30 Transformations) located at 55 East 400 North in the R-1-7,500 Residential zone

31

32 Mr. Olsen indicated that Furry Tail Transformations is a dog grooming business looking to locate
33 in a historic structure/former church. The structure was originally used as a seminary building
34 when the high school was located on the hill where the fitness center now stands. Due to the



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Planning **Director Approval** Adam Olsen

AGENDA ITEM Review and action on the final plat of Walnut Court Plat A located at 353 West 400 North in the R-2-7,500 Residential zone.

SUMMARY RECOMMENDATION The planning commission recommended approval of Walnut Court Plat A as stated in the attached minutes of the November 6, 2019 planning commission meeting.

BACKGROUND The applicant proposes adjustments in existing lot lines and leaves all lots as conforming to the ordinance. For further analysis, please refer to the attached final plat, staff report and planning commission minutes.

BUDGET IMPACT No direct budgetary impact is anticipated as part of this final plat approval.

SUGGESTED MOTION I move to approve the final plat of Walnut Court Plat A located at 353 West 400 North and to authorize the mayor and city council to sign the plat and accept the dedications with instructions to the city recorder to withhold recording of the plat subject to:

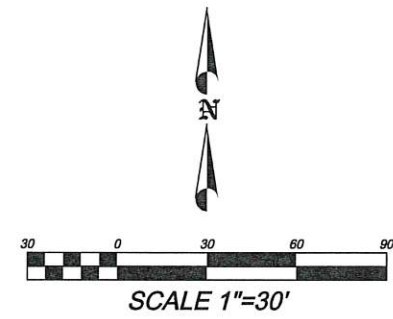
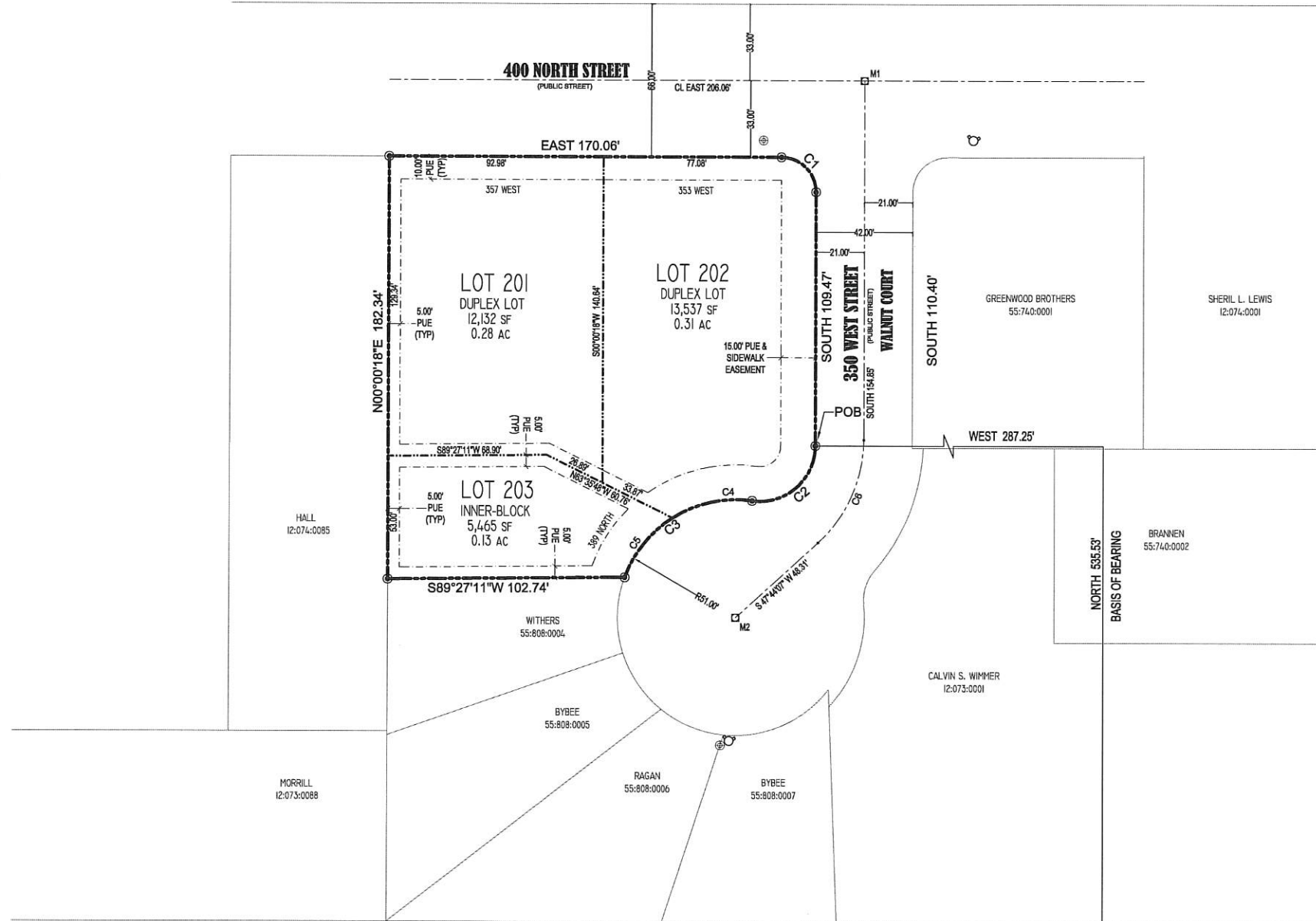
- All conditions identified in the public record associated with the November 6, 2019 planning commission meeting.

SUPPORTING DOCUMENTS

1. Plat (PDF)
2. Staff Report (PDF)
3. Minutes (PDF)

WALNUT COURT PLAT "A"

INCLUDING A VACATION OF LOT 3 OF WALNUT COURT COTTAGE DEVELOPMENT PLAT "A" AND
 A VACATION OF LOTS 101 & 102 OF WALNUT COURT COTTAGE DEVELOPMENT PLAT "B"
 A RESIDENTIAL SUBDIVISION LOCATED IN
 THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN
 AMERICAN FORK CITY, UTAH COUNTY, STATE OF UTAH



LEGEND

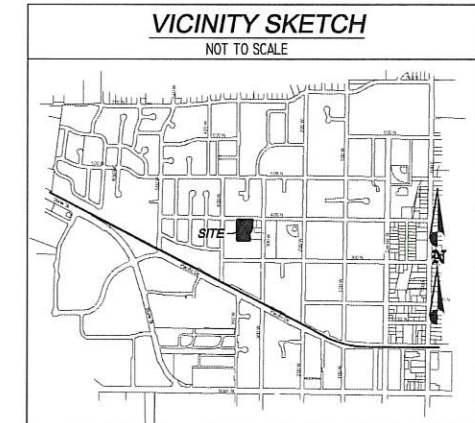
- SECTION CORNER
- PROPERTY CORNER
- SUBDIVISION MONUMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENT LINE
- FIRE HYDRANT
- STREET LIGHT

- ### NOTES:
- PROJECT ADDRESS IS 350 WEST 400 NORTH
 - LOWEST FLOOR SLAB ELEVATION MUST BE A MINIMUM OF 3 FEET ABOVE WATER LEVEL MEASURED DURING SPRING SEASON
 - OFF-SET PINS TO BE PLACED IN THE BACK OF THE CURB AND 5/8" BY 24" REBAR WITH NUMBERED SURVEY CAP TO BE PLACED AT ALL LOTS REAR CORNERS PRIOR TO OCCUPANCY
 - BUILDING PERMITS WILL NOT BE ISSUED FOR ANY HOME UNTIL 1) ASPHALT PAVING IS INSTALLED AND 2) FIRE HYDRANTS ARE INSTALLED, APPROVED BY THE FIRE MARSHALL AND CHARGED WITH CULINARY WATER
 - ELEVATION BENCHMARK IS THE SOUTH 1/4 CORNER OF SECT. 14; ELEV = 4594.27
 - ALL ACCESSORY ROOF DRAINAGE IS REQUIRED TO FALL ON EACH LOT UPON WHICH IS DRAINS.

TABULATIONS

TOTAL DEVELOPMENT:	0.71 ACRES
ZONE:	R2-7500
TOTAL LOTS:	3

FLOOD ZONE DESIGNATION: C
 FIRM MAP PANEL #: 490152 0005 B
 EFFECTIVE DATE: NOVEMBER 25, 1980



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	15.00	23.56	90°00'00"	21.21	S 45°00'00" E
C2	24.00	41.04	97°58'13"	36.22	S 48°59'08" W
C3	51.00	89.46	78°02'18"	64.22	S 59°57'03" W
C4	51.00	35.96	40°24'09"	35.22	S 77°48'06" W
C5	51.00	33.50	37°38'07"	32.90	S 36°45'00" W
C6	60.00	49.99	47°44'07"	48.56	S 23°52'03" W

AZTEC ENGINEERING
 491 N 450 W
 OREM, UT 84057

BERG
 CIVIL ENGINEERING
 11038 N Highland Blvd Suite 400
 Highland UT, 84003
 office (801) 492-1277
 cell (801) 616-1677

SEWER & WATER AUTHORITY APPROVAL

APPROVED THIS _____ DAY OF _____ A.D. 20____,
 BY THE WATER AUTHORITY.

_____ SEWER & WATER AUTHORITY

SURVEYOR'S CERTIFICATE

I, DAVID V. THOMAS, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD A LICENSE IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT, UTAH CODE ANNOTATED, 1953 AS AMENDED, CERTIFICATE NO. 163947. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, STREETS AND EASEMENTS, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17, UTAH CODE ANNOTATED, 1953 AS AMENDED, HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I FURTHER CERTIFY THAT EVERY EXISTING RIGHT-OF-WAY AND EASEMENT GRANT OR UNDERGROUND FACILITIES, AS DEFINED IN SECTION 54-8a-2, UTAH CODE ANNOTATED, 1953 AS AMENDED, AND FOR OTHER UTILITY FACILITIES, IS ACCURATELY DESCRIBED ON THIS PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

DATE _____ SURVEYOR, P.L.S. (SEE SEAL BELOW)

BOUNDARY DESCRIPTION

BEGINNING AT A POINT THAT IS NORTH 535.53 FEET AND WEST 287.25 FEET FROM THE SOUTHWEST CORNER OF BLOCK 36;
 THENCE ALONG THE ARC OF A 24.00 FOOT RADIUS CURVE 41.04 FEET TO THE RIGHT (CURVE HAS A CENTRAL ANGLE OF 97°58'13" AND A CHORD THAT BEARS S48°59'06"W 36.22 FEET); THENCE ALONG THE ARC OF A 51.00 FOOT RADIUS CURVE 69.46 FEET TO THE LEFT (CURVE HAS A CENTRAL ANGLE OF 78°02'18" AND A CHORD THAT BEARS S58°57'08"W 64.22 FEET); THENCE S89°27'11"W 102.74 FEET; THENCE N00°00'18"E 182.34 FEET; THENCE EAST 170.06 FEET; THENCE ALONG THE ARC OF A 15.00 FOOT RADIUS CURVE 23.56 FEET TO THE RIGHT (CURVE HAS A CENTRAL ANGLE OF 90°00'00" AND A CHORD THAT BEARS S45°00'00"E 21.21 FEET); THENCE SOUTH 109.47 FEET TO THE POINT OF BEGINNING.
 CONTAINS 0.71 ACRES OR 31,134 SF

THE BASIS OF BEARING IS WEST ALONG THE NORTH SIDE OF 300 NORTH STREET. THE SOUTHWEST CORNER OF BLOCK 36 IS LOCATED S 89°17'02" W ALONG THE SECTION LINE 1338.16 FEET AND NORTH 2200.60 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 14, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN.

OWNER'S DEDICATION

THE UNDERSIGNED OWNERS OF THE PROPERTY DESCRIBED ABOVE AND SHOWN ON THIS PLAT, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, STREETS, AND EASEMENTS AND DO HEREBY DEDICATE ANY PUBLIC STREETS AND OTHER PUBLIC AREAS SHOWN THEREON FOR THE PERPETUAL USE OF THE PUBLIC.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____, A.D. _____

ACKNOWLEDGMENT

STATE OF UTAH }
 COUNTY OF UTAH } S.S.
 ON THE _____ DAY OF _____, A.D. _____ THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY _____ PRINT NAME _____
 TITLE _____ OF _____ COMPANY
 A _____ UTAH LIMITED LIABILITY COMPANY, ON BEHALF OF SAID ENTITY.
 MY COMMISSION EXPIRES _____ NOTARY PUBLIC

ACCEPTANCE BY LEGISLATIVE BODY

THE _____ CITY COUNCIL OF _____ AMERICAN FORK CITY COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACKNOWLEDGES THE VACATION OF CERTAIN PUBLIC UTILITY EASEMENTS AND ACCEPTS THE DEDICATION OF ALL STREETS AND EASEMENTS FOR THE PERPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____, A.D. _____

 MAYOR
 _____ COUNCIL MEMBER
 _____ COUNCIL MEMBER
 _____ COUNCIL MEMBER
 APPROVED _____ ATTEST _____
 CITY ENGINEER CLERK-RECORDER
 (SEE SEAL BELOW)

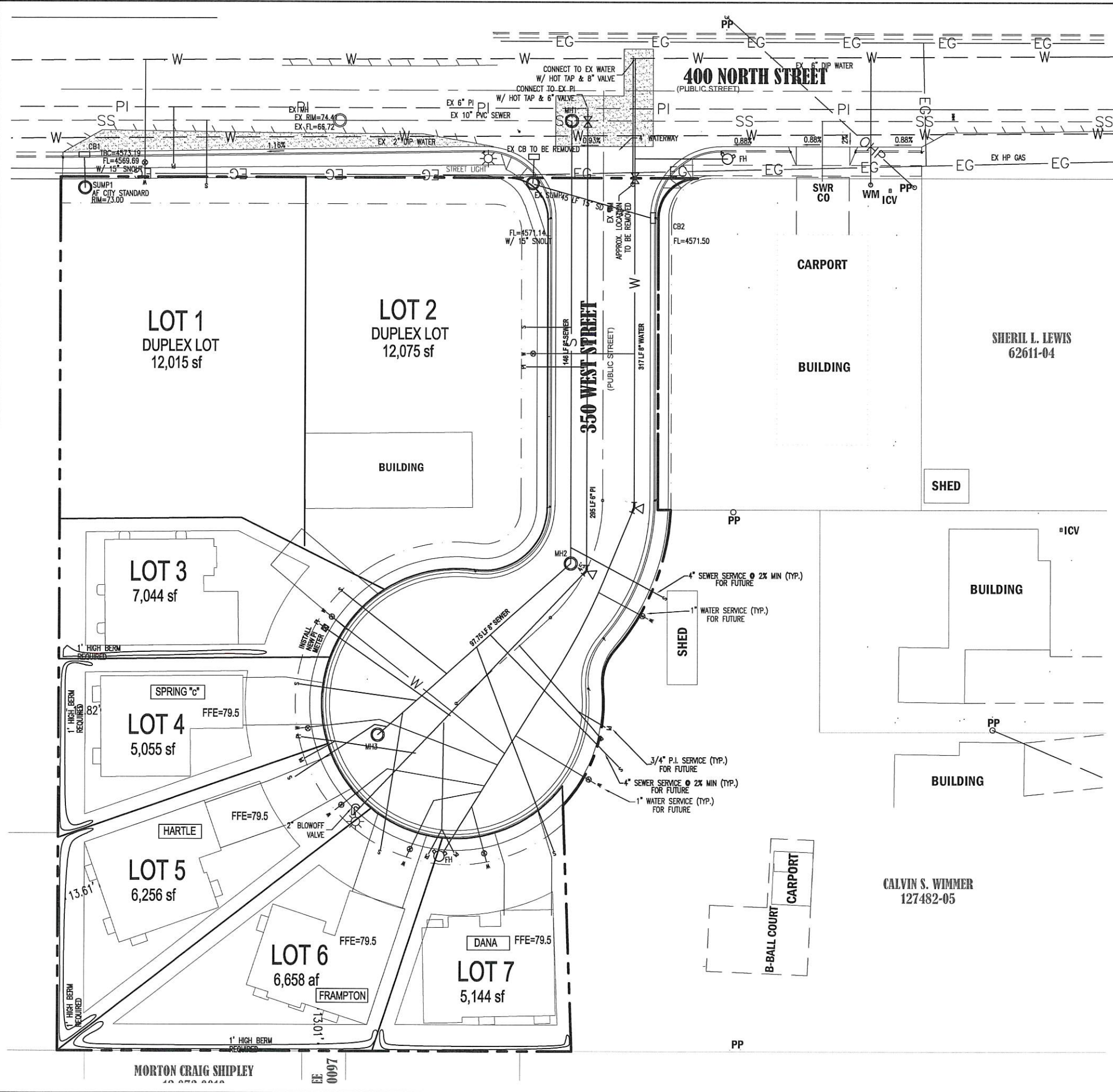
PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____, A.D. _____ BY THE _____ AMERICAN FORK CITY PLANNING COMMISSION
 _____ PLANNER _____ CHAIRMAN, PLANNING COMMISSION

WALNUT COURT PLAT "A"

INCLUDING A VACATION OF LOT 3 OF WALNUT COURT COTTAGE DEVELOPMENT PLAT "A" AND A VACATION OF LOTS 101 & 102 OF WALNUT COURT COTTAGE DEVELOPMENT PLAT "B"
 A RESIDENTIAL SUBDIVISION
 LOCATED IN THE SW 1/4 OF SECTION 14, T. 5 S., R. 1 E., SLB&M
 AMERICAN FORK CITY, UTAH COUNTY, STATE OF UTAH
 SCALE: 1" = 30 FEET

SURVEYOR'S SEAL NOTARY PUBLIC SEAL CLERK-RECORDER SEAL

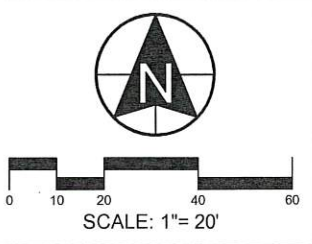


AVOID CUTTING
UNDERGROUND UTILITIES
Call Dig
1-800-662-4111

NOTICE
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES SHOWN OR NOT SHOWN ON THE PLANS.

