THE CITY OF WEST JORDAN
CITY COUNCIL MEETING
December 20, 2023

Thomas M. Rees Justice Center
8040 S Redwood Road
West Jordan, UT 84088

Zoom Webinar ID: 819 8270 4834 Password: 8000 Click Here to Join

Members of the City Council not attending in person may participate in the electronic meeting using the Zoom information below.
Interested parties are encouraged to attend the council meeting in person. Those unable to attend in person may participate electronically via Zoom Webinar when called upon by the Council Chair in one of the following ways:

- *In your web browser, go to join.zoom.us and enter the **Webinar Meeting ID: 819 8270 4834** and **Password: 8000***
- *On your phone dial one of the following numbers: 346-248-7799 or 312-626-6799 and enter **Webinar Meeting ID: 819 8270 4834** and **Password: 8000***

To view current City Council agendas and packet information, please visit https://westjordan.primegov.com/public/portal

CITY COUNCIL MEETING 6:00 PM

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. SPECIAL RECOGNITION

a. Recognition and Appreciation of West Jordan City Employee
b. **Resolution No. 23-073, 23-075, and 23-076** providing advice and consent to appoint John Roberts (23-073), Emily Gonzalez (23-075), and Thomas Hollingsworth (23-076) to serve on the Planning Commission.
c. **Resolution No. 23-074** providing advice and consent to appoint Michael Wilson to serve on the Board of Adjustments.

4. PUBLIC COMMENT

Comments should be directed to the Council Chair and commenters should not expect any debate with or responses from the City Council, Mayor, or City Staff. However, as a point of personal privilege Council Members, the Mayor, and Staff may respond to public comments if recognized by the Council Chair. Members of the City Council strive to create a respectful and professional decorum during Council Meetings so that the meeting can be conducted in an orderly, efficient, effective, and dignified manner. It is our desire that each person attending a City Council meeting feel safe, respected, and comfortable participating in their government.

We hope that commenters will have that same goal and strive to do their best to keep comments respectful, professional, and free from profanity, personal attacks, and indecency. When addressing the Council, please provide your full name and limit your remarks to three (3) minutes. Written comments may be submitted if a citizen does not wish to speak.

5. REPORTS TO COUNCIL

a. City Council Reports
b. Council Office Report
c. Mayor's Report
d. City Administrator's Report

6. PUBLIC HEARINGS

a. **Ordinance No. 23-44** amending West Jordan City Code 13-13-5 Water Efficiency Standards to meet State Requirements and Jordan Valley Water Conservancy District Standards
b. **Ordinance No. 23-45** a petition from Barrett Peterson/Peterson Development for a Master Development Agreement/Plan for Copper Meadows approximately 76.21 acres located at approximately 8200 South Stokesley Drive subject to the approval of **Ordinance No. 23-46** amending the General Plan Land Use Map for Copper Meadows from Future Park, Public Facilities, and Very Low-Density Residential to Low-Density Residential and a Rezone from Very Low-Density Single Family Residential Zone(VLSFR), Public Facilities Zone(P-F) and Low-Density Single Family Residential Zone (LSFR) to the Planned Community Zone (PC).
c. **Ordinance No. 23-42** a petition from Dave Toman for a rezone of 2.17 acres of The Cottages at Parker Place subdivision from R-3-8 (SHO) Zone (Multi-family residential 8 units per acre with a Senior Housing Overlay) to R-3-8 Zone (Multi-family Residential 8 units per acre) and **Ordinance No. 23-43** amending The Cottages at Parker Place Development Plan.

7. CONSENT ITEMS

Routine items on the Consent Agenda not requiring public discussion by the City Council or which have been discussed previously may be adopted by one single motion. A Council member may request to remove an item from the consent agenda for individual discussion and consideration.

a. Approve Meeting Minutes
    - November 29, 2023 – Special City Council Meeting
    - December 6, 2023 – Board of Canvassers Meeting

8. COUNCIL MEETING WRAP UP

a. City Council Remarks

b. Council Administrative Items
c. Recognition of Departing Council Members
d. Outgoing Council Member Closing Remarks

9. ADJOURN

UPCOMING CITY COUNCIL MEETINGS

- Wednesday, January 3, 2024 – Oath of Office Ceremony – 6:00p
- Wednesday, January 10, 2024 – Regular City Council Meeting – 6:00p
- Wednesday, January 17, 2024 – Committee of the Whole Meeting – 6:00p
- Wednesday, January 24, 2024 – Regular City Council Meeting – 6:00p

Interested parties may contact the Council PRIOR to the meeting in one of the following ways: *(your comment will not be part of the meeting but will be provided to all members of the entire City Council)*

- *Call the 24-hour Public Comment Line PRIOR to the meeting and leave a message:* ***(801) 569-5052****. Please include your name and phone number.*
- *Send an email to* ***councilcomments@westjordan.utah.gov****. Please include your name and phone number.*

You can follow the City Council on Twitter @WJCityCouncil and on Facebook @WestJordanCityCouncil

In accordance with the Americans with Disabilities Act, the City of West Jordan will make reasonable accommodations for participation in the meeting. Request for assistance can be made by contacting the West Jordan City Council Office at 801-569-5017, providing at least three working days' advance notice of the meeting.