DEVELOPER
TOD BYBEE
10137 HAVEN LANE
CEDAR HILLS, UTAH 84062

DEVELOPMENT
WALNUT COURT
350 W 400 N



berg
CIVIL ENGINEERING
11038 N. Highland Blvd Suite 400
Highland UT, 84003
office (801) 492-1277
cell (801) 616-1677

REVISIONS			SEAL
NO.	DATE	DESCRIPTION	
1		THIS DOCUMENT IS INCOMPLETE AND IS RELEASED TEMPORARILY FOR INTERIM REVIEW ONLY. IT IS NOT INTENDED FOR CONSTRUCTION BIDDING, OR PERMIT PURPOSES	
2			
3			
4			KENNETH R. BERG P.E.
5			SERIAL NO. 343602
6			DATE: 10/21/19
7			

ACTION	DATE
FINAL PLAN	8/4/14

PROJECT
TOD BYBEE
WALNUT COURT
COTTAGE DEVELOPMENT

DESCRIPTION
FINAL PLAN
PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME
AS-BUILT UTILITY PLAN

SHEET NUMBER
C2

Attachment: 1. Plat (Walnut Court)

TOD BYBEE
10137 HAVEN LANE
CEDAR HILLS, UTAH 84062

DEVELOPMENT

WALNUT COURT
350 W 400 N



CIVIL ENGINEERING
11038 N Highland Blvd Suite 400
Highland Ut, 84003
office (801) 492-1277
cell (801) 616-1677

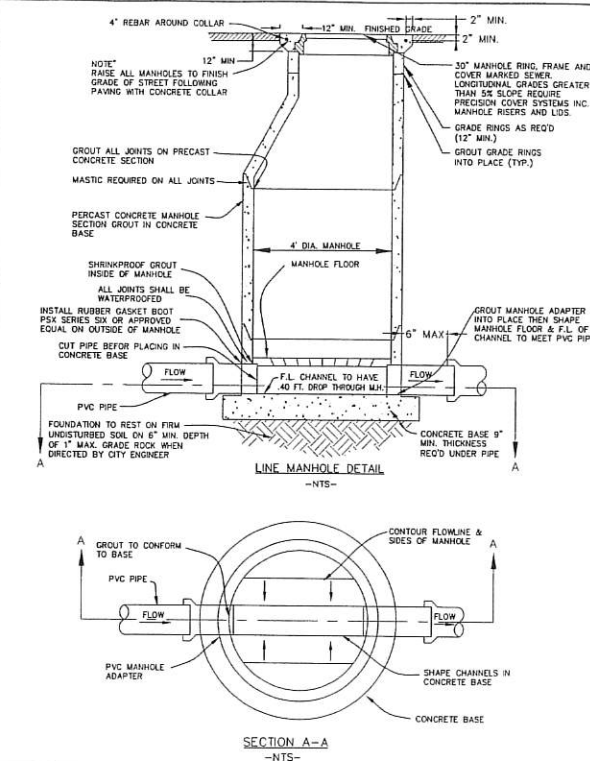
NO.	DATE	DESCRIPTION	SEAL
1			
2			
3			
4			
5			
6			
7			

ACTION	DATE
FINAL CD	9/10/19

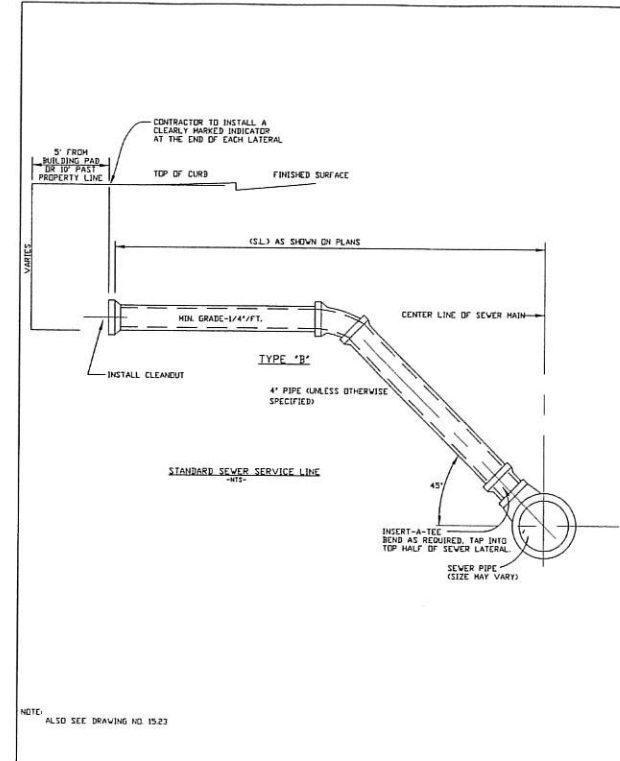
TOD BYBEE
WALNUT COURT
COTTAGE DEVELOPMENT

DESCRIPTION
FINAL CONSTRUCTION PLANS

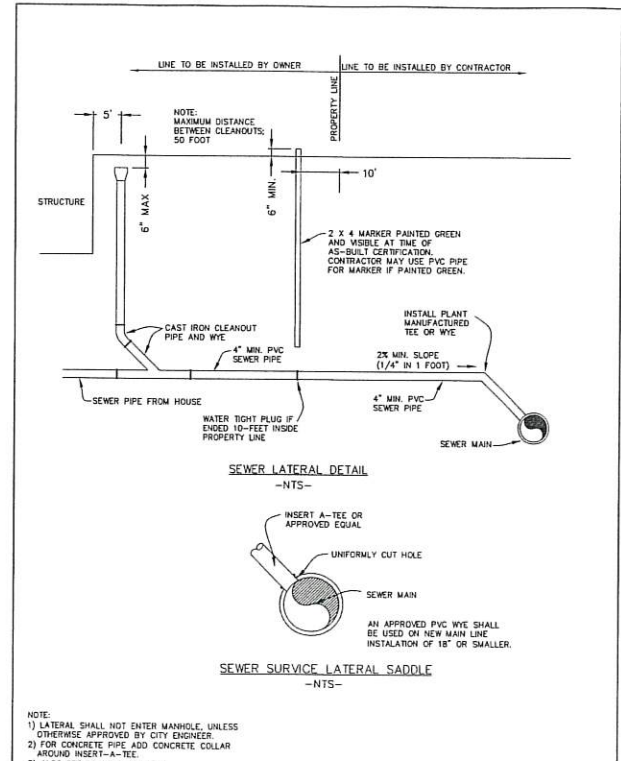
SHEET NAME	SHEET NUMBER
SEWER & STORM DRAIN DETAILS	D2



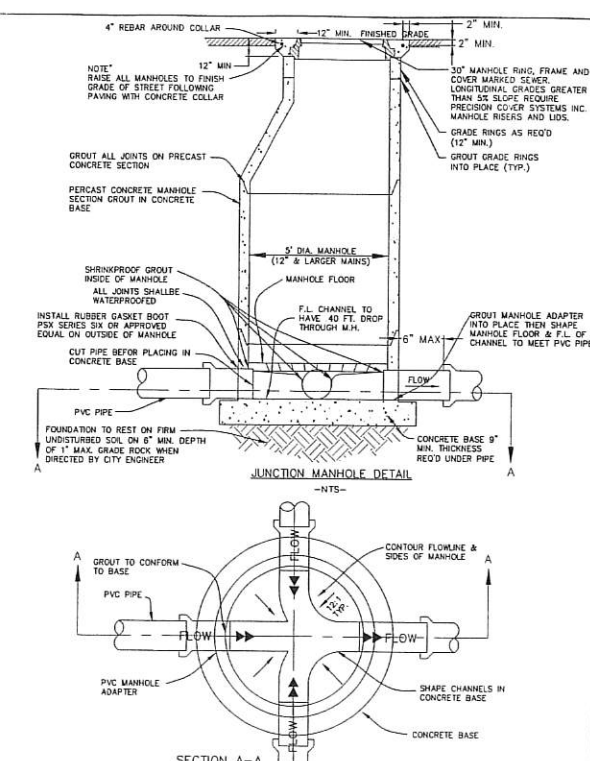
DATE	REVISION	BY	DESCRIPTION	SCALE	DRAWING NO.
JULY 2002		JRP	ISSUED FOR PERMITS	AS SHOWN	15.12



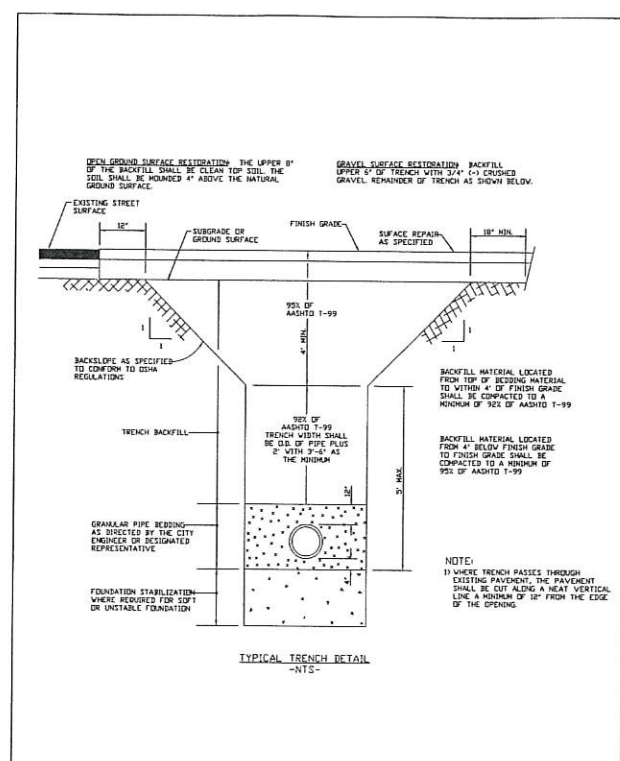
DATE	REVISION	BY	DESCRIPTION	SCALE	DRAWING NO.
JULY 2002		JRP	ISSUED FOR PERMITS	AS SHOWN	15.19



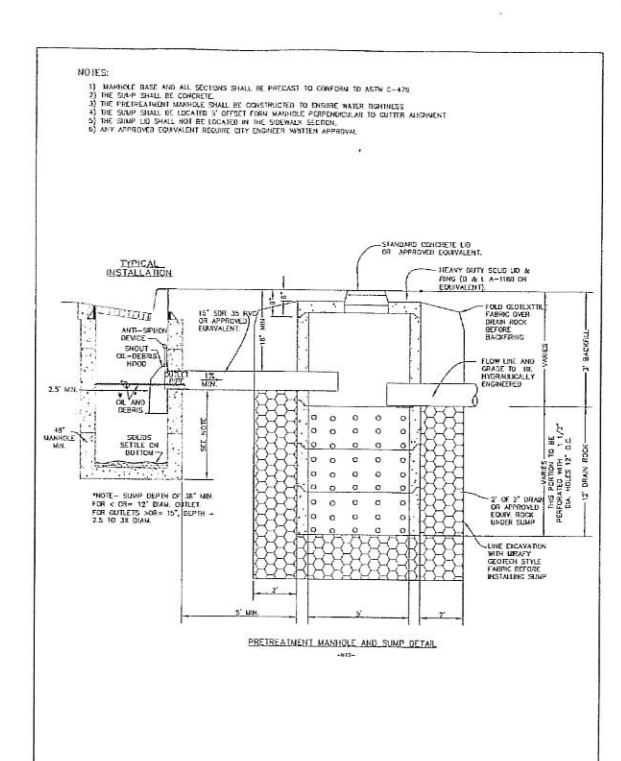
DATE	REVISION	BY	DESCRIPTION	SCALE	DRAWING NO.
JULY 2002		JRP	ISSUED FOR PERMITS	AS SHOWN	15.23



DATE	REVISION	BY	DESCRIPTION	SCALE	DRAWING NO.
JULY 2002		JRP	ISSUED FOR PERMITS	AS SHOWN	15.13



DATE	REVISION	BY	DESCRIPTION	SCALE	DRAWING NO.
JULY 2002		JRP	ISSUED FOR PERMITS	AS SHOWN	15.22



DATE	REVISION	BY	DESCRIPTION	SCALE	DRAWING NO.
JULY 2002		JRP	ISSUED FOR PERMITS	AS SHOWN	15.14

Attachment: 1. Plat (Walnut Court)

TOD BYBEE
10137 HAVEN LANE
CEDAR HILLS, UTAH 84062

WALNUT COURT
350 W 400 N



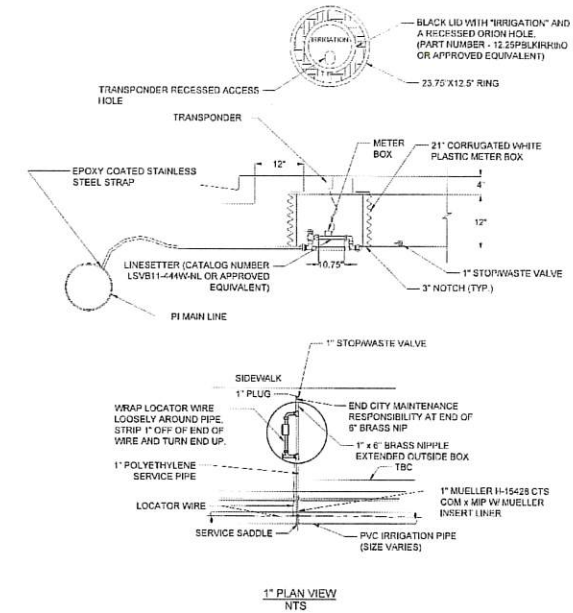
REVISIONS			SEAL
NO.	DATE	DESCRIPTION	
1			THIS DOCUMENT IS INCOMPLETE AND IS RELEASED TEMPORARILY FOR INTERIM REVIEW ONLY. IT IS NOT INTENDED FOR CONSTRUCTION BIDDING OR PERMITS PURPOSES. KENNETH R. GIBBS P.E. SERIAL NO. 343802 DATE: 10/21/19
2			
3			
4			
5			
6			
7			

ACTION	DATE
FINAL CD	9/10/19

PROJECT
**TOD BYBEE
WALNUT COURT
COTTAGE DEVELOPMENT**

DESCRIPTION
**FINAL
CONSTRUCTION
PLANS**

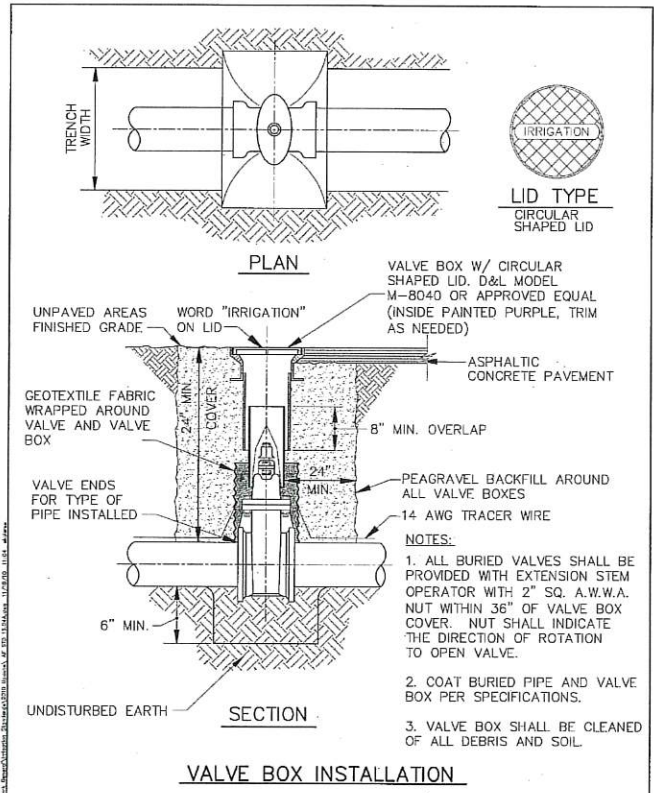
SHEET NAME	SHEET NUMBER
SECONDARY WATER DETAILS	D3



DATE	REVISION	DESCRIPTION	BY	CHKD
NOV 11 2010	1	REVISED	MMJ	
MAY 2019	2	REVISED	MMJ	

AMERICAN FORK CITY PUBLIC WORKS
275 EAST 200 NORTH
(801) 763-9030

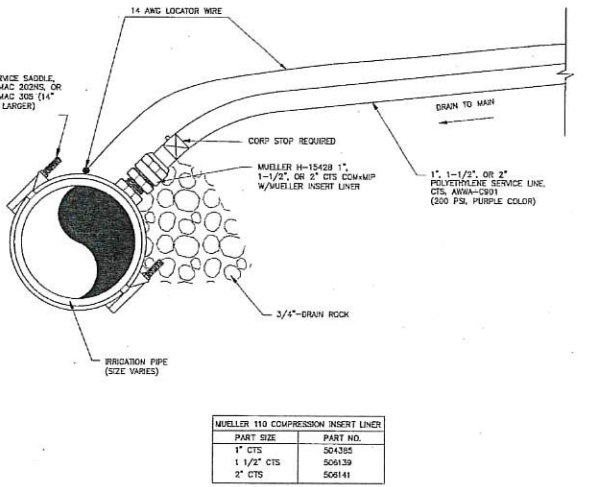
1" PI METER PLACEMENT 15.50



DATE	REVISION	DESCRIPTION	BY	CHKD
NOV 11 2010	1	REVISED	MMJ	

AMERICAN FORK CITY PUBLIC WORKS
275 EAST 200 NORTH
(801) 763-9030

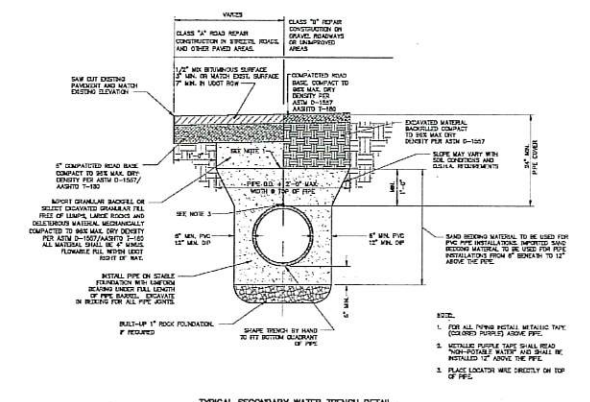
SECONDARY WATER VALVE BOX DETAIL 15.4A



DATE	REVISION	DESCRIPTION	BY	CHKD
NOV 11 2010	1	REVISED	MMJ	

AMERICAN FORK CITY PUBLIC WORKS
275 EAST 200 NORTH
(801) 763-9030

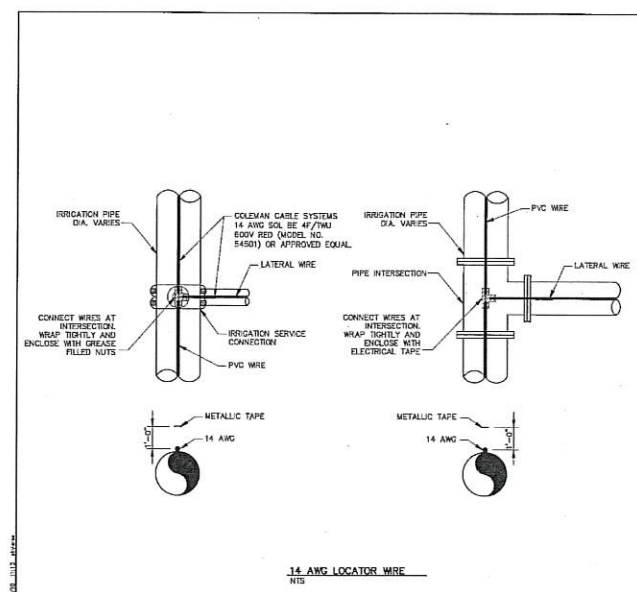
TYPICAL SECONDARY WATER MAIN TAP 15.3A



DATE	REVISION	DESCRIPTION	BY	CHKD
NOV 11 2010	1	REVISED	MMJ	

AMERICAN FORK CITY PUBLIC WORKS
275 EAST 200 NORTH
(801) 763-9030

TYPICAL SECONDARY WATER TRENCH DETAIL 15.22A



DATE	REVISION	DESCRIPTION	BY	CHKD
NOV 11 2010	1	REVISED	MMJ	

AMERICAN FORK CITY PUBLIC WORKS
275 EAST 200 NORTH
(801) 763-9030

LOCATOR WIRE DETAIL 15.33

Attachment: 1. Plat (Walnut Court)

AMERICAN FORK CITY
PLANNING COMMISSION

MEETING DATE: November 6, 2019
STAFF PRESENTATION: Adam Olsen

AGENDA TOPIC: Review and action on the final plat for Walnut Court Plat A, consisting of three lots, located at 350 West 400 North in the R2-7500 Residential zone.

ACTION REQUESTED: Recommendation of approval of the final plat.

BACKGROUND INFORMATION					
Location:		350 West 400 North			
Applicants:		Todd Bybee/Ken Berg			
Existing Land Use:		Residential			
Proposed Land Use:		Residential			
Surrounding Land Use:	North	Residential			
	South	Residential			
	East	Residential			
	West	Residential			
Existing Zoning:		R2-7,500			
Proposed Zoning:		N/A			
Surrounding Zoning:	North	R1-7,500			
	South	R2-7,500			
	East	R2-7,500			
	West	R2-7,500			
Land Use Plan Designation:		Medium Density Residential (6 du/ac)			
Zoning within Land Use Plan?		x	Yes		No

Attachment: 2. Staff Report (Walnut Court)

Background

Walnut Court Plat A proposes to adjust lot lines between the two existing duplex lots and one of the inner-block cottage lots. A previous plat illustrated a property line through an existing shed between Lots 201 and 202. This plat eliminates the property line through the shed, with both duplex lots meeting the minimum requirements per the Development Code. The northern property line for Lot 203, the inner-block lot, has been slightly adjusted, and still exceeds the minimum requirements for a lot within an inner block development.

Duplex structures on Lots 201 and 202 are under construction.

Consistency with the Land Use Plan

The Land Use Plan designates this area as “Medium Density Residential”, 6 du/ac. The subdivision falls within the Land Use Plan designation of “Medium Density Residential”.

Section 17.8.211 of the Development Code

The Planning Commission may act to recommend approval of a final plat upon a finding that:

- a. The final plat conforms with the terms of the preliminary plan approval.

The number of lots is not changing. This final plat simply re-draws lot lines between three lots.

- b. The final plat complies with all City requirements and standards relating to Subdivisions.

This criterion has been met.

- c. The detailed engineering plans and materials comply with the City standards and policies.

Engineering will address concerns, if any, at the time of the Planning Commission Meeting.

- d. The estimates of cost of constructing the required improvements are realistic.

Engineering will determine whether the cost estimates of constructing the required improvements are realistic.

- e. The water rights conveyance documents have been provided.

The water rights conveyance, if needed, will be satisfied prior to plat recordation.

FINDING OF FACT

After reviewing the application for final plat approval, the following finding of fact is offered for consideration:

1. The final plat meets the criteria as found in Section 17.8.211 of the Development Code.

POTENTIAL MOTIONS

APPROVAL

Mr. Chairman, I move that we recommend approval of the final plat of Walnut Court Plat A, with the finding listed in the staff report and subject to any findings, conditions and modifications listed in the Engineering report.

DENIAL

Mr. Chairman, I move that we recommend denial of the final plat of Walnut Court Plat A.

TABLE

Mr. Chairman, I move that we table action on the final plat of Walnut Court Plat A.

AMERICAN FORK CITY ENGINEERING DIVISION STAFF REPORT

Planning Commission Meeting Date: 11/6/2019

This report is a summary of the American Fork City Engineering Division plan review comments regarding the subject plan as submitted by the applicant for American Fork City Land Use Authority approval:

Project Name: Walnut Court

Project Address: 350 West 400 North

Developer / Applicant's Name: Tod Bybee/Berg Engineering

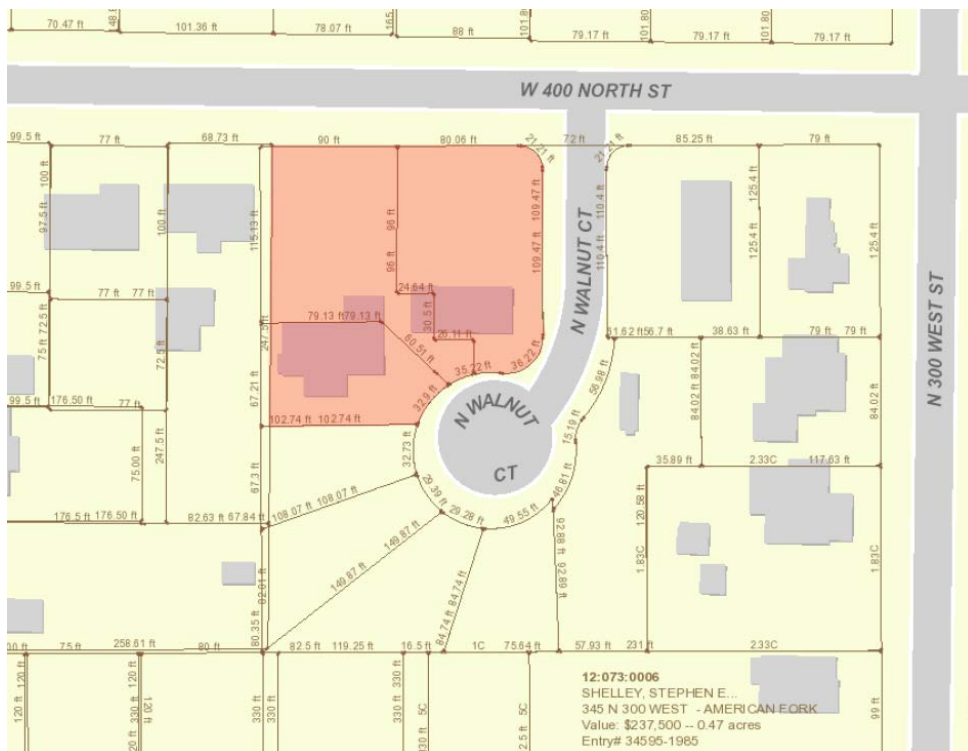
Type of Application:

- Subdivision Final Plat
- Subdivision Preliminary Plan
- Annexation
- Code Text Amendment
- General Plan Amendment
- Zone Change
- Commercial Site Plan
- Residential Accessory Structure Site Plan

Engineering Division Recommendation: The Engineering Division recommends APPROVAL of the proposed development subject to the following findings and conditions:

- All Standard Conditions of Approval and items denoted as "Plan Modification(s) Required" in the 11/6/2019 Engineering Division Staff Report for the City Land Use Authority shall be addressed on all final project documents.

Project Map:



Attachment: 2. Staff Report (Walnut Court)

STANDARD CONDITIONS OF APPROVAL**Standard Conditions of Approval:**

APPLICANT is responsible and shall submit/post/obtain all necessary documentation and evidence to comply with these Standard Conditions of Approval prior to any platting, permitting, or any other form of authorization by the City including plat recording or other property conveyance to the City and prior to scheduling a pre-construction meeting. All recording shall take place at the Utah County Recorder's Office.

1. **Title Report:** Submit an updated Title Report not older than 30 days or other type of appropriate verification that shows all dedications to the City are free and clear of encumbrances, taxes, or other assessments.
2. **Property Taxes and Liens:** Submit evidence that all the property taxes, for the current and/or previous years, liens, and agricultural land use roll over fees have been paid in full.
3. **Performance Guarantee:** Post a performance guarantee for all required public and essential common improvements.
4. **Land Disturbance Permit:** Obtain a Land Disturbance Permit.
5. **Compliance with the Engineering Division Plan Review Comments:** All plans and documents shall comply with all the Technical Review Committee comments and the City Engineer's final review.
6. **Professional Verification:** Submit final stamped construction documentation by all appropriate professionals.
7. **Fees:** Payment of all development, inspection, recording, street light, and other project related fees.
8. **Mylar:** Submit a Mylar. All plats will receive final verification of all formats, notes, conveyances, and other items contained on the plat by City staff (recorder, legal, engineer, GIS, planning).

UNAPPROVED MINUTES

1 **Mr. Christiansen moved to recommend approval of the Furry Tail Transformations historic**
 2 **building conservation project, with the finding listed in the staff report, and subject to any**
 3 **findings, conditions, and modifications listed in the engineering report.**

4 **Mr. Christiansen seconded the motion. Voting was as follows:**

5	Chairman Woffinden	Aye
6	Chris Christiansen	Aye
7	Christine Anderson	Aye
8	Harold Dudley	Aye
9	Rod Brocious	Aye

10 **The motion carried.**

11
 12
 13 7. Hearing, review and action on the amended final plat for the Walnut Court Innerblock
 14 Cottage Development Project, located at 353 West 400 North in the R-2-7,500 Residential
 15 zone

16
 17 Mr. Olsen explained that the Walnut Court Plat A proposes to adjust lot lines between the two
 18 existing duplex lots and one of the inner-block cottage lots. A previous plat illustrated a property
 19 line through an existing shed between Lots 201 and 202. This plat eliminates the property line
 20 through the shed, with both duplex lots meeting the minimum requirements per the Development
 21 Code. The northern property line for Lot 203, the inner-block lot, has been slightly adjusted, and
 22 still exceeds the minimum requirements for a lot within an inner block development. Duplex
 23 structures on Lots 201 and 202 are under construction.

24 Mr. Hunter stated that the Engineering Division recommends approval of the proposed
 25 development. There are no concerns, this is basically a housekeeping measure.

26 Mr. Ken Berg said that lot 3 used to have an existing home, it makes more sense now for this to
 27 match the rest of the innerblock cottage development.

28

29 **Public Hearing Opened**

30 **Public Hearing Closed**

31

32 **Mr. Brocious moved to approve the final plat of Walnut Court Plat A, with the finding listed**
 33 **in the staff report and subject to any findings, conditions and modifications listed in the**
 34 **Engineering report.**

35 **Mr. Christiansen seconded the motion. Voting was as follows:**

36

UNAPPROVED MINUTES

1 **Chairman Woffinden Aye**
 2 **Chris Christiansen Aye**
 3 **Christine Anderson Aye**
 4 **Harold Dudley Aye**
 5 **Rod Brocious Aye**

The motion carried.

8
 9 8. Hearing, review and action on a commercial site plan for the Truck Ranch Project, located at
 10 525 East 1000 South in the GC-2 Planned Commercial zone

11
 12 Mr. Olsen stated that Truck Ranch, an auto dealership, proposes to locate at the site. The proposed
 13 building and associated sales and display area is located on Lot 3 of the Auto Mall Business Center
 14 Subdivision, Plat A; consisting of 2.43 acres. Points of access are proposed from an internal
 15 subdivision street (shared access for subdivision). The shared access drive has points of access
 16 along both 500 East and 1000 South (Auto Mall Dr.). The sales and office building will consist
 17 of 3,744 sq. ft.; with both a main floor and mezzanine level.

18 Parking is provided per the City’s parking standards. Landscaping is also provided per City
 19 requirements. Renderings of the proposed structure are included in the submittal materials.

20 Mr. Hunter said that the Engineering Division recommends approval of the proposed development.
 21 Most infrastructure is there minus some stormwater detention areas and sewer laterals. There are
 22 no major concerns or issues.

23

24 **Public Hearing Opened**

25 **Public Hearing Closed**

26

27 **Mr. Dudley moved to approve a commercial site plan for the Truck Ranch, located at 525**
 28 **East Auto Mall Drive, with the finding listed in the staff report and subject to any findings,**
 29 **conditions and modifications found in the engineering report.**

30 **Mr. Brocious seconded the motion. Voting was as follows:**

31 **Chairman Woffinden Aye**
 32 **Chris Christiansen Aye**
 33 **Christine Anderson Aye**
 34 **Harold Dudley Aye**
 35 **Rod Brocious Aye**

The motion carried.

36
37

Attachment: 3. Minutes (Walnut Court)



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Public Works **Director Approval** Scott Sensanbaugher

AGENDA ITEM Review and action on granting a public utility easement located at 300 East 1600 North to Rocky Mountain Power.

BACKGROUND

The Golf Skills Training Center at Fox Hollow Golf Course located at 300 East 1600 North was approved on November 22, 2016 at the regular session City Council. The Golf Skills Training Center is located in the northwest quadrant of the golf course property, immediately east of the pressurized irrigation reservoir.

Rocky Mountain Power has an existing facilities on the golf course to the east of the Training Center, but does not have an easement to service Training Center. The Golf Skills Training Center has approached the City and requested assistance by having the City grant Rocky Mountain Power an easement within City property. This action will create a 10' easement from Rocky Mountain Power's existing facilities to the Golf Skills Training Center.

Engineering Division has reviewed the proposed public utility easement in favor of Rocky Mountain Power.

BUDGET IMPACT N/A

SUGGESTED MOTION Move to approve the public utility easement in favor of Rocky Mountain Power located at 300 East 1600 North.

SUPPORTING DOCUMENTS

AF to RMP easement 20191112 (PDF)

After recording return to:
 American Fork City
 Attn: City Recorder
 51 East Main Street
 American Fork, Utah 84003

UTILITY EASEMENT

For the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the undersigned Grantor hereby grants, conveys, sells, and sets over unto **Rocky Mountain Power, an unincorporated division of PacificCorp**, as Grantee, its successors and assigns, a perpetual easement to construct, maintain, operate, repair, inspect, protect, install, remove and replace underground electric power transmission, distribution, and communication lines and all necessary or desirable accessories and appurtenances thereto, including without limitation: wires, fibers, cables and other conductors and conduits therefor; and pads, transformers, switches, cabinets, and vaults on, across, or under the surface of the real property of Grantor. Said easement being situated in Utah County, State of Utah, through a parcel of Grantor's land, which easement is more particularly described as follows:

A 10 foot wide easement located in the Southwest Quarter of Section 1, Township 5 South, Range 1 East, Salt Lake Base and Meridian, American Fork City, Utah County, Utah and more particularly described as follows: Being 5 feet on each side of the following described centerline: Beginning at an existing Power Transformer, point being North 879.24 Feet and South 89°47'20" East a distance of 1810.82 Feet along the Section Line from the Southwest Section Corner of Section 1; thence North 63°40'04" West to a point being 5.00 Feet South of the South Property line of the Plat "A" amended Pheasant Hollow Planned Unit Development, thence running parallel with said South property line North 89°58'02" West for a distance of 135.89 Feet, thence South 76°18'33" West for a distance of 114.61', thence South 54°57'30" West for a distance 176.01 Feet to a proposed Transformer being 16.50 Feet +/- South from the Northeast Building Corner of the BYU Golf Facility .

10 Foot easement contains 4511.9 sq. feet +/-

To have and hold the same unto said Grantee, its successors and assigns, with right of ingress and egress in said Grantee, its contractors and assigns to enter upon the above described property with such equipment as is necessary to install, maintain, operate, repair, inspect, protect, remove and replace said facilities. At no time shall Grantor, its successors, licensees, lessees, contractors or assigns or their agents or employees erect or permit to be erected any building or structure of any kind within the boundaries of said perpetual easement.

In witness whereof, the Grantor has executed this easement this

_____ day of _____, 2019.

AMERICAN FORK CITY

By: Bradley J. Frost, Mayor

State of Utah

:ss

County of _____

On the _____ day of _____, 2019, personally appeared before me _____, who acknowledged himself to be the Mayor of American Fork City, and that he, as such Mayor, being authorized so to do, executed the foregoing instrument for the purposes therein contained.

Notary Public

Attachment: AF to RMP easement 20191112 (Public Utility Easement for Rocky Mountain Power)



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Recorder **Director Approval** Terilyn Lurker

AGENDA ITEM Review and action on a resolution declaring property to be surplus and disposed of.

SUMMARY RECOMMENDATION

Staff would recommend approval.

BACKGROUND

There are five vehicles and seven chairs that need to be declared surplus and disposed of. A public hearing notice was published in the November 16, 2019, Deseret News as required by our ordinance and a public hearing has been scheduled prior to action being taken on this resolution.

BUDGET IMPACT

Unknown at this time.

SUGGESTED MOTION

I move to approve the resolution declaring property to be surplus and disposed of.

SUPPORTING DOCUMENTS

11-26-19 Surplus Property (DOC)

RESOLUTION NO. _____

A RESOLUTION DECLARING PROPERTY TO BE SURPLUS

WHEREAS, American Fork City provided published notice of a public hearing in the *Deseret News* on the 16 day of November, 2019; and

WHEREAS, a public hearing was held on the 26 day of November, 2019.