ELECTRONIC PARTICIPATION
One or more council members may participate electronically in this meeting using online video conferencing technology per Utah Code (§52-4-207) and West Jordan City Ordinance 1-13-1-E. Members' participation via electronic communication will be broadcast and amplified so other Council Members and all other persons present in the Council Chambers will be able to hear or see the communication.

INTELLECTUAL PROPERTY PERMISSION NOTICE
By attending this meeting/event, you consent to the use of your photograph, voice, likeness, and image in broadcasts of this meeting/event, and in subsequent productions drawn from video or audio recordings of this meeting/event, in the sole and absolute discretion of the City of West Jordan. The city retains copyright for all video and audio recordings. Video and audio recordings may not be modified, manipulated, or distributed in any way without the express written consent of the City's Chief Executive Officer.

CERTIFICATE OF POSTING
I certify that the foregoing agenda was posted at the principal office of the public body, on the Utah Public Notice website https://www.utah.gov/pmn/, on West Jordan City's website https://westjordan.primegov.com/public/portal, and notification was sent to the Salt Lake Tribune, Deseret News, and the West Jordan Journal.

Please note: *agenda items are subject to change and may be reordered or tabled in order to accommodate the needs of the City Council, staff, and the public.*

Posted and dated December 14, 2023 Cindy M. Quick, MMC, Council Office Clerk

REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Presenter: Dirk Burton

Applicant: Office of the Mayor

Department Sponsor: Administration

Agenda Type: CONSENT ITEMS

Presentation Time: 5 Minutes

Meeting Date Requested : 12/20/2023

Deadline of item :

(Council may elect to provide more or less time)

1. **AGENDA SUBJECT**
   Resolution Nos. 23-073, 23-075, 23-076 providing advice and consent to appoint John Roberts (23-073), Emily Gonzalez (23-075), and Thomas Hollingsworth (23-076) to serve on the Planning Commission.

2. **EXECUTIVE SUMMARY**
   The requested appointments will fill three vacant positions on the Planning Commission. John Roberts and Emily Gonzalez will be appointed to fill the vacancies of outgoing commission members; Matt Quinney and Catherine Richardson. Thomas Hollingsworth will fill the remainder of the unexpired term of Commissioner Ken Shelton who is vacating his seat as he was elected to the city council.

3. **TIME SENSITIVITY / URGENCY**
   As soon as possible, to have them participate and contribute to the commission. Resolutions have an effective date of January 1, 2024.

4. **FISCAL NOTE**
   There is no budget impact.

5. **PLANNING COMMISSION RECOMMENDATION**
   n/a

6. **STAFF ANALYSIS**
   n/a

7. **MOTION RECOMMENDED**
   I move to approve Resolution **No. 23-073** providing advice and consent to the appointment of John Roberts to serve on the Planning Commission.

   I move to approve Resolution **No. 23-075** providing advice and consent to the appointment of Emily Gonzalez to serve on the Planning Commission.

   I move to approve Resolution **No. 23-076** providing advice and consent to the appointment of Thomas Hollingsworth to serve on the Planning Commission.

   -OR-

I move to approve Resolution **No. 23-073, 23-075, 23-076** providing advice and consent to the appointment of John Roberts, Emily Gonzalez, and Thomas Hollingsworth to serve on the Planning Commission beginning January 1, 2024.

8. MAYOR RECOMMENDATION

The Mayor recommends approval of Resolution **No. 23-073, 23-075, and 23-076**

The Mayor has reviewed John Roberts, Emily Gonzalez, and Thomas Hollingsworth resume and application.

The Mayor supports and recommends their appointment to the Planning Commission

9. PACKET ATTACHMENT(S)

Background Information
Resolution

10. OTHER INFORMATION

Committee Applications
Resumes
Headshots

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 23-073

A RESOLUTION PROVIDING ADVICE AND CONSENT TO THE MAYOR'S APPOINTMENT OF JOHN ROBERTS TO SERVE ON THE WEST JORDAN PLANNING COMMISSION

WHEREAS, City Code § 1-7-8 vests the Mayor with the duty to appoint, with the City Council's advice and consent, members of the Planning Commission; and

WHEREAS, Mayor Burton desires to appoint John Roberts to serve on the West Jordan Planning Commission; and

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Advice and Consent. Pursuant to City Code § 1-7-8 of the West Jordan City Code, the City Council hereby grants the Mayor its advice and consent to the Mayor's appointment of John Roberts to serve on the West Jordan Planning Commission with term to expire on December 31, 2026.

Section 2. Effective Date. This Resolution shall take effect January 1, 2024.

Adopted by the City Council of West Jordan, Utah, this _____ day of _____ 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	"YES"	"NO"
Council Chair Christopher McConnehey	☐	☐
Council Vice Chair Pamela Bloom	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Member David Pack	☐	☐
Council Member Kayleen Whitelock	☐	☐
Council Member Rob Bennett	☐	☐

City of West Jordan
Committee Application

Note: *For this application to be complete,* ***a resume or statement of qualifications must be attached****. If nominated by the Mayor for any position, you will be asked to provide additional information both before and after City Council advice and consent. Following receipt of additional information your name will be submitted to the City Council for advice and consent. On approval from the City Council you will begin your term of service.*

Full Name (Last) (First) (M) Roberts, John M		D [redacted]
Email [redacted]	Phone [redacted]	
Address, G [redacted] West Jordan, UT 84084		
Committee Planning Commission		

☑ Included Resume or Statement of Qualifications

Code of Conduct and Acknowledgement

I agree to perform those duties as specified and to stay within the bounds of the respons bilities as outlined in the job description. I will strictly observe all safety rules and policies of the City of West Jordan. I will use care in the performance of my assigned tasks and do so in a professional manner. As a representative of the city, I will treat everyone with respect, patience, integrity, courtesy, dignity and consideration. If problems arise, I will notify my supervisor as soon as possible.

Applicant Signature: APPLICANT ACKNOWLEDGES THAT THE ARRANGEMENT IS AT THE SOLE DISCRETION OF THE CITY OF WEST JORDAN. APPROVAL MAY BE DENIED FOR ANY REASON, WITH OR WITHOUT CAUSE, AND MAY BE TERMINATED AT ANY TIME, WITH OR WITHOUT NOTICE.
The volunteer applicant promises to follow the instructions of the supervisor in performing all assignments. The volunteer does not and shall not assume any authority to represent the City in negotiations, contracts, or make promises or inducements on behalf of the City at any time.

Having read this disclaimer and acknowledging approval of all information contained in this form by signing. I understand that any omission or misstatement of material facts on this Application Form, attachment, or any document used to secure a position with the City of West Jordan shall be grounds for rejection of this application or for immediate discharge of an offered position, regardless of the time elapsed before discovery. I understand a background check may be part of this application process and submit to such. I accept the code of conduct and acknowledge the aforementioned section as such.

Signature	Date
John Roberts	11/27/2023

Please return this form to Tom Behrens. You can either mail it to 8000 S. Redwood Road, West Jordan, UT 84088, or email it to ariel.campos@westjordan.utah.gov. If you have additional questions you can call 801-569-5100.

OFFICE USE ONLY

Beginning Date:	Ending Date:	Reappointment Yes ☐ No ☐	Reappointment Date:
City Supervisor:	Job Du ies:		

☐ Background Check (As required) ☐ Driver's License Review (As Required) ☐ Conflicts of Interest
☐ Minor Acknowledgement (As Required) ☐ Drug Test (As Required) ☐ Other _____

Human Resources Approval _____ Mayor's Approval _____

Department Approval _____ City Council Approval (dated) _____

John Roberts

West Jordan, Utah 84084 [redacted] [redacted]

COMPUTER SKILLS —

- Microsoft Office, including Excel
- Windows and AS400 environments
- HTML and PHP editing

EDUCATION —

Western Governors University
Bachelor of Science in Accounting

Western Governors University
Bachelor of Science in Business Management

PROFESSIONAL LICENSES —

2022-Present
Utah Appraisal Trainee License

2004–Present
Utah Real Estate Broker's License – Principal Broker

2002–2004
Utah Real Estate Sales Agent License

2001
Series 7 and 63 Securities Licensing

EXPERIENCE

Salt Lake County Assessor's Office
Appraiser I *2023–Present*

- Land Segregation – Responsible for validating land boundary changes, subdivisions, and any physical change to the legal description of properties in the county. Requires verification of zoning, determining highest and best use, and analysis of surrounding property area to determine congruent comparable properties for tax valuation.
- New Growth – Responsible for monitoring building permits to measure and assess new construction, remodeling, and other new taxable growth for the county.
- Work in close coordination with various city planning officials and the county recorder's department to ensure compliance with state laws, zoning codes, and other rules and regulations regarding property description, identification, and valuation

Utah County Assessor's Office
Appraiser I *2022–2023*

- Gather and verify data on real property, including measuring structures, physically inspecting the exterior and interior of buildings, photographing property, and evaluating architectural quality and the intended use of the property.
- Reappraisal – Utilizing aerial photography to analyze and compare property characteristics between Assessor's records and digital imagery. Physically inspections of discrepancies if necessary.
- Sales Cleaning – Utilizing MLS data to compare property characteristics between Assessor's records and information reported related to a sale. Updating county records as necessary and comparing Sales Ratio to ensure proper valuation for mass appraisal purposes.
- Work directly with property owners, real estate agents, appraisers, and other county employees and elected officials to advance the goals and needs of the department and resolve issues.

Revolution Real Estate
Principal Broker/President *2004–Present*

- Represent residential home buyers and sellers, facilitating the entire real estate transaction and averaging $12 million individually in annual real estate sales.
- Provide market valuation using sales comparison methodology to increase buyer and seller confidence and minimize potential for appraisal issues, thus improving negotiating positions.
- Monitor approximately 75 real estate transactions per year, which includes verifying contract accuracy, clarifying contract terms, complying with fair housing guidelines, and ensuring customer satisfaction.
- Leverage technology to reduce workload, which simultaneously increases margins and allows for a unique commission structure that reduces client costs significantly.
- Mentored, trained, and managed a team of up to 11 realtors, resulting in total annual sales of over $30 million in real estate.

Coy, Nelson and Co. Real Estate
Real Estate Sales Agent *2001–2004*

- Specialized in buyer agency, specifically first-time home buyers and poor credit purchases, completing approximately 10 transactions annually.
- Developed negotiating strategies and tactics that consistently resulted in concessions for my clients that were three times the industry average.
- Prospected for clientele to purchase and sell homes with a variety of techniques, including cold calling, direct mail, door-to-door solicitation, neighborhood and community seminars, and print advertising.

Morgan Stanley Dean Witter 1998–2002
Interim Supervisor

- Managed the daily activities of the 12 employees of the mutual funds clearing team.