THEREFORE, BE IT RESOLVED by the City Council of American Fork, Utah as follows:

The following items are found to be surplus and to be disposed of:

Description

Administration

Chairs (7)

Cemetery

2008 Dodge Ram VIN: 3D7MX38A18G236455

Parks

1993 Ford F250 VIN: 1FTHX25H6PKB93990

1993 Ford F250 VIN: 1FTHX25H8PKB93991

Police

2000 Chevrolet 1500 VIN: 1GCEK19T4YE194405

2010 Dodge Charger VIN: 2B3AA4CT8AH272602

2012 Dodge Charger VIN: 2C3CDKAT0CH304842

This Resolution shall become effective upon its passage.

PASSED by the American Fork City Council this 26 day of November, 2019.

Bradley J. Frost, Mayor

ATTEST:

Terilyn Lurker, City Recorder

Attachment: 11-26-19 Surplus Property (Surplus Property - vehicles, chairs)



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Recorder **Director Approval** Terilyn Lurker

AGENDA ITEM Review and action on a Tier 1 Auto Dealership agreement with National Buick GMC.

SUMMARY RECOMMENDATION

Staff would recommend approval.

BACKGROUND

Tier 1 auto dealerships are an important part of the city's economic viability. The city has been approached to consider an incentive for Tier 1 auto dealership in American Fork. The proposed agreement for the incentive includes a minimum hurdle amount to qualify for an incentive, a tiered incentive structure, a cap on total incentive and total years of eligibility, a covenant to remain in the city following the incentive period and a provision for repayment if agreement conditions are not met. The purpose of the agreement is to encourage performance based incentives which will enhance the city's long term financial position.

This agreement was discussed at the November 19, 2019, work session. This is now before the City Council for action.

BUDGET IMPACT

NA

SUGGESTED MOTION

I move to approve the Tier 1 Auto Dealership Agreement with National Buick GMC, Inc.

SUPPORTING DOCUMENTS

REVISED GMC National Buick Tax Incentive Agreement 11.13.19 (PDF)

TIER 1 AUTO DEALERSHIP AGREEMENT

This Agreement (hereinafter "Agreement") is made and entered into on this ____ day of _____, 2019, by and between AMERICAN FORK, a municipal corporation of the State of Utah, whose address is 31 North Church St., American Fork, Utah 84003 (hereinafter "**City**"), and NATIONAL BUICK GMC, INC, a Utah corporation, whose address is 629 East 1000 South, American Fork, Utah 84003 (hereinafter "**Dealership**"). Collectively the parties to this Agreement may be referred to "the Parties".

RECITALS

WHEREAS, Dealership owns approximately 4.72 acres of real property located within City; and

WHEREAS, Dealership and City desire to facilitate job creation through commercial development within American Fork City by incentivizing the improvement of certain facilities that will accelerate growth and additional tax revenues;

WHEREAS, Dealership operates a car dealership ("Business") which sells new vehicles ("Tier 1"), generating significant tax revenues for the City;

WHEREAS, Dealership is located within a primary commercial corridor of American Fork, and desires to make certain improvements to its facilities ("Improvements"), and the City is relying on Improvements to drive retail sales and generate additional tax revenues; and

WHEREAS, City desires to enhance its retail competitive advantage and ensure long-term sustainability of its commercial tax base through incentivizing development to its highest and best use;

AGREEMENT

NOW THEREFORE, the parties hereto agree as follows:

1. Effective Date. The date on which the last of the Parties executes this Agreement shall be the deemed the effective date of this Agreement (hereinafter "Effective Date").
2. Compliance. Dealership assumes responsibility for the design, construction, and financing of all costs associated with Improvements. Dealership agrees to comply with all City ordinances relating to Improvements. Nothing in this Agreement constitutes waiver by the City of its laws, processes, procedures, or requirements for development, neither does this Agreement grant any development or land-use entitlement or vest Dealership in any way.
3. Qualification of Improvements. Dealership shall submit to City its plans for Improvements showing necessity of Improvements and how Improvements are expected to increase tax revenues for City. Only those Improvements which are prequalified by City in writing ("Qualified Improvements") shall be eligible for tax revenue increment reimbursement ("Tax Increment").

- 4. Reimbursement Cap. The maximum cumulative Tax Increment reimbursement Dealership is entitled to under this Agreement is one million dollars (\$1,000,000.00), or the total cost of Qualified Improvements, whichever is less ("Reimbursement Cap").
- 5. Eligibility Period. Dealership shall begin to be eligible for Tax Increment reimbursement in Fiscal Year 2020 (beginning July 1, 2019). The Eligibility Period shall be for ten (10) years, or until Dealership has reached the Reimbursement Cap, whichever occurs first ("Eligibility Period").
- 6. Covenant to Remain in City. Dealership agrees it will remain within the geographical taxing boundaries of City for a period of five (5) years after the conclusion of Eligibility Period.
- 7. Conditions for Repayment. Dealership shall repay all Tax Increment it has received under this Agreement to the City within ninety (90) days of any of the following conditions occurring:
 - a. Dealership relocates Business outside of City's geographical taxing boundaries during Eligibility Period or during the five years following the Eligibility Period as described in Paragraph 6; or
 - b. Dealership ceases conducting Business or closes Business or declares bankruptcy; or
 - c. Dealership fails to complete construction of Qualified Improvements within three year of obtaining City approval of its plans.
- 8. Tax Increment Calculation. The City's obligation to reimburse Dealership from Tax Increment revenues is subject to the following terms and conditions:
 - a. Actual Tax Revenue. The City shares point-of-sales tax revenue with the State of Utah as governed by State law. The Tax Increment shall be calculated using the sales tax revenue actually received by City (currently, approximately 76% of point-of-sale sales tax revenue collected by businesses) ("Actual Tax Revenue").
 - b. Baseline Amount. The first \$100,000.00 in Actual Tax Revenue generated during each year of the Eligibility Period shall be retained by City and is not subject to reimbursement ("Baseline Amount").
 - c. Tax Increment Reimbursement. Dealership shall be entitled to Tax Increment reimbursement based on the amount of Actual Tax Revenue generated above the Baseline Amount ("Hurdle Amounts"):

	<i>Actual Tax Revenue</i>	<i>% Tax Increment Reimbursed</i>
(1)	\$100,001 - \$150,000	50%
(2)	\$150,001 - \$200,000	70%

(3) Above \$200,001 90%

[By way of illustration, if City's Actual Tax Revenue generated by Dealership was \$221,000 during year, then Dealership would receive, after subtracting the baseline amount, 50% of the first \$50,000 (\$25,000), 70% of the next \$50,000 (35,000), and 90% of the remaining \$21,000 (\$18,900) for a one year total of \$78,900.]

- 9. Payment of Tax Increment. City shall remit the Tax Increment reimbursement to Dealership by May 31st of each year for the preceding calendar year.
- 10. Indemnification. Dealership and the City shall indemnify, defend and hold each other's officers, agents, representatives and employees harmless from any and all claims, demands, liabilities, damages, injuries, causes of action, costs and expenses, including attorney's fees, arising out of or in any way related to the performance of each party's duties under this Agreement caused in whole or in part by any negligent act or omission of the other party or anyone directly or indirectly employed by the other party.
- 11. Assignment. This Agreement shall be binding upon the Dealership and their respective heirs, executors, administrators, successors, and assigns but shall not be assigned without the express written consent of City.

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

NATIONAL BUICK GMC

KOLBY HANSEN
Its:

Date

AMERICAN FORK CITY

BRADLEY J. FROST
Mayor

Date

ATTEST:

Terilyn Lurker
City Recorder



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 26, 2019**

Department Recorder **Director Approval** Terilyn Lurker

AGENDA ITEM Review and action on a resolution authorizing American Fork City to execute an interlocal cooperative agreement and service agreement with LightHub Communication Agency.

SUMMARY RECOMMENDATION

Approval of the Resolution authorizing the City to execute the interlocal cooperative agreement of LightHub Communication Agency, the service agreement, and appointment of Mayor Frost as the city representative to the LightHub Board of Directors.

BACKGROUND

American Fork City wishes to enter into an interlocal cooperative agreement together with other municipalities and/or other public agencies of the State of Utah for the purpose of creating LightHub Communications Agency as permitted under the Utah Interlocal Cooperation Act. The interlocal cooperative agreement will allow members to facilitate network services to residences and businesses within member entities and benefit from the economy of scale and efficiencies of combined municipal broadband operations.

The service agreement with LightHub Communication Agency was discussed at the September 23, 2019, work session and the September 24, 2019, city council meeting. Changes were made based on the discussions at both meetings.

BUDGET IMPACT

TBD

SUGGESTED MOTION

I move to approve the Resolution authorizing Mayor Frost to execute the interlocal cooperative agreement for LightHub Communication Agency, the service agreement with LightHub Communication Agency, and appoint Mayor Frost as the City's representative on LightHub's Board of Directors.

SUPPORTING DOCUMENTS

American Fork LIGHTHUB Interlocal resolution (3) 11-26-19 (1) (PDF)
Interlocal Agreement 11222019 (1) (PDF)
Lighthub Service Contract 11222019 (1) (PDF)

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING AMERICAN FORK CITY TO ADOPT THE INTERLOCAL COOPERATIVE AGREEMENT OF LIGHTHUB COMMUNICATION AGENCY, ADOPT THE COMMUNICATIONS SERVICE CONTRACT AND APPOINT THE CITY'S REPRESENTATIVE ON THE LIGHTHUB BOARD OF DIRECTORS.

WHEREAS, American Fork City (the "City") seeks to adopt an Interlocal Cooperative Agreement (the "Agreement") to join together with other legal entities of the State of Utah for the purposes of creating LIGHTHUB Communication Agency ("LIGHTHUB"), a separate legal entity, as permitted under the Utah Interlocal Cooperation Act, Sections 11-13-101, *et seq.*, Utah Code Annotated 1953, as amended ("UCA"); to finance, construct, equip, operate or have operated, an open, wholesale, advanced communications utility infrastructure system throughout the City and interconnection with other members of the LIGHTHUB, as provided in Section 10-18-105(2), UCA; and

WHEREAS, the Interlocal Cooperative Agreement has been prepared for the purposes stated herein;

WHEREAS, the City Council of the City does hereby determine that it is in the best interests of the health, safety, and welfare of the residents and businesses of the City to adopt the Interlocal Cooperative Agreement;

WHEREAS, the Communications Service Contract contemplates allowing the City the option of bonding through the LIGHTHUB interlocal agency; and

WHEREAS, the Agreement provides provisions for non-contributory members to join and withdraw from LIGHTHUB;

WHEREAS, City Council of the City does hereby determine that it is in the best interests of the health, safety, and welfare of the residents and businesses of the City to adopt the Service Contract between American Fork City and LIGHTHUB Communication Agency;

WHEREAS, the City Council desires to appoint Mayor Brad Frost to serve as the City's representative on LIGHTHUB's Board of Directors.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of American Fork, Utah, to adopt the Interlocal Cooperative Agreement of the LIGHTHUB Communication Agency, is hereby approved, and that the Mayor is hereby authorized to execute said Interlocal Cooperative Agreement for and in behalf of the City, by signing the signature page of the Interlocal Cooperative Agreement;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of American Fork, Utah, that the Communications Service Contract, is hereby approved, and that

the Mayor is hereby authorized to execute Service Contract for and in behalf of the City, by signing the signature page of the Contract.

BE IT FURTHER RESOLVED by the City Council of the City of American Fork, Utah, that Mayor Brad Frost is hereby appointed as the City’s representative on LIGHTHUB’s Board of Directors.

APPROVED AND ADOPTED this 26th day of November, 2019.

City of American Fork:

(SEAL)

Mayor: Brad Frost

ATTEST:

City Recorder: Terilyn Lurker

4844-6889-6420

Attachment: American Fork LIGHTHUB Interlocal resolution (3) 11-26-19 (1) (LightHub Communication Agency Resolution)

**INTERLOCAL COOPERATIVE AGREEMENT
OF
LIGHTHUB COMMUNICATION AGENCY
(LIGHTHUB)**

Dated as of _____, 2019

INTERLOCAL COOPERATIVE AGREEMENT

THIS INTERLOCAL COOPERATIVE AGREEMENT (“Agreement”) of LIGHTHUB COMMUNICATION AGENCY (“LIGHTHUB”) dated as of _____, 2019, is made and entered into by and among the municipalities organized and existing under the laws of the State of Utah that are signatories to this Agreement, which Agreement may be amended from time to time, as provided herein. The public agencies are hereinafter, referred to collectively as “Members” or “parties” and individually as “Member” or “party.”

RECITALS

WHEREAS, the Utah Interlocal Cooperation Act (“Interlocal Cooperation Act”), Title 11, Chapter 13, Utah Code Annotated 1953, as amended (“Utah Code”), provides that two or more public agencies may, by agreement, jointly exercise any power common to the contracting parties, and may share their taxes and other revenues to accomplish their stated objectives; and

WHEREAS, the Municipal Cable Television and Public Telecommunications Services Act (the “Telecommunications Act”), Title 10, Chapter 18, Utah Code allows a municipality in the State of Utah to provide to its residents cable television and telecommunications services on a wholesale basis as therein provided; and

WHEREAS, Section 10-8-14, Utah Code, provides that a municipality “may construct, maintain, and operate . . . telecommunications lines [or] cable television lines” subject to the Telecommunications Act; and

WHEREAS, Section 10-18-105(2), Utah Code, exempts, from many of the requirements of

Attachment: Interlocal Agreement 11222019 (1) (LightHub Communication Agency Resolution)

the Telecommunications Act, municipalities that purchase, lease, construct, or equip facilities “that are designed to provide services within the municipality; and that the municipality uses for internal municipal government purposes; or by written contract, leases, sells capacity in, or grants other similar rights to a private provider to use the facilities in connection with a private provider offering cable television services or public telecommunications services”; and

WHEREAS, the Utah Municipal Bond Act (“**Municipal Bond Act**”) Title 11, Chapter 14, Utah Code provides that a municipality may finance an interest in improvements, facilities or property to be owned by the municipality or owned jointly by two or more municipalities, and that a municipality may pledge all or any part of its excise taxes to finance said improvements, facilities or property; and

WHEREAS, the parties have entered into this Agreement for the purpose of (i) creating LIGHTHUB as a separate legal entity; and (ii) acquiring, constructing, owning and operating the Network (as defined herein); and

WHEREAS, this joint effort in creating a wholesale telecommunications utility makes use of the Members’ powers in a mutually advantageous way, including the benefit of economy of scale, which will facilitate services to residences and businesses; government administration; provide more functional buildings and grounds; support educational opportunities, health care, and police and fire protection; and economic development; and

WHEREAS, Article XIII, Section 5 of the Utah State Constitution provides that a political subdivision of the State may share its tax and other revenues with another political subdivision of the State as provided by statute, including Section 11-13-215, Utah Code; and

WHEREAS, LIGHTHUB shall utilize the Network as described in **Section 1.11** including each Project as described in **Section 1.14** as defined herein; and

WHEREAS, if other public agencies, including counties, already have authority or are later granted authority similar to that possessed by municipalities, this Agreement encompasses the ability to add them as future Added Members of LIGHTHUB; and

WHEREAS, LIGHTHUB shall provide to its Members and the inhabitants of its Members the

Network and related benefits to be derived from the operation of the Network all of which is acknowledged by the Members; and

WHEREAS, the governing bodies of the current members of LIGHTHUB have been or will be presented a final finance plan of LIGHTHUB.

NOW, THEREFORE, for and in consideration of all of the mutual benefits, covenants, and agreements contained herein, the parties hereto mutually agree as follows:

ARTICLE 1
Definitions

The following definitions shall apply to the provisions of this Agreement:

- 1.1. “**Added Members**” means those public agencies listed in **Appendix B** who have joined LIGHTHUB pursuant to **Section 4.4**.
- 1.2. “**Agreement**” means this Interlocal Cooperative Agreement of LIGHTHUB COMMUNICATION AGENCY dated as of _____, 2019, including any subsequent amendments and supplements thereto and all Exhibits, Attachments, or Appendices hereto, which by this reference are incorporated herein.
- 1.3. “**Board of Directors**” or “**Board**” means the governing body of LIGHTHUB.
- 1.4. “**Bonding**” means the issuance of Bonds.
- 1.5. “**Bonds**” means bonds, notes, certificates of participation or other evidences of indebtedness of LIGHTHUB, except as provided herein.
- 1.6. “**Discretionary Revenues**” means funds remaining in LIGHTHUB’s account after LIGHTHUB has paid (i) all Operation and Maintenance Expenses, (ii) all debt service payment obligations with respect to any Bonds issued by LIGHTHUB, and (iii) all funding requirements for those funds and accounts as well as use of funds established with respect to the issuance of Bonds.

Attachment: Interlocal Agreement 11222019 (1) (LightHub Communication Agency Resolution)

1.7. “**Effective Date**” means _____, the date LIGHTHUB was originally created.

1.8. “**Excess Revenues**” means any remaining Revenues after Discretionary Revenues have been spent.

1.9. “**Fiscal Year**” means the twelve-month period beginning July 1 and ending June 30.

1.10. “**LIGHTHUB**” means LIGHTHUB COMMUNICATION AGENCY, an interlocal cooperative entity and political subdivision of the State of Utah duly organized under the Interlocal Cooperation Act. As used in **Article 8**, LIGHTHUB means its officers and Board of Directors, as appropriate.

1.11. “**Members**” means those entities listed in **Appendix A** and those Added Members listed in **Appendix B** as well as Non-Contributory Members listed **Appendix C** herein provided.

1.12. “**Network**” means and includes all physical facilities, wires, and equipment either owned or controlled by LIGHTHUB that is part of an open, carrier class, and scalable telecommunications system on which voice, video, and/or data are stored, accessed, and/or transmitted that makes available transparent high-speed broadband services for internal use by the Members and for use by all homes, businesses, and other entities within the Members’ boundaries on a wholesale basis and between the Members as interconnected facilities.

1.13. “**Operation and Maintenance Expenses**” means all expenses reasonably incurred in connection with the operation and maintenance of the Network, whether incurred by LIGHTHUB or paid to any other entity pursuant to contract or otherwise, necessary to keep the Network in efficient operating condition, including cost of audits hereinafter required, payment of promotional and marketing expenses, payment of insurance premiums, and, generally all expenses, exclusive of depreciation and other non-cash items which under generally accepted accounting practices are properly allocable to operation and maintenance; however, only such expenses as are ordinary and necessary to the efficient operation and maintenance of the Network shall be included.

1.14. “**Operational Matter**” means any issue concerning the Network except as it pertains to a specific Project.