Stock Options Services Team Leader

- Managed a team of 3 employees responsible for helping 250 executives exercise their corporate stock options quarterly.

Vanguard Mutual Funds Representative

- Verified trades, calculated and booked dividends, and maintained current account balances of approximately 5,000 client accounts.
- Responsible for accounting and balancing approximately $300 million in mutual fund assets.
- Reconciled differences in positions between brokerage accounts and mutual fund company positions, saving the company thousands of dollars daily and as much as $5 million over the course of investigating one difference



THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 23-075

A RESOLUTION PROVIDING ADVICE AND CONSENT TO THE MAYOR'S APPOINTMENT OF EMILY GONZALEZ TO SERVE ON THE WEST JORDAN PLANNING COMMISSION

WHEREAS, City Code § 1-7-8 vests the Mayor with the duty to appoint, with the City Council's advice and consent, members of the Planning Commission; and

WHEREAS, Mayor Burton desires to appoint Emily Gonzalez to serve on the West Jordan Planning Commission; and

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Advice and Consent. Pursuant to City Code § 1-7-8 of the West Jordan City Code, the City Council hereby grants the Mayor its advice and consent to the Mayor's appointment of Emily Gonzalez to serve on the West Jordan Planning Commission with term to expire on December 31, 2026.

Section 2. Effective Date. This Resolution shall take effect January 1, 2024.

Adopted by the City Council of West Jordan, Utah, this _____ day of _____ 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	"YES"	"NO"
Council Chair Christopher McConnehey	☐	☐
Council Vice Chair Pamela Bloom	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Member David Pack	☐	☐
Council Member Kayleen Whitelock	☐	☐
Council Member Rob Bennett	☐	☐

City of West Jordan
Committee Application

Note: *For this application to be complete,* ***a resume or statement of qualifications must be attached****. If nominated by the Mayor for any position, you will be asked to provide additional information both before and after City Council advice and consent. Following receipt of additional information your name will be submitted to the City Council for advice and consent. On approval from the City Council you will begin your term of service.*

Full Name (Last)	(First)	(M)	Date of Birth
Gonzalez	Emily	K	[redacted]

Email	Phone Number
[redacted]	[redacted]

Address, City, State, Zip

[redacted] West Jordan, Utah 84081

Committee / Commission(s) Volunteering for:

Planning Commission

☑ Included Resume or Statement of Qualifications

Code of Conduct and Acknowledgement

I agree to perform those duties as specified and to stay within the bounds of the respons bilities as outlined in the job description. I will strictly observe all safety rules and policies of the City of West Jordan. I will use care in the performance of my assigned tasks and do so in a professional manner. As a representative of the city, I will treat everyone with respect, patience, integrity, courtesy, dignity and consideration. If problems arise, I will notify my supervisor as soon as possible.

Applicant Signature: APPLICANT ACKNOWLEDGES THAT THE ARRANGEMENT IS AT THE SOLE DISCRETION OF THE CITY OF WEST JORDAN. APPROVAL MAY BE DENIED FOR ANY REASON, WITH OR WITHOUT CAUSE, AND MAY BE TERMINATED AT ANY TIME, WITH OR WITHOUT NOTICE.

The volunteer applicant promises to follow the instructions of the supervisor in performing all assignments. The volunteer does not and shall not assume any authority to represent the City in negotiations, contracts, or make promises or inducements on behalf of the City at any time.

Having read this disclaimer and acknowledging approval of all information contained in this form by signing. I understand that any omission or misstatement of material facts on this Application Form, attachment, or any document used to secure a position with the City of West Jordan shall be grounds for rejection of this application or for immediate discharge of an offered position, regardless of the time elapsed before discovery. I understand a background check may be part of this application process and submit to such. I accept the code of conduct and acknowledge the aforementioned section as such. It is the practice of West Jordan City to conduct a limited review of publicly access ble social media accounts for individuals applying for committee positions, as part of the selection process. This review is intended to assess the character, conduct, and public image of the applicant in relation to their potential role on the committee.

Signature	Date
Emily Gonzalez	11/27/2023

Please return this form to Ariel Campos. You can either mail it to 8523 S. Redwood Road, West Jordan, UT 84088, or email it to ariel.campos@westjordan.utah.gov. If you have additional questions you can call 801-569-5100.

OFFICE USE ONLY

Beginning Date:	Ending Date:	Reappointment Yes ☐ No ☐	Reappointment Date:
City Supervisor:	Job Duties:		

☐ Background Check (As required) ☐ Driver's License Review (As Required) ☐ Conflicts of Interest

☐ Minor Acknowledgement (As Required) ☐ Drug Test (As Required) ☐ Other _____

Human Resources Approval _____ Mayor's Approval _____

Department Approval _____ City Council Approval (dated) _____

Emily Gonzalez

MARKETING COORDINATOR

EMILY GONZALEZ

[redacted]
[redacted]
[redacted]
West Jordan, UT 84081

EDUCATION

Southern Utah University
AACSB Accredited
School of Business
Bachelors of Science in Marketing
December 2015

Evan's Hair Styling College
Cosmetology/Barber License
October 2011

SKILLS

Collaborates well with team and other departments

Goal oriented with strong attention to detail

Professional verbal and written communicator

Ability to prioritize, detailed planner and organizer

Deadline driven and focused

Confident, resourceful forward thinker

Self and team motivated

Meeting coordination

Microsoft Office

Adobe InDesign, Illustrator & Photoshop

WORK EXPERIENCE

Psomas
Marketing and Pursuits Coordinator 2023—Present

- Assists with identifying new opportunities and project team creating capture plans/strategies for project pursuits
- Oversees and conducts pre-proposal meetings and coordinates proposal process (content, writing assignments, deadlines, etc.) with proposal team, while analyzing client needs and strategically plan proposal content with proposal team
- Verifies proposal structure matches client requirements and prepares proposal submittals and materials, as required
- Other marketing-related tasks that may include social media content creation, client debriefs, conference involvement, promotional itemcoordination, and/or other tasks, as needed.

Jones & DeMille Engineering, LLC
Marketing Coordinator 2019—2023

- Participates in weekly department meetings, serves as a catalyst for communication, collaboration, and team building across the marketing department
- Consistently demonstrating firm's commitment to our team members and represents the firm to clients, prospective clients, peer organizations, and business associates clients
- Executes overall corporate marketing plan in support of strategic plan, mission, vision, and values as directed by the director of marketing and marketing manager
- Develops new prospective client presentations and requests for qualifications and proposals, presentations, and other actions ensuring timely submittal
- Plans, manages, and executes events intended to strengthen existing client, prospective client relationships and uncovers new ones while developing visual and written content for project summary sheets, social media, email marketing, brochures, blogs, videos, webinars, white papers, website, and other marketing materials as directed by the marketing manager

Epic Marketing
Office Assistant 2016—2019

- Communicated directly with upper management and executive members on different tasks in different departments to ensure office operations ran smoothly, giving daily support to all members of the company, while completing administrative tasks
- Contributed to the sales team by accomplishing tasks as needed, preparing report requests, presentations, proposals, correspondences, analyzing data and data entry efficiently and effectively, also assists in preparation of invoices, department budgets and expenses



THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 23-076

A RESOLUTION PROVIDING ADVICE AND CONSENT TO THE MAYOR'S APPOINTMENT OF THOMAS HOLLINGSWORTH TO SERVE ON THE WEST JORDAN PLANNING COMMISSION

WHEREAS, City Code § 1-7-8 vests the Mayor with the duty to appoint, with the City Council's advice and consent, members of the Planning Commission; and

WHEREAS, Mayor Burton desires to appoint Thomas Hollingsworth to serve on the West Jordan Planning Commission; and

WHEREAS, Thomas Hollingsworth is being appointed to fill the vacancy of Kent Shelton; and

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Advice and Consent. Pursuant to City Code § 1-7-8 of the West Jordan City Code, the City Council hereby grants the Mayor its advice and consent to the Mayor's appointment of Thomas Hollingsworth to serve on the West Jordan Planning Commission with term to expire on December 31, 2025.

Section 2. Effective Date. This Resolution shall take effect January 1, 2024.

Adopted by the City Council of West Jordan, Utah, this _____ day of _____ 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	**"YES"**	**"NO"**
Council Chair Christopher McConnehey	☐	☐
Council Vice Chair Pamela Bloom	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Member David Pack	☐	☐
Council Member Kayleen Whitelock	☐	☐
Council Member Rob Bennett	☐	☐

City of West Jordan
Committee Application

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Full Name (Last)	(First)	(M)	Date of Birth
Hollingsworth	Thomas	J	[redacted]

Email	Phone Number
[redacted]	[redacted]

Address, City, State, Zip: [redacted] West Jordan, UT 84081

Committee / Commission(s) Volunteering for:

Planning Commission

☑ Included Resume or Statement of Qualifications

Code of Conduct and Acknowledgement

I agree to perform those duties as specified and to stay within the bounds of the responsibilities as outlined in the job description. I will strictly observe all safety rules and policies of the City of West Jordan. I will use care in the performance of my assigned tasks and do so in a professional manner. As a representative of the city, I will treat everyone with respect, patience, integrity, courtesy, dignity and consideration. If problems arise, I will notify my supervisor as soon as possible.

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Signature	Date
[signature]	11-28-2023

Please return this form to Ariel Campos. You can either mail it to 8523 S. Redwood Road, West Jordan, UT 84088, or email it to ariel.campos@westjordan.utah.gov. If you have additional questions you can call 801-569-5100.

OFFICE USE ONLY

Beginning Date:	Ending Date:	Reappointment Yes ☐ No ☐	Reappointment Date:
City Supervisor:	Job Duties:		

☐ Background Check (As required) ☐ Driver's License Review (As Required) ☐ Conflicts of Interest

☐ Minor Acknowledgement (As Required) ☐ Drug Test (As Required) ☐ Other _____

Human Resources Approval _____ Mayor's Approval _____

Department Approval _____ City Council Approval (dated) _____

THOMAS HOLLINGSWORTH

West Jordan, UT 84081
[redacted] | [redacted]
https://www.linkedin.com/in/thomas-h-32262b5/
CSPO - Certificate ID: 001207719
Six Sigma Scrum Master Certification: 58992712

SENIOR PROJECT MANAGER

15+ years' success providing consulting technical project leadership, strategic planning, digital transformation and business system analysis.