1.15. “**Project**” means the acquisition, construction, or equipping of land, buildings, equipment, assets or facilities to be operated as part of or in connection with the Network including any financing in connection therewith.

ARTICLE 2

Purposes

2.1 General Statement. This Agreement is entered into by the Members in order to:

2.1.1. Create LIGHTHUB as a separate legal entity, as provided in the Interlocal Cooperation Act.

2.1.2. If approved by the Members as provided herein, issue Bonds; and construct, lease, operate (or cause the same to occur) and own the Network;

2.1.3. Enter into contracts with consultants, suppliers, contractors, providers, and others to facilitate the accomplishment of the foregoing purposes.

2.1.4. Undertake such actions as are necessary or advisable to effect the purposes in this **Section 2.1**.

2.1.5. Enter into contracts, bond, construct, and undertake actions to effectuate the purposes in this **Section 2.1**, all of which may be done in series or phases, all as determined by the Board of Directors.

2.1.6. Upgrade and expand the Network as new development occurs within the boundaries of the Members, subject to **Section 10.9**.

2.1.7. Undertake and operate Projects.

2.1.8. Engage in such other lawful activity in which an interlocal cooperative may become involved and to conduct any and all transactions and activities related thereto.

2.2. Added Members. It is also the purpose of this Agreement to provide, to the extent permitted by law, for additional public agencies to become parties to this Agreement as Added Members as provided in **Section 4.3**.

2.3 LIGHTHUB Boundaries. LIGHTHUB’s boundaries shall be and shall include each Member’s geographical limits, along with such areas as are necessary to interconnect the Network within each Member. LIGHTHUB’s boundaries shall further include the geographical limits of other municipalities with whom LIGHTHUB or a Member may contract pursuant to **Section 10.9**.

ARTICLE 3

Liabilities and Obligations of Members

3.1. Immunity. In entering into this Agreement, the Members do not waive, and are not waiving, any immunity provided to the Members or their officials, employees, or agents by the Utah Governmental Immunity Act, Title 63G, Chapter 7, Utah Code (the “Immunity Act”), or by other law.

3.2. Obligation Imposed by Law. This Agreement shall not relieve any Member of any obligation or responsibility imposed upon it by law. However, to the extent of actual and timely performance thereof by LIGHTHUB, such performance may be offered in satisfaction of such obligation or responsibility.

3.3. Limited Obligation. The obligations entered into by each Member by this Agreement are special limited obligations of each such Member, and nothing herein shall be construed or give rise to a general obligation or liability of any Member or a charge against its general credit or taxing powers.

3.4. Not Debt of Members. Any Bonds issued or incurred by LIGHTHUB shall not constitute a debt of any individual Member, but shall be secured only in the manner set forth therein. There shall be no additional liability or obligation of a Member except as provided in **Section 3.3**.

3.5. Indemnification of Members. LIGHTHUB shall defend, indemnify, save harmless, and exempt the Members, their officers, agents, and employees from and against all claims, suits, legal proceedings, demands, damages, costs, expenses, and attorneys' fees incident to any willful or negligent acts or omissions by LIGHTHUB, its officers, agents, or employees. The Board of Directors shall, prior to the commencement of construction of the Network, provide for risk and liability coverage in such amounts as it deems necessary to insure against risks arising from the operation of the Network.

ARTICLE 4

Parties to Agreement

4.1. Current and Future Members. Each party to this Agreement, by virtue of this Agreement, contracts with all other Members who are signatories of this Agreement to accomplish the purposes set forth in **Article 2** herein, and, in addition, with such other Added Members as may later join and become signatories of this Agreement pursuant to **Section 4.4**.

4.2. Members. The Members are those Members listed in **Appendix A**, and includes Added Members in **Appendix B**.

4.3. Added Members. Added Members may adopt and become signatories to this Agreement upon approval of, and pursuant to the conditions established by, the Board of Directors pursuant to **Section 12.13**. The names of the Added Members shall be listed in **Appendix B** with the date on which each Added Member joined LIGHTHUB. **Appendix B** may be updated as Added Members join. Added Members shall have the same rights, power and authority as the Members.

4.4. Non-Contributing Members. The Board of Directors may admit non-contributing Members who have no outstanding Project at the date of admission into LIGHTHUB but contemplate the necessity of such at a future date according to the Member's individual objective. A Member who does not dedicate a Project to LIGHTHUB or participate in connections services anticipated in this Agreement, shall not be entitled to Discretionary Revenues, sharing of Excess Revenues or any other LIGHTHUB profit. Similarly, a non-contributory Member is not entitled to voting rights as defined in Article 9 of this Agreement. In addition, non-contributory Members may be terminated from LIGHTHUB with a two-thirds vote of the Board of Directors. A non-

contributing Member is not responsible for project or operational financial obligations of LIGHTHUB. The names of Non-Contributing Members shall be listed on **Appendix C**.

4.4.1 Transition from Non-Contribution Member to Member. Should the non-contributing Member elect to begin a Project within the terms and intention of this Agreement, that Member shall give written notice to LIGHTHUB which notice shall include a description of the Project, date of completion, capital and operation projections or any other information the Board of Directors may request. After receipt of such notice, the Board of Directors shall vote by two-thirds majority to admit the non-contributing Member as a Member. After admission, a Member's status shall be altered from non-contributory member to Member and that altered Member shall be subject to all terms and conditions of this Agreement and receive benefits and responsibilities of LIGHTHUB.

4.4.2 Termination of Non-Contributory Member. A Non-Contributing Member may terminate their membership in LIGHTHUB after providing LIGHTHUB Chief Executive Officer with sixty (60) days written notice of their intent to terminate their membership. LIGHTHUB may accept the non-contributing Member's notice of termination provided that at the time the termination request is received, no less than two (2) Members, whether Added, Non-Contributing or any other status, remain in LIGHTHUB. LIGHTHUB shall provide the Non-Contributing Member with notice of acceptance or rejection of the request to terminate within sixty (60) days of receiving the notice.

4.5. Dedication of Assets. Members may contract with LIGHTHUB, and vice versa, by virtue of a licensing, indefeasible right of use, lease or other separate agreement described in **Section 10.9**, to permit LIGHTHUB and/or its Members a specified use, right or dedication of that Member's respective asset and other terms detailed therein.

4.6. Right to Contract. Nothing in this agreement shall prohibit LIGHTHUB from contracting with (a) Member(s) with respect to services or development of infrastructure or Project development including using LIGHTHUB as a pass-through entity by which Members may exchange and contract for mutual benefits one with another. By virtue of joining LIGHTHUB, members agree to participate in all relevant agreements under **Section 10.9**, and will comply with the contract terms thereof.

ARTICLE 5
Term of Agreement

5.1. Term. This Agreement shall run until the latest of (i) fifty (50) years from the Effective Date; (ii) five (5) years after LIGHTHUB has fully paid or otherwise discharged all of its indebtedness; or (iii) five (5) years after the Network of LIGHTHUB is no longer useful in providing the service, output, product, or other benefit of the Network, unless sooner terminated as provided in **Article 16**.

ARTICLE 6
Creation of LIGHTHUB

6.1. Creation. LIGHTHUB shall become a separate and independent governmental organization on the Effective Date pursuant to the provisions of this Agreement and shall continue its operation and existence pursuant to the provisions of this Agreement.

6.2. Location of Headquarters. LIGHTHUB'S headquarters shall be located in a location determined by the Board of Directors. The Board of Directors may change the location from time to time. The initial location of LIGHTHUB shall be located in the Network Operation Center in American Fork.

ARTICLE 7
Powers of LIGHTHUB

7.1. Common Powers. LIGHTHUB shall have all powers granted by the Interlocal Cooperation Act, Title 11, Chapter 13, Part 2, Utah Code, and is hereby authorized to do all acts necessary to accomplish its stated purposes, including, without limitation, any or all of the following:

7.1.1. To make and enter into contracts.

7.1.2. To acquire, hold, or dispose of property, contributions, grants, and donations of property, funds, services, and other forms of assistance from persons, firms, corporations, and governmental entities.

7.1.3. To sue and be sued in its own name.

7.1.4. Except as otherwise provided in **Section 10.2**, to exercise the power of eminent domain in its own name.

7.1.5. To exercise all powers necessary and proper to carry out the terms and provisions of this Agreement or otherwise authorized by law.

7.1.6. To borrow money or incur indebtedness, liabilities, or obligations; to issue Bonds for the purposes for which it was created; to assign, pledge, or otherwise convey as security for the payment of any such Bonds the revenues and receipts from or for the Network, which assignment, pledge, or other conveyance may rank prior in right to any other obligation except taxes or payments in lieu thereof payable to the State of Utah or its political subdivisions.

7.1.7. Share its revenues with other counties, cities, towns, or local political subdivisions, the state, or a federal governmental agency as permitted by Section 11-13-215, Utah Code.

7.2. Exercise of Powers. All powers of LIGHTHUB shall be exercised pursuant to the terms of this Agreement, its bylaws, and any governing laws. The Board of Directors are authorized to make any alterations, changes or additions to the Interlocal Agreement, a service contract, or any other document herein authorized and approved which may be necessary to conform the same to the final terms of any financing secured by the Interlocal Agreement or service contract, to correct errors or omissions therein, to complete the same, to remove ambiguities therefrom, or to conform the same to other provisions of said instruments, or the provisions of the laws of the State of Utah or the United States or to make any other non-substantive or clerical changes deemed necessary, appropriate or desirable by The Board of Directors to facilitate the transactions contemplated by this Interlocal Agreement or a service contract.

ARTICLE 8

Responsibilities of LIGHTHUB

8.1. Reimbursement Resolution. LIGHTHUB may reimburse the Members from Bond proceeds for any payment to LIGHTHUB prior to the issuance of the Bonds or any other expenses incurred by LIGHTHUB or its Members as approved by the Board of Directors.

8.2. Discussions and Negotiations. LIGHTHUB through its Chief Executive Officer, shall enter into discussions, negotiations, and contracts with potential suppliers, manufacturers, service providers, consultants, governmental entities, public officials, and others to gather information helpful to the fulfillment of the purposes of LIGHTHUB.

8.3. Network Operation. LIGHTHUB shall operate the Network and any Project in a manner that will benefit, as determined by the Board of Directors, the residents, businesses, and other entities located in each Member and the Members themselves in their internal operations.

8.4. Revenues. LIGHTHUB shall ensure that all covenants and obligations required in any Bond documents are fulfilled, including the proper funding of debt service reserves, capital improvement accounts, repair and replacement accounts and operations and maintenance accounts. To accomplish those objectives, LIGHTHUB shall deposit when received all Revenues into a revenue account, from which LIGHTHUB shall pay (i) all Operation and Maintenance Expenses, (ii) all debt service payment obligations with respect to any Bonds issued by LIGHTHUB, and (iii) all funding requirements for those funds and accounts as well as use of funds established with respect to the issuance of Bonds. Except as otherwise provided in **Section 9.2.**, after the payment of items (i) through (iii) in this **Section 8.4.**, the remaining Discretionary Revenues may be used to pay (x) costs of improvements to the Network and (y) costs of redeeming Bonds all at the discretion of the Board. Any remaining Excess Revenues may be paid to the Members as provided in **Section 8.5.**

8.5. Excess Revenue Sharing. A majority of the Members participating in a Project shall determine the equitable distribution of Excess Revenues, if any. Until construction of the Network is substantially completed within the boundaries of a Project, there shall be no distribution of Excess Revenues from that Project to the Members participating in that Project.

If any Excess Revenues are attributable to the operation of the Network, the Excess Revenues may be distributed to the Members on a pro-rata basis based upon ratio of connected subscribers to the Network. The decision to distribute the Excess Revenues shall be determined by a majority vote of the Members with one vote per Member. In the event of a tie vote, the decision whether to distribute shall be made by the Chief Executive Officer. In any case, Excess Revenues under this Section shall be distributed not less than bi-annually.

8.6. Registration. LIGHTHUB shall comply with all registration requirements provided by the laws of the State of Utah or by any jurisdictions where Members of LIGHTHUB may be located. As of the effective date, LIGHTHUB is required to annually register or renew their registration with the lieutenant governor's office on or before one year after the day on which the lieutenant governor issues the notice of registration or renewal in compliance with Section 67-1a-15, Utah Code.

8.6.1. As of the effective date, the registration or renewal of LIGHTHUB shall include the legal document which created LIGHTHUB, any geographic boundaries of LIGHTHUB, name of this interlocal entity, description of the government type and function, the website, physical address, phone number and contact information of the primary contact for LIGHTHUB, the names of the Members of LIGHTHUB, the sources of revenue for LIGHTHUB, and any assessment area of LIGHTHUB.

8.6.2. LIGHTHUB shall keep and comply with any registration and renewal notices required by the laws of the State of Utah.

ARTICLE 9 Voting Rights of Members

9.1. Voting with Respect to Operational Matters. Except as provided in **Sections 9.2 and 4.4**, each Member shall be entitled to one vote for all Operational Matters.

9.2. Voting Associated with Project Finance. When a vote is required with respect to a Project, only those Members participating in a given Project shall vote on matters pertaining to that Project. If a Project contains multiple members, each member voting with respect to that project shall have one vote.

ARTICLE 10 Responsibilities of Members

10.1. Right of Way and Easement Use Granted. Each Member hereby grants right of way and easement use approval to LIGHTHUB, any other interlocal cooperative agency, any authorized service provider who may contract with LIGHTHUB, any authorized service provider of LIGHTHUB and/or other interlocal cooperative agency using the Network to provide services within that Member's boundaries. By contract, each service provider shall be required to pay a Member any tax, franchise fee, or other charge that would be applicable to the provider if the provider had obtained a separate franchise and/or any right of way and easement use agreement from that Member and to abide by all requirements applicable to any existing franchise and right of way and easement use agreement providing the same telecommunications service. Upon LIGHTHUB's request, each Member shall provide a copy of its current franchises and/or right of way and easement use agreements to LIGHTHUB.

10.2. Approval to Build Network. Each Member shall allow LIGHTHUB to build the Network in its boundaries, including the granting of any necessary excavation permits. However, LIGHTHUB agrees to abide by each Member's ordinances and shall require any contractor hired to install the Network to comply with each Member's ordinances. LIGHTHUB further agrees that it will not exercise its power of eminent domain against a Member's property without that Member's prior consent, which may be withheld in such Member's sole discretion.

10.3. Annual Dues. Each Member agrees to pay any annual dues to LIGHTHUB, as approved by at least a two-thirds vote of the Board of Directors, subject to the Member's budgetary processes and approvals, for the administration of the LIGHTHUB during said fiscal year. A non-contributing member as described in **Section 4.4** is not subject to annual dues, project costs nor operational financial obligations of LIGHTHUB.

10.4. Working Capital. Each Member agrees to pay any working capital assessments to LIGHTHUB, as approved by at least a two-thirds vote of the Board of Directors, subject to the Member's budgetary processes and approvals, for the administration of the LIGHTHUB during said fiscal year. In the event a member city fails to budget annual dues or working capital assessments to LIGHTHUB as adopted by the Board of Directors, then that Members use of the

operational components of LIGHTHUB may be limited or curtailed as determined by the Chief Executive Officer.

10.5. Review by Attorney. Each Member warrants that this Agreement and subsequent agreements with subcontractors for services or facilities are approved by the Member's governing body vested with executive power and reviewed by the attorney authorized to represent the Member in accordance with Section 11-13-202.5, Utah Code.

10.6. Filing of Agreement. Upon execution of an agreement to approve the creation of an interlocal entity, the governing body of a member of the interlocal entity shall file the agreement within 30 days after the date of the agreement with the lieutenant governor.

10.6.1 Once the lieutenant governor's office has issued a certificate of creation for the interlocal entity, that member shall file the certificate of creation, a certified copy of the creation of the interlocal entity, and any description outlined in 8.6.1 with the recorder of the county in which the interlocal was formed.

10.6.1.1 If the interlocal entity is located with the boundaries of more than a single county, the member shall file the same documents in 10.5.1 with the recorder of every county in which a member of the interlocal resides.

10.7. Efficacy. Members agree and understand that the Agreement takes effect after the Agreement is filed with each Member's records keeper within their respective municipality boundaries.

10.8. Formation. Members agree to abide by requirements of interlocal entity formation as set forth in Title 11, Chapter 13 of the Utah Code Annotated.

10.9. Separate Agreements. LIGHTHUB may, from time to time, enter into separate agreements with Members and/or other municipalities which comply with Section 10-18-105 Utah Code. When a Member avails itself of any side agreement between LIGHTHUB and another Member, said payments shall pass through LIGHTHUB to the other Member, and shall not constitute Revenues and/or Excess Revenues as defined in **Sections 8.4** or **8.5** under this Agreement. Payments shall be recorded within the budget and records of LIGHTHUB as such.

These payments shall be delivered to the intended recipient Member within thirty (30) days of receipt. By way of example, LIGHTHUB may enter into an agreement for the use of the American Fork Network Operation Center and American Fork's Mid-Mile Fiber between Spanish Fork and downtown Salt Lake City.

ARTICLE 11 Board of Directors

11.1. Composition of Board. LIGHTHUB shall be governed by a Board of Directors, which is hereby established and which shall be composed of a representative from each Member. The Board representative from each Member shall be appointed by the Mayor or Chairman of the Member entity with the advice and consent of the Member's governing body after which the Board representative will be sworn in by the Chief Executive Officer as described in Section 12.2. The Board representative may send an alternate to act in his or her place at a Board or Executive Committee meeting, except if the Board representative is the Chair or a Vice-Chair, then that Board representative's responsibilities for conducting the meeting or signing documents shall fall to the next Vice-Chair in line.

11.2. Executive Committee. The Board of Directors may establish an Executive Committee of not more than five members of the Board and may delegate to the Executive Committee such powers and responsibilities as the Board deems appropriate, as provided in **Section 12.14**. The composition of, the manner of selection of, the voting and the powers and responsibilities of the Executive Committee shall be as are established in this Agreement.

11.3. Voting. In all matters voted upon by the Board of Directors, each member of the Board shall have and may cast the same number of votes as the Member which the board member represents is entitled to cast under **Article 9**. If, for any provision regarding voting in this Agreement, there are insufficient Member votes to constitute a two-third's majority, the Chief Executive Officer may vote on this matter as a tie-breaking voting Member.

11.4. Meetings. The Board shall hold at least one regular meeting annually. The Board may hold special meetings as provided by law. Meetings may be conducted by telephonic or other technological means of communication.