A result-driven Project Manager, Product Owner (CSPO) and Business Systems Analyst with significant technical consulting and system analysis experience acquired in various high growth organizations. Capable of managing high-value projects through all life cycle phases, including effective management of cross functional technical and business teams. Adept at identifying client requirements to deliver targeted solutions, resulting in successful project outcomes and continued business growth. A strong communicator with developed relationship management skills and experience delivering highly technical presentations.

HIGHLIGHTS OF EXPERTISE

- Project Manager & Direction
- Scrum Master
- Product Manager / Product Owner
- Strategic Business Analysis
- Vendor & Supplier Relationship Management
- Stakeholder Engagement
- SQL
- Application Development & Management
- Articulate Business to Systems Requirements
- Technical Review of APIs and Interfaces
- Process Design & Streamlining
- Requirements Identification & Gathering
- Custom Integrations
- JIRA / Confluence
- Financials
- HTML & CSS
- Flare & Hugo
- Agile, Iterative, Waterfall

INDUSTRIES SERVED

- Financial
- Communication (Newspaper)
- Construction
- Health
- eCommerce
- Government
- Retail
- Distribution

CAREER SUMMARY

SOFTWARE TECHNOLOGY GROUP (STG), SALT LAKE CITY, UT (2022 TO 2023)

CONSULTANT – SENIOR BUSINESS ANALYST/PRODUCT MANAGEMENT

Product Management, Business Systems Analysis, Digital Transformation,

- Scanning Sherpas – BA/PM on patient record retrieval project
- CUBG – Systems Architect on digitizing application processes for credit unions to complete and transmit application
- S3 Software Solutions – Systems Architect on image capture software for auto reclamation processing
- STG – BA/PM for Practice Application to enable consultants to manage their personal education goals
- Orchard Securities – Product Manager, BA, PM on financial application to enable the recording and tracking of private investments

WORLD EDUCATION SERVICES, NEW YORK CITY, NY (2021 TO 2022)

CONSULTANT – SENIOR PRODUCT OWNER

Act as Product Owner for World Education Services. Lead the IDP POC effort with external vendor to prove the ability to systematically interpret transcripts from varying institutions and formats. Also, as part of a team designing the digital and organizational transformation, outlined the As-is/To-be processes identifying the "What" and "Why" of processes.

Continued…

- Identified and outlined the financial processes to be used to measure the improvements incurred through digital / organizational transformation.
- Managed the vendor relationship on developing IDP processes. FIDELITY INVESTMENTS, Salt Lake City, UT.
- Identified internal processes required to initiate IDP within the company workflow.

FIDELITY INVESTMENTS, SALT LAKE CITY, UT (2017 to 2021)

CONSULTANT – Product Owner / BSA

Act as Product Owner / Business Systems Analyst for Fidelity APS Forms and Custom Integration Development Teams (APIs) in an Agile environment. Lead discovery, design and development of custom guided forms, a web b2c product, for outside Third-Party Administrator (TPA) clients as well as the Custom Integrations team. Working in collaboration with development leaders to gather requirements and design custom user interfaces to provide a guided experience for TPA Advisors and clients. Performed as the subject matter expert for various financial transaction types (IRAs, Workplace Investing, Personal Investing, etc.) to provide specific instructions to developers to remain in compliance with FINRA and FTC regulations. Ensured user stories met the SAFe condition of acceptance criteria.

- Act as Product Owner/Subject Matter Expert for various guided form applications and lead the efforts of 5 developers.
- Collaborated with and directed the development teams and Quality Assurance to ensure each application performed to customer requirements.
- Performed as the lead business analyst to gather and analyze form specific and integration requirements
- Act as Product Owner for Custom Integrations leading the efforts of 4 developers.
- Created and updated program documentation using HTML, CSS, Flare and Hugo.
- Consulted with business partners and development teams to create / consume custom APIs.

EBAY, Draper, UT (2013 - 2017)

CONSULTANT – Product Owner / Project Manager

Act as Product Owner and Project Manager for eBay's proprietary C# based agent CRM application in an Agile environment. Lead efforts to develop and implement changes related to internal business and policy requirements, risk management and technical modifications to the software. As subject matter expertise on the agent CRM application conduct review and analysis on business processes, create technical specifications to develop specific application solutions.

- Act as Project Manager on numerous large-scale and intricate technical Policy and Risk Management projects.
- Performed technical review of API changes and designed new UI for specific operations.
- Collaborated with and directed development teams to ensure application changes met requirements.
- Resulting in Contact Reduction of $1.4 Million per year and Realized GMV increased over $10 Million.

HEWLETT-PACKARD, Salt Lake City, UT

CONSULTANT – BUSINESS SYSTEMS ANALYST (2012 to 2013)

Provided business systems analysis on a global application, enabling sales and technical employees to manage printer servicing accounts. Ensured successful distinction between essential client needs and additional requests while offering solutions.

- Act as a Business Systems Analyst to Interpret business strategies and elicit, analyze, and implement the requirements needed to enable the Managed Print Services Technology Roadmap. Results include the successful WW launch of a Web-based Pricing Tool (SaaS) in 18 countries and 12 different languages. Results also include the implementation of 11 releases of the pricing tool to drive sales, increase efficiencies and improve total customer experience (TCE).
- Implement and optimize business processes to enable the WW launch of the Partner Managed Print Services Program (pMPS). Results include the implementation of a broad range of business processes, covering the entire order to delivery cycle.