11.5. Minutes. The Chief Executive Officer shall cause all meetings of the Board to comply with the Utah Open and Public Meetings Act, Title 52, Chapter 4, Utah Code.

11.6. Quorum. The presence of the Board members entitled to cast a majority of the votes of the entire Board shall constitute a quorum for the transaction of business. Unless otherwise requiring a two-thirds vote, a majority vote of the total votes of the entire Board, whether or not all Board members are present, shall constitute action by the Board.

11.7. Notice. Notice to Board members shall be sufficient if delivered in writing, by courier, U.S. Mail, fax, or by e-mail to the designated representative of the respective Member, at the address, fax number, or e-mail address of record, as may be amended from time to time.

11.8. Duty to Inform. The Board, through the Chief Executive Officer, shall have an ongoing duty to inform the Members of LIGHTHUB business and, accordingly, shall cause a copy of all materials (unless they are not public records; in which case, notice of their existence shall be given) delivered in the manner it deems appropriate to Board members for meetings of the Board, including minutes of past meetings, to be delivered to the Chair of each Member's governing body and to each Member's legal counsel. The Chief Executive Officer shall promptly respond to all requests for information made by any Member.

ARTICLE 12

Powers and Duties of the Board of Directors

The Board of Directors shall have the following powers and duties:

12.1. Exercise of Powers of LIGHTHUB. Except as otherwise authorized or delegated pursuant to this Agreement, the Board of Directors shall for and on behalf of LIGHTHUB, exercise all powers of LIGHTHUB set forth in **Article 7** herein.

12.2. Appointments. The Board of Directors shall appoint a Chief Executive Officer and the Chief Executive Officer shall appoint a Deputy Director and a Secretary/Treasurer, subject to confirmation by at least a two-thirds vote of the Board.

12.3. Budget. The Board of Directors shall cause to be prepared the operating budget of LIGHTHUB for each Fiscal Year.

12.4. Committees. The Board of Directors shall have the authority to appoint committees.

12.5. Reporting. The Board of Directors shall receive and act upon reports of the Executive Committee and of the Chief Executive Officer, and the Chair of the Committees.

12.6. Hiring Employees. The Board of Directors shall have the power to authorize the Chief Executive Officer to hire such persons as the Board deems necessary for the administration of LIGHTHUB.

12.7. Supervision. The Board of Directors shall have the general supervisory and policy control over the activities of the Chief Executive Officer.

12.8. Funds. The Board of Directors shall provide for the investment and disbursement of funds and their periodic review.

12.9. Audit. The Board of Directors shall provide for a certified annual audit of the accounts and records of LIGHTHUB, which audit shall conform to generally accepted auditing standards. Such annual audit shall be open for inspection by each Member representative at all reasonable times.

12.10. Bylaws. The Board of Directors shall have the authority to adopt bylaws and thereafter amend the bylaws. The adoption and any amendments shall be by a two-thirds (2/3) vote of the Board. Each Member shall receive a copy of the bylaws.

12.11. Rules of Board. The Board of Directors shall have the authority to establish rules governing its own conduct and procedure not inconsistent with the bylaws.

12.12. Added Members. By a two-thirds vote of the Members, the Members shall have the authority to admit Added Members on such terms and conditions as they deem appropriate. Added Members shall have assumed in writing any and all of the obligations under this Agreement.

12.13. Terminating Non-Contributing Members. By a two-thirds vote, the Board of Directors may terminate the membership of Non-Contributing Members as per **Section 4.4.**

12.14. Other Powers. The Board of Directors shall have such other powers and duties as are necessary for the operation or dissolution and winding up of LIGHTHUB and for the implementation of the bylaws subject to the limits of this Agreement and the bylaws.

12.15. Delegation to Executive Committee. The Board of Directors may, through LIGHTHUB's bylaws, delegate all of its powers and duties outlined in this Agreement to the Executive Committee, except for the following:

12.15.1. The election of the Chair and Vice Chairs of the Board.

12.15.2. The election of the group representatives to the Executive Committee.

12.15.3. The powers to adopt, modify, and approve changes in the bylaws and recommend proposed changes to the Agreement.

12.15.4. The power to terminate or dissolve LIGHTHUB.

12.16. Records. The records of LIGHTHUB shall be governed by the "Government Records Access and Management Act," Section 63G-2-101, et seq., Utah Code, to the extent applicable, except that the governing body and/or legal counsel of each Member shall have full access to inspect all records and copy public records of LIGHTHUB.

ARTICLE 13

Officers, Agents, and Personnel

13.1. Chief Executive Officer. The Chief Executive Officer shall be appointed by the Board of Directors. The Chief Executive Officer shall, subject to the control of the Board of Directors, have general day-to-day supervision, management, administration, direction, and control of the business and officers of LIGHTHUB and shall have such other and related duties as may be prescribed by the Board. When LIGHTHUB is required or authorized to perform a function in this Agreement, or the law, the Chief Executive Officer or the person designated by the Chief Executive Officer has the power to perform the function.

13.2. Secretary/Treasurer. The Secretary/Treasurer shall be appointed by the Chief Executive Officer and confirmed by the Board. The duties of the Secretary/Treasurer are set forth in **Articles 14 and 15.**

13.3. Other Officers, Agents, and Personnel. The Chief Executive Officer shall have the power to hire or appoint such other officers, agents, and personnel as are budgeted for by the Board of Directors and as may be necessary to carry out the purposes of this Agreement.

13.4. Removals and Resignations; Filling of Vacancies; Etc. Provisions for removal and resignation, and provisions for filling vacancies, etc., shall be as established by the Chief Executive Officer unless otherwise established in this Agreement.

ARTICLE 14

Accounts and Records

14.1. Annual Budget. The Board of Directors shall annually adopt an operating budget pursuant to **Section 12.3.**

14.2. Funds and Accounts. The Secretary/Treasurer shall establish and maintain such funds and accounts as may be required by governmental accounting practices and the State's fiscal procedures laws. Financial records of LIGHTHUB shall be open to inspection at all reasonable times by Members' representatives and shall be open public records if so required by Utah State law.

14.3. Secretary/Treasurer's Report. Within ninety (90) days after the close of each Fiscal Year, the Secretary/Treasurer shall give a complete written report of all financial activities for the immediate past Fiscal Year to the Board.

14.4. Annual Audit. The Board of Directors shall provide for a certified annual audit of the accounts and records of LIGHTHUB, as required by **Section 12.9.**

ARTICLE 15

Responsibility for Monies

15.1. Secretary/Treasurer's Responsibilities. The Secretary/Treasurer shall have custody of and shall disburse LIGHTHUB's funds. The Secretary/Treasurer shall have the authority to delegate the signatory function of Secretary/Treasurer to such persons as are authorized by the Board of Directors.

15.2. Bonds. A fidelity and treasurer's bond shall be required of all officers, agents, and personnel authorized to disburse funds of LIGHTHUB. The cost of such bond shall be paid by LIGHTHUB.

15.3. Financial Records. The Secretary/Treasurer shall keep and maintain, or cause to be kept and maintained, adequate and correct financial records, including accounts of its assets,

liabilities, receipts, and disbursements, and shall have such other duties as are provided for in the bylaws.

ARTICLE 16

Dissolution of LIGHTHUB

16.1. Outstanding Indebtedness. So long as there are any outstanding Bonds of LIGHTHUB, it shall remain a separate legal entity with all of the power and duties set forth in this Agreement and all of the responsibilities, covenants, and obligations required in the Bond documents.

16.2. Dissolution of LIGHTHUB. If there are no outstanding Bonds, LIGHTHUB may be dissolved with two-thirds vote of the Members.

16.3. Power of Board. The Board of Directors is vested with all powers necessary for the purpose of winding up and dissolving the business affairs of LIGHTHUB.

16.4. Division of Assets. Upon dissolution and after payment in full of all outstanding Bonds and other LIGHTHUB obligations, the Board of Directors shall equitably disburse the assets of LIGHTHUB to the then current Members. The disbursement shall be done according to the following principles:

16.4.1. Any outstanding agreements with service providers shall be honored.

16.4.2. To the extent possible, each current Member shall receive ownership of that portion of the Network within its boundaries, at no additional cost to each current Member.

16.4.3. After deducting costs, any cash or other assets jointly shared shall be disbursed, or interests deeded, *pro rata*, according to the revenue generated from each Member's jurisdiction.

16.5 Withdrawal of Membership. If a Member wishes to withdraw from LIGHTHUB prior to the dissolution of LIGHTHUB, it shall give at least a one year written notice to the Members of the Board of Directors of LIGHTHUB, and any distribution of assets to the

withdrawing Member shall only be as negotiated with the Members of the Board of Directors not seeking withdrawal. LIGHTHUB may provide the withdrawing Member acceptance of such Member's notice of withdrawal within sixty (60) days of receiving the same if terms and conditions of winding up and distribution of assets is uncontested and no less than two (2) Members of any status remain in LIGHTHUB.

The Members of the Board of Directors not seeking withdrawal shall negotiate in good faith in determining fair and reasonable terms and conditions for the distribution of LIGHTHUB assets to the withdrawing Member, including the satisfaction of all debt or other financial obligations related to LIGHTHUB owed by the withdrawing Member or LIGHTHUB to the reasonable satisfaction of bond counsel for LIGHTHUB.

If the withdrawing Member cannot agree on a negotiated distribution of assets with LIGHTHUB within six months of providing written notice of the withdrawing Member's wish to withdraw, then LIGHTHUB hereto agrees to promptly mediate the matter upon receiving a written notice requesting mediation from the withdrawing Member. The joint costs of any such mediation shall be split equally between the withdrawing Member and LIGHTHUB, but the individual costs of the withdrawing Member or LIGHTHUB preparing for, or participating in, the mediation shall not be shared or split. If the dispute is not resolved in mediation, then either party may take the matter to court to sue the other party for failure to negotiate in good faith fair and reasonable terms and conditions for the distribution of LIGHTHUB assets to the withdrawing Member.

ARTICLE 17

Other Provisions

17.1. Confidentiality. The Board of Directors shall take such steps as they deem necessary to protect and keep confidential appropriate information received or kept by LIGHTHUB in accordance with law. The Members shall protect and keep confidential information kept or

received by LIGHTHUB during the term of this Agreement and after the termination of their membership in LIGHTHUB pursuant to this Agreement or other policies adopted by the Board and consistent with law.

17.2. Status of Members' Employees. When members of the Board of Directors are acting on behalf of LIGHTHUB, they shall be considered to be acting on behalf of their respective public agency employer within the meaning of the Governmental Immunity Act of Utah, and thus, shall be entitled to indemnification and representation so long as they meet the requirements of the Governmental Immunity Act of Utah.

17.3. Prohibition Against Assignment. No Member may assign any right, claim, or interest it may have under this Agreement; and no creditor, assignee, or third party beneficiary of any Member shall have any right, claim, or title to any part of the Network share, interest, fund, or other asset of LIGHTHUB.

17.4. Severability Clause. In the event that any article, provision, clause, or other part of this Agreement should be held invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect the validity or enforceability with respect to other articles, clauses, applications, or occurrences, and this Agreement is expressly declared to be severable.

17.5. Complete Agreement. The foregoing constitutes the full and complete Agreement of the parties concerning the subject matter hereof. There are no oral understandings or agreements not set forth in writing herein. Documents attached hereto or made pursuant to this Agreement are incorporated in full by reference. In the event of a conflicting provision in this Agreement such documents, the terms of this Agreement shall prevail.

17.6. Amendment. This Agreement may be amended at any time by the written approval of two-thirds of all Members.

17.7. Governing Law. This Agreement shall be governed according to the laws of the State of Utah.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by authorized officials thereof on the date indicated on the signatory pages in the form shown in **Appendix D.**

Attachment: Interlocal Agreement 11222019 (1) (LightHub Communication Agency Resolution)

Appendix A

Members

American Fork City

Attachment: Interlocal Agreement 11222019 (1) (LightHub Communication Agency Resolution)

Appendix B
Added Members

Attachment: Interlocal Agreement 11222019 (1) (LightHub Communication Agency Resolution)

Appendix C
Non-Contributing Members

Attachment: Interlocal Agreement 11222019 (1) (LightHub Communication Agency Resolution)

Appendix D

Authorized Signatories for Members

And Signatory Page

_____, by resolution of its legislative body adopted on _____, 20__, approved the execution of the Interlocal Cooperative Agreement of LIGHTHUB COMMUNICATION AGENCY originally dated as of _____, 20__, and consisting of pages 1 through 27, including Appendices A, B, C and D.

Printed Name of Authorized Signatory

Signature

Title

ATTEST:

Signature

Name: _____

Title: _____

APPROVED AS TO PROPER FORM AND COMPLIANCE WITH APPLICABLE LAW:

Authorized Attorney Representing the Public Agency

FILING OF AGREEMENT:

Pursuant to the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Ann. 1953, as amended, the keeper of the records for the public agency hereby certifies that this Agreement has been filed with him or her.

Signature

Name: _____

Title: _____

Attachment: Interlocal Agreement 11222019 (1) (LightHub Communication Agency Resolution)

COMMUNICATIONS SERVICE CONTRACT

Dated as of _____, 2019

among

LIGHTHUB COMMUNICATION AGENCY

and

AMERICAN FORK CITY, UTAH

Table of Contents

	Page
ARTICLE I DEFINITIONS	4
ARTICLE II CONNECTION SERVICES	7
Section 2.1 Connection Services.....	7
Section 2.2 Availability	7
ARTICLE III PAYMENT FOR CONNECTION SERVICES.....	8
Section 3.1 Payment.....	8
Section 3.2 Determination of Payment	8
Section 3.3 Obligation is Absolute	8
Section 3.4 Special Limited Obligation.....	8
Section 3.5 Default in Payment	8
Section 3.6 Use of Tax Revenues	9
Section 3.7 Succession Proceedings	10
Section 3.8 Discontinuance; Termination.....	10
Section 3.9 Remedies.....	10
Section 3.10 No Exclusive Remedy.....	10
Section 3.11 Right of Designee to LIGHTHUB to Exercise Remedies	11
Section 3.12 City is not Obligated for LIGHTHUB Debt	11
ARTICLE IV APPROVAL AND PUBLICATION REQUIREMENTS	12
Section 4.1 Submission to Authorized Attorney	12
Section 4.2 Publication	12
Section 4.3 Improvements Owned by LIGHTHUB	12
ARTICLE V GENERAL PROVISIONS.....	13
Section 5.1 Acquisition and Construction of the Improvements	13
Section 5.2 Risk of Loss	13
Section 5.3 Several Obligations.....	13
Section 5.4 Liability Dedication	13
Section 5.5 Books and Records	13
Section 5.6 Relationship to Other Instruments	13
Section 5.7 Liabilities	14
Section 5.8 Assignment	14
Section 5.9 Furnishing Service to Others	14
Section 5.10 Uncontrollable Forces.....	14
Section 5.11 Communications Enterprise.....	14
Section 5.12 City to Charge and Collect City Revenues	14

Attachment: Lighthub Service Contract 11222019 (1) (Lighthub Communication Agency Resolution)

Section 5.13 Cable Television Services and Public Telecommunications
 Services15
 Section 5.14 Entire Agreement15
 Section 5.15 Amendments15
 Section 5.16 Effective Date and Original Term.....15
 Section 5.17 Notice15
 Section 5.18 Governing Law15
 Section 5.19 Execution in Counterparts.....15
 Section 5.20 Severability15

EXHIBIT A - CONNECTION SERVICES A-1
 EXHIBIT B - DESCRIPTION OF IMPROVEMENTSB-1
 EXHIBIT C – NUMBER OF END USERS ALLOCATED TO THE CITY.....C-1
 EXHIBIT D - TAX REVENUES D-1
 EXHIBIT E – PROMISSORY NOTE.....E-1

COMMUNICATIONS SERVICE CONTRACT

This Communications Service Contract (the “Service Contract”) is entered into this _____ day of _____, 2019, by and among the LIGHTHUB Communication Agency (“LIGHTHUB”), an interlocal cooperative and separate legal entity, body politic and corporate and a political subdivision of the State of Utah, organized under the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated 1953, as amended, and American Fork City, Utah (the “City”), a municipal corporation and a political subdivision of the State of Utah (LIGHTHUB and the City are sometimes referred to individually as a “Party” and collectively as “Parties” herein).

RECITALS

1. Pursuant to Section 10-8-14, Utah Code Annotated 1953, as amended, the City may construct, maintain, and operate telecommunication lines and cable television lines.

2. Pursuant to the provisions of the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated 1953, as amended (the “Interlocal Act”), the City may exercise and enjoy jointly with other city any power, privileges or authority exercised or capable of exercising by a city.

3. The Interlocal Act permits cities to make the most efficient use of their power by enabling them to cooperate with other cities on the basis of mutual advantage and thereby to provide services and facilities in a manner and under forms of governmental organization that will accord best with geographic, economic, population and other factors influencing the needs of development of local communities and will provide the benefit of economy of scale, economic development and utilization of natural resources for the overall promotion of the general welfare of the State of Utah.

4. Pursuant to the Interlocal Act, the City joined LIGHTHUB to provide for the acquisition, construction, and installation of the telecommunications lines and cable television lines together with related improvements and facilities (the “Improvements”) for the purpose of connecting properties within the City to the Network (as herein defined), all of which shall directly or indirectly benefit the City.

5. LIGHTHUB is a separate legal entity, body politic and corporate and a political subdivision of the State of Utah regularly created, established, organized and existing under and by virtue of the provisions of the Interlocal Act and of the Constitution of the State of Utah.

6. Through LIGHTHUB, the City desires to work together cooperatively to provide their residents with the opportunity to connect to the Network and have determined that private enterprise is not willing or able to provide the Connection Services (as herein defined). Based on the Feasibility Report (as herein defined), the City anticipates that the Service Fees charged by the City to the end users through their Communications Enterprises will be sufficient to satisfy their obligations hereunder.

7. Section 11-13-215 of the Interlocal Act provides that the City may share their taxes or other revenue with one another for the purpose of accomplishing their objectives as set forth in an interlocal agreement, provided that each City complies with the requirements of Section 11-13-202.5 of the Interlocal Act.

8. In order to assure that the City meets its obligations hereunder to LIGHTHUB, the City desires to pledge its Tax Revenues to the limited extent provided herein in Exhibit D, to accomplish the City’s objective of providing Connection Services (as herein defined).