STATE OF UTAH – LIBRARY FOR THE BLIND, Salt Lake City, UT

CONSULTANT – RFID ARCHITECT (2011 to 2012)

Defined system specifications for automated systems, developed proprietary RFID automatic inspection systems and processes to properly identify shipment content. Define interfaces for backend and middleware providers.

- Lead development team of outside vendors and created a functional team to deliver defined solutions.
- Designed, directed development, and implemented an automated sortation feature with incorporated high-speed barcode label verification process to identify and report on individual electronic media (cassettes and digital cartridge books), ensuring accurate shipment based upon ASN.
- Designed, developed, and programmed a proprietary RFID tag schema including the encryption algorithm for RFID Tags to allow for automated check-in verification of books (500,000 books).

EDUCATION & CREDENTIALS

MASTER OF BUSINESS ADMINISTRATION
University of Phoenix, Salt Lake City, UT

BA IN BUSINESS MANAGEMENT (ACCOUNTING)
Sonoma State University, Rohnert Park, CA

***Professional Development**:*

- Project Management Training at George Washington University, Washington, D.C.
- Certified Scrum Product Owner – Certificate ID: 001207719



REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Presenter: Dirk Burton

Applicant: Ariel Campos

Department Sponsor: Administration

Agenda Type: CONSENT ITEMS

Presentation Time: 5 Minutes

Meeting Date Requested : 12/20/2023

Deadline of item :

(Council may elect to provide more or less time)

1. **AGENDA SUBJECT**
   Consider Resolution **No. 23-074** providing advice and consent to appoint Michael Wilson to serve on the Board of Adjustments.

2. **EXECUTIVE SUMMARY**
   The requested appointment will fill a vacant position on the Board of Adjustments with the election of Board member Chad Lamb to the city council.

3. **TIME SENSITIVITY / URGENCY**
   I request for his service to begin January 1, 2024 to provide a seamless transition onto the committee.

4. **FISCAL NOTE**
   There is no budget impact.

5. **PLANNING COMMISSION RECOMMENDATION**
   n/a

6. **STAFF ANALYSIS**
   n/a

7. **MOTION RECOMMENDED**
   I move that the Council approve Resolution **No. 23-074** providing advice and consent to the appointment of Michael Wilson to serve on the Board of Adjustments

8. **MAYOR RECOMMENDATION**
   The Mayor recommends approval of Resolution **No. 23-074**

   The Mayor has reviewed Michael Wilson resume and application for the Board of Adjustments.

   He supports and recommends Michael Wilson appointment to the Board of Adjustments

9. **PACKET ATTACHMENT(S)**
   Background Information
   Resolution

10. OTHER INFORMATION

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 23-074

A RESOLUTION PROVIDING ADVICE AND CONSENT TO THE MAYOR'S APPOINTMENT OF MICHAEL WILSON TO SERVE ON THE BOARD OF ADJUSTMENTS

WHEREAS, City Code § 1-7-8 vests the Mayor with the duty to appoint, with the City Council's advice and consent, members of the Board of Adjustments; and

WHEREAS, Mayor Burton desires to appoint Michael Wilson to serve on the Board of Adjustments; and

WHEREAS, Michael Wilson is being appointed to fill the vacancy of Chad Lamb; and

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Advice and Consent. Pursuant to City Code § 1-7-8 of the West Jordan City Code, the City Council hereby grants the Mayor its advice and consent to the Mayor's appointment of Michael Wilson to serve on the Board of Adjustments with term to expire on December 31, 2026

Section 2. Effective Date. This Resolution shall take effect January 1, 2024.

Adopted by the City Council of West Jordan, Utah, this _____ day of _____ 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	**"YES"**	**"NO"**
Council Chair Christopher McConnehey	☐	☐
Council Vice Chair Pamela Bloom	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Member David Pack	☐	☐
Council Member Kayleen Whitelock	☐	☐
Council Member Rob Bennett	☐	☐

City of West Jordan
Committee Application

Note: *For this application to be complete,* ***a resume or statement of qualifications must be attached****. If nominated by the Mayor for any position, you will be asked to provide additional information both before and after City Council advice and consent. Following receipt of additional information your name will be submitted to the City Council for advice and consent. On approval from the City Council you will begin your term of service.*

Full Name (Last)	(First)	(M)	Date of Birth
Wilson	Michael	Ellis	[redacted]

Email	Phone Number
[redacted]	[redacted]

Address, City, State, Zip: [redacted] West Jordan, UT 84088

Committee / Commission(s) Volunteering for:
Planning Commission
Board of Adjustments

☒ Included Resume or Statement of Qualifications

Code of Conduct and Acknowledgement

I agree to perform those duties as specified and to stay within the bounds of the respons bilities as outlined in the job description. I will strictly observe all safety rules and policies of the City of West Jordan. I will use care in the performance of my assigned tasks and do so in a professional manner. As a representative of the city, I will treat everyone with respect, patience, integrity, courtesy, dignity and consideration. If problems arise, I will notify my supervisor as soon as possible.

Applicant Signature: APPLICANT ACKNOWLEDGES THAT THE ARRANGEMENT IS AT THE SOLE DISCRETION OF THE CITY OF WEST JORDAN. APPROVAL MAY BE DENIED FOR ANY REASON, WITH OR WITHOUT CAUSE, AND MAY BE TERMINATED AT ANY TIME, WITH OR WITHOUT NOTICE.