9. It is the intention of Parties that the Improvements to provide the Connection Services be operated and managed for the mutual benefit of the Parties and that the City will pay Service Fees (as herein defined) to LIGHTHUB calculated in accordance with Section 3.2 of this Service Contract. The amounts paid by the City hereunder to LIGHTHUB do not acquire any City owned assets or facilities, and are made solely in consideration for the Connections Services provided by LIGHTHUB to the City.

10. The Connections Services provided under this Service Contract are not Cable Television Services or Public Telecommunications Services as defined in the Municipal Cable Television or Public Telecommunications Services Act, Title 10, Chapter 18, Utah Code Annotated 1953, as amended (the “Telecommunications Act”).

Attachment: Lighthub Service Contract 11222019 (1) (Lighthub Communication Agency Resolution)

AGREEMENT

In consideration of the Connection Services herein provided, as this Agreement contemplates bonding through LIGHTHUB, the benefit the City shall receive in connecting end users within the City to the Network and the mutual covenants contained herein, the Parties agree as follows:

Attachment: Lighthub Service Contract 11222019 (1) (Lighthub Communication Agency Resolution)

ARTICLE I
DEFINITIONS

The following terms, whether in the singular or in the plural, when used herein and in the exhibits hereto, shall have the meanings set forth below:

“Annual Budget” means the budget adopted by LIGHTHUB.

“Capital Costs” means all capital costs related to the Improvements incurred by LIGHTHUB in any particular Fiscal Year or period to which said term is applicable or charges made therefor during such Fiscal Year or period, including amounts set aside in reserves for the payment of Capital Costs. Capital Costs include, without duplication, (a) the payment of any obligations incurred by LIGHTHUB to finance or refinance the costs of the Improvements, (b) amounts required to be deposited from time to time into required reserves, and (c) all other capital costs (determined in accordance with generally accepted accounting principles) of the Improvements.

“City” means American Fork City, a municipal corporation and a political subdivision of the State of Utah.

“Communications Enterprise” means the enterprise established by the City pursuant to the Uniform Fiscal Procedures Act for Utah Cities, Title 10, Chapter 6, Utah Code Annotated 1953, as amended, to facilitate the providing of high speed communications services through the Network to end users within the City pursuant to this Service Contract.

“Connection Services” means the services provided by LIGHTHUB to the City pursuant to this Service Contract whereby end users within the City have access to LIGHTHUB Improvements through which they may contract with private providers to receive the Cable Television Services and Public Telecommunication Services (as those terms are defined in the Telecommunications Act) provided through the Network. The term Connection Services includes Connection Services Capacity and is more particularly described in Exhibit A attached hereto and incorporated herein.

“Connection Services Capacity” means the access rights to and capacity in the Network.

“Feasibility Report” means the feasibility report prepared by Design 9 with respect to the construction of the Improvements and the sufficiency of the Service Fees to meet annually the LIGHTHUB Revenue Requirement.

“Fiscal Year” means a period commencing on July 1 and ending on the next succeeding June 30.

“Improvements” means those facilities, improvements, and access, lease, use and/or capacity rights acquired, constructed, and/or installed, operated and maintained by

LIGHTHUB to provide Connection Services to the City pursuant to this Service Contract, as more fully described in Exhibit B attached hereto, and incorporated herein.

“LIGHTHUB” means LIGHTHUB Communication Agency, a separate legal entity, body, politic and corporate and a political subdivision of the State of Utah, created under the Interlocal Act. LIGHTHUB is separate from each of the Cities that created it.

“LIGHTHUB Revenue Requirement” means the sum of the Capital Costs of LIGHTHUB during each Fiscal Year or other applicable period.

“Network” means the LIGHTHUB advanced communications fiber optic to the premises open access communications network.

“Operating Contingency” means an unplanned event or circumstance, a series of events or circumstances, or any restriction or condition imposed by any governmental authority which reduces and materially adversely affects access to the Improvements.

“Operation and Maintenance Expenses” means all expenses reasonably incurred by LIGHTHUB in connection with the operation and maintenance of the Improvements, whether incurred by LIGHTHUB or paid to any other entity pursuant to contract or otherwise, necessary to keep the Improvements in efficient operating condition, including cost of audits hereinafter required, payment of promotional and marketing expenses and real estate brokerage fees, payment of premiums for insurance, and, generally all expenses, exclusive of depreciation (including depreciation related expenses of any joint venture) which under generally accepted accounting practices are properly allocable to operation and maintenance; however, only such expenses as are reasonably and properly necessary to the efficient operation and maintenance of the Improvements shall be included.

“Revenues” means all Service Fees and other revenues, fees, income, rents, and receipts received or earned by LIGHTHUB under this Service Contract, together with all interest earned by and monies derived from the sale of investments in the related funds thereof.

“Service Contract” means this Communications Service Contract dated as of _____, 2019, as it may be amended from time to time in accordance with Section 5.15 herein.

“Service Fees” means all fees charged by or on behalf of the City to the end users within the boundaries of the City, including connection fees, utility fees and charges to service providers. The Service Fees of the City shall be payable to LIGHTHUB in consideration for the Connection Services provided by LIGHTHUB to the City pursuant to this Service Contract. The Service Fees shall be calculated and paid pursuant to Article III of this Service Contract. Service Fees does not include any Tax Revenues.

“Tax Revenues” means all tax revenues received by the City as detailed in Exhibit D.

“Uncontrollable Forces” means any cause beyond the control of the Party affected, including, but not limited to, failure of facilities, flood, earthquake, storm, lightening, fire, epidemic, war, riot, civil disturbances, labor disturbance, sabotage, and restraint by court or public authority.

ARTICLE II

CONNECTION SERVICES

Section 2.1 Connection Services. LIGHTHUB shall provide to the City and the City shall receive from LIGHTHUB, Connection Services, including Connection Service Capacity, sufficient to allow end users within the City to connect to the Network. In the event the City determines to provide Connection Services to more than the number of end users allocated to it as set forth in Exhibit C, LIGHTHUB, after receiving a written proposal from the City requesting additional connection service capacity shall accept the proposal within fifteen (15) days from the date LIGHTHUB receives the same. The City agrees and understands that LIGHTHUB shall assess service fees for additional connection services in compliance with Article III of this Agreement.

Section 2.2 Availability. LIGHTHUB shall provide continuous Connection Services barring only emergency or scheduled downtime, curtailments, and Operating Contingencies.

ARTICLE III

PAYMENT FOR CONNECTION SERVICES

Section 3.1 Payment. Beginning on April 15, 2022, the City shall pay to LIGHTHUB Service Fees for Connection Services as determined pursuant to Section 3.2 herein.

Section 3.2 Determination of Payment. In consideration for the receipt of Connection Services, the City shall pay from its Service Fees amounts that are sufficient to pay the LIGHTHUB Revenue Requirement. The City shall charge all end users through its Communications Enterprise on a monthly basis.

Section 3.3 Obligation is Absolute. Subject to the provisions of Section 3.4 hereof limiting the sources of payment hereunder, the City's obligations to pay Service Fees to LIGHTHUB for Connection Services pursuant to this Article III shall be irrevocable, absolute and unconditional and shall not be subject to any reduction, whether by defense, recoupment, counterclaim or offset or otherwise, and shall not be conditioned upon the construction, performance or non-performance of the Improvements or LIGHTHUB, the remedy for non-performance being limited to mandamus, specific performance or other legal or equitable remedy. Notwithstanding the foregoing, it is not intended that the City by this Service Contract assume any obligation or liability as a guarantor, endorser, surety, or otherwise with respect to any obligations incurred by LIGHTHUB with respect to the Improvements.

Section 3.4 Special Limited Obligation. The City agrees to pay the Service Fees due to LIGHTHUB for Connection Services in monthly installments. Subject to Section 3.6 herein, the City's obligations to make monthly payments pursuant to this Section 3.4 shall constitute an obligation payable from Service Fees and in the event such Service Fees are insufficient, from Tax Revenues. In no event shall the obligations of the City hereunder be construed as a general obligation or indebtedness of that City within the meaning of any constitutional or statutory limitation or provision or payable from ad valorem property taxes of that City. The Parties acknowledge and agree that such payments shall be made out of the enterprise fund established with respect to the City's Broadband Enterprise Fund. Each monthly installment shall be due and payable by the City to LIGHTHUB not later than the fifteenth day of the next succeeding month. A final accounting of all transactions between LIGHTHUB and the City in each Fiscal Year shall be rendered to the City by LIGHTHUB on or before the 90th day of the succeeding Fiscal Year. The final accounting shall specify the amount, if any, which City must pay to LIGHTHUB to reconcile total monthly payments with actual amounts due LIGHTHUB with Service Fees indicated by an underpayment or overpayment to be made by the City or LIGHTHUB respectively, which amount shall be payable to LIGHTHUB or the City no later than 30 days after the receipt of the final accounting.

Section 3.5 Default in Payment. If the City's Service Fees are not paid in full on or before the close of business on the fifteenth day of the month in which said Fees are due, an interest charge will be made at the rate of ten percent (10%) per annum or the

maximum rate of interest legally chargeable, whichever is less. If all or a portion of the Service Fees remain unpaid subsequent to the fifteenth day of the month in which the Fees are due, LIGHTHUB may, upon giving fifteen (15) days' advance written notice to the applicable City, discontinue Connection Services to said City unless, and may refuse to resume said Services to said City until, the delinquent installment has been paid. From and after the effective date of such notice, LIGHTHUB shall not provide Connection Services to said City unless the parties mutually agree otherwise.

Section 3.6 Use of Tax Revenues.

(a) The City estimates the Revenues are expected to equal not less than 1.0 times the LIGHTHUB Revenue Requirement. However, in the event and to the extent there shall be a shortfall in such Revenues (the "Shortfall"), such that LIGHTHUB shall not have sufficient monies to pay the LIGHTHUB Revenue Requirement when due, the City hereby pledges and agrees to pay its Tax Revenues in the maximum annual principal amount allocated to the City as set forth in Exhibit D attached hereto and incorporated herein. On or prior to each January 15 and July 15 commencing January 15, 2022 LIGHTHUB shall determine:

(i) the LIGHTHUB Revenue Requirement due on the next succeeding April 15 or October 15 as appropriate and

(ii) the amount of the Revenues LIGHTHUB reasonably believes will be available for payment of the LIGHTHUB Revenue Requirement on said April 15. In addition, LIGHTHUB shall, on or prior to each February 15 and August 15, submit a request to the City for Tax Revenues equal to that City's percentage of the Shortfall set forth in Exhibit D attached hereto and incorporated herein, but in no event more than the maximum principal amount set forth in Exhibit D. The City agrees to pay its percentage of the Shortfall to LIGHTHUB no less than ten (10) days prior to the next succeeding April 15 and October 15 of each year. LIGHTHUB covenants to take such other action as it lawfully may take to assure that the City remits to LIGHTHUB from Tax Revenues its share of said Shortfall pursuant to this Service Contract.

(b) The City may create or incur additional debt on a parity with any outstanding debt secured by a priority lien pledge of the City's Tax Revenues or on parity with the pledge created pursuant to this Section 3.6 so long as the pledged Tax Revenues received by that City during the Fiscal Year immediately preceding the Fiscal Year in which the additional priority or parity debt is to be issued is not less than 130% of the maximum annual debt service on the sum of (i) the additional priority or parity debt plus (ii) any debt previously issued and outstanding plus (iii) the total maximum annual amount pledged by the City hereunder, tested for the period of such additional priority or parity debt.

(c) All Tax Revenues paid by the City to LIGHTHUB or its designee pursuant to this Section 3.6 shall constitute a loan by the City to LIGHTHUB which

shall be paid by LIGHTHUB at the time and in the manner as provided in the form of promissory note attached hereto as Exhibit E from future LIGHTHUB revenues. The City shall be entitled to charge interest on each loan advance from the date said advance is made by the City to LIGHTHUB or its designee. The interest rate shall be reasonable and based on an index such as the Public Treasurer's Investment Fund plus 2% at the date of the loan. The City acknowledges that the loan obligation incurred by LIGHTHUB herein shall only be subordinate and junior to LIGHTHUB's bond payment obligation but senior to any other payment obligations.

Section 3.7 Succession Proceedings. LIGHTHUB or its designee shall have the right from time to time to begin and maintain successive proceedings against the City for the recovery of all Service Fees required to be made under this Service Contract by the City and to recover the same upon the liability of the City herein provided. Nothing herein contained shall be deemed to require LIGHTHUB to defer commencement of any such proceeding until the end of the term of this Service Contract.

Section 3.8 Discontinuance; Termination. No discontinuance of any or all of the rights of the City to the Connection Services shall be construed as an election on the part of LIGHTHUB or its designee to terminate the interest of the City under this Service Contract unless a notice of intention be given to the City or unless such termination be decreed at the instance of LIGHTHUB or its designee by a court of competent jurisdiction. Any discontinuance or termination of the City's rights or participation with respect to LIGHTHUB shall be governed by virtue of the Interlocal Agreement dated _____, Article 16: LIGHTHUB bylaws duly approved by the LIGHTHUB Board of Directors and Utah Code Annotated, Title 11, Chapter 13.

Section 3.9 Remedies. LIGHTHUB or its designee may take whatever action at law or in equity may appear necessary or desirable to collect the amounts payable by the City hereunder, then due and thereafter to become due, or to enforce performance and observance of any obligation, agreement or covenant of the City under the provisions of this Service Contract. The City may take whatever action at law or in equity may appear necessary or desirable to enforce performance and observance of any obligation, agreement, or covenant of LIGHTHUB under the provisions of this Service Contract.

Section 3.10 No Exclusive Remedy. No right or remedy herein conferred upon or reserved to LIGHTHUB or its designee is intended to be exclusive of any other right or remedy, and each and every right and remedy shall be cumulative and in addition to any other right or remedy given hereunder, or now or hereafter legally existing upon the failure of the City to make the payments provided for hereunder. The failure of LIGHTHUB or its designee to insist at any time upon the strict observance or performance by the City of any of the provisions of this Service Contract, or to exercise any right or remedy provided for in this Service Contract, shall not impair any such right or remedy nor be construed as a waiver or relinquishment thereof for the future. Receipt by LIGHTHUB or its designee of any Service Fees required to be made under this Service Contract with knowledge of the breach of any provisions of this Service Contract, shall not be deemed a waiver of such breach. In addition to all other remedies provided in this Service Contract, LIGHTHUB or

its designee shall be entitled, to the extent permitted by applicable law, to injunctive relief in case of the violation, or attempted or threatened violation, of any of the provisions of this Service Contract, or to a decree concerning performance of any of the provisions of this Service Contract, or to any other remedy legally allowed to LIGHTHUB or its designee. If any proceeding shall be brought for the enforcement of any right or remedy provided for in this Service Contract in which it shall be determined that the City shall have failed and continued to fail to make a payment of Service Fees due under this Service Contract at the time of commencement thereof, the City shall pay LIGHTHUB or its designee all expenses incurred in connection therewith including, without limitation, reasonable attorneys' fees and expenses. In like manner, if it should become necessary for the City to bring legal proceedings against LIGHTHUB or its designee to enforce any right given it hereunder, the City shall have the right, if it is successful in such proceedings, to the payment by LIGHTHUB of all expenses incurred in connection therewith including, without limitation, reasonable attorneys' fees, and expenses.

Section 3.11 Right of Designee to LIGHTHUB to Exercise Remedies. At any time LIGHTHUB or its designee is entitled to enforce any of the rights or remedies provided for in this Service Contract, and the designee may proceed, either in its own name and as trustee of any express trust or otherwise, to protect and enforce its rights and those of LIGHTHUB under this Service Contract, whether or not LIGHTHUB shall have complied with any of the provisions hereof or proceeded to take any action authorized or permitted under applicable law. Such rights and remedies as are given LIGHTHUB hereunder shall also extend to its designee and the designee shall be entitled to the benefit of all covenants and agreements in this Service Contract contained.

Section 3.12 City not Obligated for LIGHTHUB Debt. All obligations of LIGHTHUB are payable solely by LIGHTHUB and, in accordance with the provisions of the Act, are not a debt or other obligation of any of the City.

ARTICLE IV

APPROVAL AND PUBLICATION REQUIREMENTS

Section 4.1 Submission to Authorized Attorney. This Service Contract shall constitute an agreement for joint and cooperative action pursuant to the Interlocal Act. In accordance with the requirements of Section 11-13-202.5 of the Interlocal Act as amended, this Service Contract shall be submitted for approval to the governing bodies of LIGHTHUB and the City and to an authorized attorney for LIGHTHUB and for the City who shall approve this Service Contract if such attorney determines that it is in proper form and compatible with the laws of the State of Utah.

Section 4.2 Publication. In accordance with the requirements of Section 11-13-219 of the Interlocal Act, as amended, the governing body of LIGHTHUB shall provide for the publication of the resolution adopted by it pursuant to the requirements of Section 11-13-202 of the Interlocal Act, as amended, in the official newspaper or the newspaper published within its boundaries, or if no newspaper is so published, then in a newspaper having general circulation therein.

Section 4.3 Improvements Owned by LIGHTHUB. In accordance with the requirements of the Interlocal Act, as amended, it is agreed and understood that all real and personal property constituting the Improvements shall be acquired, owned, held, and disposed of by LIGHTHUB.

ARTICLE V

GENERAL PROVISIONS

Section 5.1 Acquisition and Construction of the Improvements. LIGHTHUB represents that it will acquire or cause to be acquired all permits, licenses, rights and privileges, structures, equipment, and facilities with respect to the acquisition and construction of the Improvements necessary for the performance by LIGHTHUB of this Service Contract. LIGHTHUB shall maintain and defend such permits, licenses, and rights and privileges and shall not voluntarily permit any change therein that would result in impairment of the performance by LIGHTHUB of its obligation under this Service Contract.

Section 5.2 Risk of Loss. Each Party is solely responsible for the risk of loss of, or damage to, equipment of that Party (regardless of where located), unless the loss or damage results from the negligence or fault of the other Party.

Section 5.3 Several Obligations. Except where specifically stated in this Service Contract to be otherwise, the duties, obligations, and liabilities of the Parties are intended to be several and not joint or collective. Nothing contained in this Service Contract shall ever be construed to create an association, trust, partnership, or joint venture or impose a trust or partnership duty, obligation, or liability on or with regard to either Party. Each Party shall be individually and severally liable for its own obligations under this Service Contract, and shall not be liable for any obligation of the other City hereunder.

Section 5.4 Liability Dedication. Nothing in this Service Contract shall be construed to create any duty to, any standard of care with reference to, or any liability to any person not a party to this Service Contract.

Section 5.5 Books and Records. LIGHTHUB agrees that it shall maintain separate books and records relating to the Improvements and that proper and equitable allocations of revenues and expenses will be made with respect to the operations of the Improvements. LIGHTHUB shall submit to the City such supporting data with respect to all Annual Budgets and yearly accounting reconciliations as are reasonably necessary to enable the City to effect proper accounting therefor. All books of account and accounting records of LIGHTHUB shall be available for inspection and utilization by a duly authorized officer or designee of the City at all reasonable times. LIGHTHUB shall cause such books of account of the Improvements to be audited annually by independent public accountants experienced in utility accounting. A copy of each such annual audit, including any recommendations of the accountants with respect thereto, shall be promptly made available by LIGHTHUB to the City.

Section 5.6 Relationship to Other Instruments. It is recognized that LIGHTHUB must comply with all licenses, permits and regulatory approvals necessary for the ownership, acquisition, construction and operation of the Improvements, and it is, therefore, agreed that this Service Contract is made subject to the terms and provisions of such licenses, permits and regulatory approvals, except that the City shall not be bound by

any term or provision of any license, permit, or regulatory approval, which may contradict or vary the terms hereof unless it expressly consents in writing to be so bound. The City agrees that it will not revise or amend its Service Fees charged to end users under its Communications Enterprise in any manner that would adversely affect the priority of or the security for the payments to be made thereunder to LIGHTHUB without obtaining the prior written consent of LIGHTHUB.

Section 5.7 Liabilities. The City, its officers, designees, and employees, or any of them, shall not be liable for any claims, demands, costs, losses, causes of action, damages or liability of whatsoever kind or nature arising out of or resulting from the ownership, acquisition, construction and operation by LIGHTHUB of the Improvements or arising out of any obligations of any other City hereunder. LIGHTHUB, its officers, designees, and employees, or any of them, shall not be liable for any claims, demands, costs, losses, causes of action, damages or liability of whatsoever kind or nature arising out of or resulting from the performance by the City under this Service Contract.

Section 5.8 Assignment. Except for security purposes in connection with any obligations incurred by LIGHTHUB, neither this Service Contract nor any part thereof shall be assigned by any Party without prior written consent of the others.

Section 5.9 Furnishing Service to Others. LIGHTHUB, by entering into this Service Contract, does not hold itself out to provide the Improvements or similar service to any other person or entity.

Section 5.10 Uncontrollable Forces. No Party shall be considered to be in default in respect to any obligation hereunder, other than under Article III, if prevented from fulfilling such obligation by reason or an Uncontrollable Force. If a Party is rendered unable to fulfill any obligation by reason of an Uncontrollable Force such Party shall exercise due diligence to remove such inability with all reasonable dispatch and shall keep the other Parties fully informed of changes and conditions as far in advance as possible.

Section 5.11 Communications Enterprise. The City will operate and maintain its Communications Enterprise in good operating order and will fix, charge, and collect rates, fees, and charges in accordance with Section 5.12 herein. The City will annually in each of its Fiscal Years during the term hereof appropriate and transfer to LIGHTHUB all Service Fees required to be made in each Fiscal Year hereunder until all payments hereunder have been paid in full.

Section 5.12 City to Charge and Collect City Revenues. The City hereby agrees to create a Communications Enterprise and to charge all end users within the City through its Communications Enterprise monthly fees in the amount adopted in the City's Consolidated Fee Schedule, which may be amended as needed by resolution of the City Council for each connection to the Network in consideration for the Connection Service provided by the City. The City shall establish such enforcement procedures as may be necessary to collect such fees. Said fees, when collected, shall be used by the City to pay its Service Fees under this Service Contract.

Section 5.13 Cable Television Services and Public Telecommunications Services. The Parties hereto acknowledge and represent that neither party, by entering into this Service Contract, shall provide or be required to provide Cable Television Services or Public Telecommunications Services as defined in the Telecommunications Act. Furthermore, the Parties hereby acknowledge and represent that to the best of their knowledge, the City is paying for the full cost of providing the Connection Services received by it pursuant to this Service Contract.

Section 5.14 Entire Agreement. This Service Contract constitutes the entire agreement among the Parties with respect to the subject matter hereof. No change, variation, termination, or attempted waiver of any of the provisions of this Service Contract shall be binding on the Parties unless executed in writing by the other Party. This Service Contract shall not be modified, supplemented, or otherwise affected by course of dealing.

Section 5.15 Amendments. This Service Contract shall not be substantially amended, modified, or otherwise significantly altered in any manner without the consent of the Parties hereto, which consent shall not be unreasonably withheld.

Section 5.16 Effective Date and Original Term. This Service Contract shall be effective as of the date hereof and shall continue in effect until December 31, 2052, or such later time as any obligation incurred by LIGHTHUB to finance or refinance the Improvement are retired, defeased or paid in full.

Section 5.17 Notice. Any notice, demand, or request provided for in this Service Contract shall be in writing and shall be deemed properly served, given, or made if delivered in person or sent by registered or certified mail, postage prepaid, to the persons specified below:

LIGHTHUB:

CITY:

The Parties may, at any time, by notice to the other designate different or additional persons or different addresses for the giving of notice hereunder.

Section 5.18 Governing Law. This contract shall be interpreted, governed by, and construed under the laws of the State of Utah.

Section 5.19 Execution in Counterparts. This Service Contract may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

Section 5.20 Severability. If any provision of this Service Contract shall be held or be deemed to be or shall, in fact, be illegal, inoperative, or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative, or unenforceable to any extent whatsoever.

IN WITNESS WHEREOF, the Parties hereto have executed this contract the day and year herein first above written.

LIGHTHUB Communication Agency

(SEAL)

By: _____
Chair

ATTEST AND COUNTERSIGN:

By: _____
Secretary

American Fork City, Utah

(SEAL)

By: _____
Mayor

ATTEST AND COUNTERSIGN:

By: _____
City Recorder

Pursuant to Section 11-13-202.5 of the Utah Code Annotated 1953, as amended, the foregoing Service Contract is hereby approved.

Attorney for LIGHTHUB Communication Agency

Attorney for American Fork City

Attachment: Lighthub Service Contract 11222019 (1) (Lighthub Communication Agency Resolution)

EXHIBIT A

CONNECTION SERVICES

Strategic Partner Management

Recruit and manage strategic partnerships, which will include but not be limited to Business and Residential Service Providers and Services Providers. Attract new technologies to the network to facilitate new service offerings on the network and leverage the City's existing network and its communities.

The City may authorize LIGHTHUB to negotiate the parameters of service established by the city council which the connection service contract will require of service providers to make available to the end users within the City's geographical boundaries. LIGHTHUB will enforce and maintain contractual obligations with service providers, including but not limited to amendments, enforcement of contracts with Providers and ensuring Service Level Agreements are met according to business and contractual obligations.

Product Management

Recommend, develop wholesale pricing model along with the City and strategic partners. This will include new wholesale pricing for newly developed products brought by LIGHTHUB and its Strategic Partners.

Present developed model and any changes the City and strategic partners for rollout on the Network. Maintain, modifying and bring to end-of-life wholesale products on the network.

Planning, Design and Implementation

LIGHTHUB will provide planning, design and implementation of the City's network as requested. A full outside plant design, network design and operational impact review will be provided along with a project implementation plan timeline, along with associated budget for the plan. The plan will include:

- Creation/Import of city records into GIS system
- Estimated cost for the outside plant build requested area
- Estimated cost for the network engineering build
- Project Engineer to interact and answer questions about the proposals and presentations

1. • Support for submittal of change orders for any changes on the design plan
- Supporting production map(s) and documentation for proposed build areas
- Extract of information in supported format provided by LIGHTHUB

Marketing/Advocate Awareness Program

LIGHTHUB will instigate and oversee any marketing and communications efforts that are necessary to the network's success. This could include campaigns within city governments, residential markets, multi-dwelling unit markets, business markets, or with community and national thought leaders, policy makers and other audiences. In particular, LIGHTHUB will seek opportunities to develop and educate about future quality-of-life, public safety, and economic development opportunities on the network, working to build the network's reputation as necessary public infrastructure.

LIGHTHUB will recruit and manage personnel and/or contractors to assist in promoting the network and growing the subscriber base. The City may assist with the promotion activities.

GIS Services

Upon implementation of new network designs LIGHTHUB will create, manage and maintain a Geo-spatial database to track the build of the City's network. LIGHTHUB will provide a conversion method to import engineering documentation (CAD Conversion) and modify the geo-spatial database to include AS-Built updates as reported.

Continued support will be offered by taking GPS data collection for key OSP elements, recording that information into the database, providing and tracking fiber assignments made for provisioning services and when requested, provide an extract of the database for the Cities in an available format

Outside Plant Services

During construction LIGHTHUB will appoint a Project Manager to oversee all approved construction for the specific project. They will manage the RFP process using LIGHTHUB standard policies to award construction bids and select qualified contractors. They will provide management over employees and contractors during the construction process by assigned construction work packages and ensuring industry best practices and consistent engineering specifications are met.

The Project Manager will ensure:

- Budget tracking and reporting is available for the City
- Obtain necessary field permits and obligations
- Issues are tracked and brought to resolution for the City or its residents

- RMA process is followed
- Inventory is managed and accounted for
- Maintaining necessary levels of inventory to complete work packages
- Ensure construction work through Quality Assurance procedures

Field Services

LIGHTHUB will provide field crews and/or contractors to be deployed in the field to manage the physical plant which is constructed for the City. LIGHTHUB will maintain physical huts and cabinets on the network. During the event of an issue the Field Services Group will respond to any actual damage to physical plant and manage and execute the repair needed for restoring the physical plant as deemed necessary by LIGHTHUB.

Network Engineering Services

LIGHTHUB will provide network engineers and/or contractors to evaluate, recommend the needed electronics to provide wholesale services on the network. These Network engineers will:

- Test and certify network electronics for deployment
- Create, maintain physical and logical topology of the Network
- Configure and install the necessary devices in the network as needed
- Resolve any issues with these devices and replace parts or device as needed
- RMA through standard processes
- Research and Development of new technologies along with strategic partners
- Capacity planning of the network

Operations Management

LIGHTHUB will provide management oversight of operational support of the network. This will include but is not limited to:

Integration: Integration of strategic partners onto the network, establishing standard interfaces and operational methods and procedures with these partners. LIGHTHUB will assist strategic partners in understanding integration points of products and services on the network.

Operational Methods and Procedures: Develop supporting methods and procedures to coordinate delivery of services to customers.

Network Operations Center (NOC): 24x7 NOC to monitor health of devices and services on the network. Respond to Strategic Partner requests, manage to resolution reported issues on the network.

Network Repair and Maintenance: Detect, record (through a LIGHTHUB a trouble ticketing solution) and respond to network maintenance and issues. Record and dispatch appropriate teams into the field for issue resolution.

Order Management System: Provide systems to allow the ordering and activation of wholesale services on the network, track customer acquisition and produce invoices, as needed, of wholesale services for cities so that they may invoice residents and LIGHTHUB may invoice Service Providers.

Reporting: Provide reporting of customers on the network.

Invoicing: Provide information to the City to allow the invoicing of applicable wholesale services on the network, if the City handles its own invoicing.

EXHIBIT B

DESCRIPTION OF IMPROVEMENTS

Physical Improvements

Fiber Optic Communication lines will be deployed throughout the City. These lines will be constructed both overhead and underground in each of the city's "rights of way" following all local, state and federal regulations using industry best practices to deploy the most efficient and cost-effective infrastructure.

Elements of the infrastructure include 3 separate categories: Backbone or middle mile construction, access level or last mile construction and drop level construction.

Backbone or Middle Mile Construction

Consists of both overhead and underground paths, communication shelters to house distribution switches, fiber optic patch panels, uninterruptable power supplies (UPS) and generators. The communication shelters will serve as distribution points within the City and will be connected diversely with ring architecture. Other elements include fiber optic cable, conduit, strand, pole mounting hardware, vaults, splice closures and all other items necessary to construct and operate the network. The testing and certification of the improvements will be in accordance with national industry standards and LIGHTHUB's Engineering Standards document.

Access Level or Last Mile Construction

Consists of both overhead and underground paths to every subscribed address within the build area. Elements of this type of build include fiber optic cable, conduit, strand, pole mounting hardware, vaults, splice closures and all other items necessary to construct and operate the network. This infrastructure will facilitate and serve as network access points for subscribers to LIGHTHUB.

Drop Level Construction

Consist of drop fiber and/or conduit being placed from a network access point to the demarcation point within the subscriber's premise where a network interface device will be placed. Elements of this type of build include three quarter inch drop conduit, drop fiber, aerial attachment hardware, network interface device (NJD), UPS, fiber pigtail, optical transceiver/receiver, power cord and all other items necessary to construct and operate the network. In some instances, LIGHTHUB will also be responsible for installing cat5 cable within the homes to provide a connection for the services ordered.

EXHIBIT C

NUMBER OF END USERS ALLOCATED TO THE CITY

661 Businesses

8600 Residences

Attachment: Lighthouse Service Contract 11222019 (1) (Lighthouse Communication Agency Resolution)

EXHIBIT D
TAX REVENUES

Not to exceed \$900,000 per year from franchise fees and \$900,000 per year from sales tax revenues.

Attachment: Lighthouse Service Contract 11222019 (1) (Lighthouse Communication Agency Resolution)

EXHIBIT E

FORM OF PROMISSORY NOTE

\$ _____ (date)

FOR VALUE RECEIVED, the undersigned, [_____] (“Borrower”), promises to pay to the order of [_____] City, Utah (“Lender”), the principal sum of _____ (\$_____) together with all subsequent loan advances made, expenditures authorized and additional payments provided for in this Promissory Note and pursuant to the [Fiber Communications Service and Acquisition Contract] dated as of [_____] , 20__, between Borrower and Lender (the “Contract”).

1. Definitions. As used in this Note, the following terms shall have the meanings set forth below:

“Effective Date” means the date the terms of this Note, including the accruing rate of interest and the payment obligations described herein, become effective, which date shall be the date the proceeds of the Loan are disbursed to or for the benefit of Borrower.

“Event of Default” means failure by Borrower to pay timely any installment of principal or interest on this Note.

“Loan” means the loan advanced by Lender to Borrower under the terms and upon the conditions contained in the Contract in the principal amount of _____ (\$_____).

“Maturity Date” means _____.

“Month” means a calendar month.

“Note” means this Promissory Note and any extensions, renewals or modifications thereof.

“Payment Date” means the _____ day of each Month on which Borrower shall pay to Lender accrued interest, or principal and accrued interest, on the outstanding principal of this Note, as required by the terms of this Note.

“Principal Indebtedness” means at any time and from time to time during the term of this Note all advances, disbursements, expenditures, and payments made by Lender after the date of this Note pursuant to the terms of this Note or the Contract.

2. Security. Security for this Note and repayment by Borrower will be limited exclusively to the Revenues, as defined in the Contract, that are generated under the Contract. Borrower’s obligation to repay the Note is contingent upon the availability of

Attachment: Lighthouse Service Contract 11222019 (1) (Lighthouse Communication Agency Resolution)

Revenues generated under the Contract in excess of the [Revenue Requirement], as defined in the Contract. Borrower is not obligated to utilize any other funds to repay this Note.

3. Interest Accruals. The unpaid principal balance will bear interest at the rate set forth in [Section 3.5(e)] of the Contract.

4. Interest Calculation Basis. All interest accruing under this Note shall be calculated on the basis of a 360-day year for the actual number of days elapsed.

5. Payments of Principal and Accrued Interest.

(a) Beginning on _____, Borrower shall make monthly installment payments to Lender of principal and accrued interest on the unpaid Principal Indebtedness in the amount of _____ (\$_____) each.

(b) The entire unpaid Principal Indebtedness, together with all accrued and unpaid interest thereon, if not sooner paid, shall be due and payable in full on the Maturity Date.

6. Place of Payment. All payments under this Note shall be made in lawful money of the United States of America at Lender's offices at _____ Utah, or at such other place as Lender may from time to time designate. All payments on this Note shall, at the option of Lender, be applied first to the payment of accrued interest and after all such interest has been paid, any remainder shall be applied toward the reduction of the Principal Indebtedness.

7. Default Rate of Interest. During any period of time which an Event of Default has occurred and is continuing, interest shall accrue against the outstanding Principal Indebtedness evidenced hereby at a rate equal to the otherwise effective rate of interest under this Note plus five percent (5.0%) per annum, calculated on the basis of a 360-day year for the actual number of days elapsed.

8. Prepayment. Borrower may prepay all or a portion of the amount owed earlier than it is due.

9. Late Fee Charges. If any payment required by this Note not received by Lender within ten (10) days after such payment is due, a late fee charge equal to five percent (5.0%) of such late payment shall be due and payable.

10. Incorporation of Contract. The terms, conditions, covenants, provisions, stipulations and agreements of the Contract are hereby made a part of this Note by reference to such document in the same manner and with the same effect as if the Contract were fully set forth herein. Borrower hereby covenants and promises to abide by and comply with each and every covenant and condition set forth in this Note and the Contract.

11. Application of Payments. All payments on this Note shall, at the option of Lender, be applied first to the payment of accrued interest and after all such interest has been paid, any remainder shall be applied toward repayment of any additional advances

Lender has made hereunder which have not already been added to the Principal Indebtedness then outstanding, and the balance, if any, toward the reduction of the Principal Indebtedness.

12. Waivers, Substitution of Security. Borrower waives presentment for payment, notice of dishonor and protest, and consents to any extension of time with respect to any payment due under this Note, to any substitution or release of collateral, and to the addition or release of any party. No waiver of any payment under this Note shall operate as a waiver of any other payment. No delay or failure of Lender in the exercise of any right or remedy provided for under this Note shall be deemed a waiver of such right by Lender, and no exercise of any right or remedy shall be deemed a waiver of any other right or remedy which Lender may have.

13. Governing Law. This Note is to be construed in accordance with the laws of the State of Utah, without giving effect to principles of conflicts of laws.

14. General. Time is of the essence hereof. Upon the occurrence and continuance of an Event of Default, Lender shall have, in addition to all rights and remedies available to Lender at law or in equity, all rights and remedies allowed under Utah law.

DATED effective as of the date first above written.

BORROWER:

[_____] AGENCY

By: _____
Chair

LENDER:

[_____] CITY, UTAH

(SEAL)

By: _____
Mayor

ATTEST AND COUNTERSIGN:

By: _____
City Recorder