The volunteer applicant promises to follow the instructions of the supervisor in performing all assignments. The volunteer does not and shall not assume any authority to represent the City in negotiations, contracts, or make promises or inducements on behalf of the City at any time.

Having read this disclaimer and acknowledging approval of all information contained in this form by signing. I understand that any omission or misstatement of material facts on this Application Form, attachment, or any document used to secure a position with the City of West Jordan shall be grounds for rejection of this application or for immediate discharge of an offered position, regardless of the time elapsed before discovery. I understand a background check may be part of this application process and submit to such. I accept the code of conduct and acknowledge the aforementioned section as such. It is the practice of West Jordan City to conduct a limited review of publicly access ble social media accounts for individuals applying for committee positions, as part of the selection process. This review is intended to assess the character, conduct, and public image of the applicant in relation to their potential role on the committee.

Signature	**Date**
Michael E. Wilson	29 November 2023

Please return this form to Ariel Campos. You can either mail it to 8523 S. Redwood Road, West Jordan, UT 84088, or email it to ariel.campos@westjordan.utah.gov. If you have additional questions you can call 801-569-5100.

OFFICE USE ONLY

Beginning Date:	Ending Date:	Reappointment Yes ☐ No ☐	Reappointment Date:
City Supervisor:	Job Duties:		

☐ Background Check (As required) ☐ Driver's License Review (As Required) ☐ Conflicts of Interest
☐ Minor Acknowledgement (As Required) ☐ Drug Test (As Required) ☐ Other _____

Human Resources Approval_____ Mayor's Approval_____

Department Approval _____ City Council Approval (dated) _____

Michael E. Wilson

[redacted] West Jordan, UT, 84088• [redacted]

Personal Statement

My accounting background extends from private corporations, banking and CPA firms, preparing me to take on a multitude of positions at many organizations. My experience with DSPD makes me a great candidate for Administrator for the Community Supports Waiver. While as a financial analyst, I worked on billing issues relating to client eligibility and status on the waiver, and regularly coordinated with multiple agencies for the benefit of our clients. As part of the RFS committee, I gained a deep understanding of the services that DSPD provides and the lives that are benefited from it. These experiences make me a great candidate to be Administrator of the Community Supports Waiver.

Experience

Aug 2021 - Current **State of Utah - DSPD** SLC, UT

Program Specialist II

- Review the Requests for Services that SCEs submit to DSPD for services for DSPD clients
- Conduct budget utilization reviews to ensure that DSPD clients are using budgets appropriately
- Consult with Support Coordinators on matters of services for clients on the waiver

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April 2017 – Aug 2021 **State of Utah - DSPD** SLC, UT

Financial Analyst II

- Audit Medicaid reimbursements for the Division of Services for People with Disabilities (DSPD)
- Manage Cash receivables and track other physical assets
- Create and manage spreadsheets and databases for the financial team to use in analysis

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2016 - 2017 **Wells Fargo** SLC, UT

Researcher

- I was hired to assist the transfer from a legacy system to a modern payment system that could handle greater number of users and functionality
- In the Corporate Trusts and Leases division, I primarily worked in the researching international financial transactions
- With clients spread across the country, became familiar with multiple forms of digital communication and storage for secure and organized means of keeping accounting documents and information.

Education & Volunteer

Accounting Senior **Western Governors University** SLC, UT

School & Volunteer History

- Awarded a grant for my success at business competition at the University of Utah
- Served in Student Government and Leadership at the University of Utah
- Served as member and chair of committees to advise West Jordan City, including the Health and General Plan committees



REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Presenter: Alan R Anderson

Applicant:

Department Sponsor: Council Office

Agenda Type: PUBLIC HEARINGS

Presentation Time: 5 Minutes

Meeting Date Requested : 12/20/2023

Deadline of item :

(Council may elect to provide more or less time)

1. **AGENDA SUBJECT**
   Ordinance No. 23-44 amending West Jordan City Code 13-13-5 Water Efficiency Standards to meet State Requirements and Jordan Valley Water Conservancy District Standards

2. **EXECUTIVE SUMMARY**
   The City was notified through an audit by the Utah Division of Water Resources that the improvements to Title 13-13-5 city code adopted by the City Council in 2021 did not meet the requirements of Utah Administrative Rule R653-11 and Jordan Valley Water Conservancy District standards. When the Water Efficiency Standards were adopted during the elevated drought conditions, it provided the city an ability to negotiate water contracts and residents to apply for rebates and incentives for being water wise.

   The two changes are:
   - Limit the amount of turf on front and side yards to the greater of either 250-square feet or 35% of the total landscape area meaning front and side yards.
   - Multi-family developments follow commercial and industrial landscape standards.

   The council is being asked to review and adopt these two text amendments in order to bring the city into compliance with the Water conservation rules of the State of Utah and Jordan Valley Water Conservacy standards.

   The council discussed bringing these amendments through the process. This included a public hearing at the Planning Commission meeting on December 5, 2023.

3. **TIME SENSITIVITY / URGENCY**
   While no date is required to meet the findings of the code audit, it is recommended to address this as soon as practical and public noticing requirements are met.

4. **FISCAL NOTE**
   This action will not have a direct impact to city finances. It will provide funds provided by the state for residents to apply for rebates and incentives to be water wise.

5. **PLANNING COMMISSION RECOMMENDATION**
   December 5, 2023 meeting (Draft, unapproved) " **MOTION: Jay Thomas moved to forward a positive recommendation to the City Council for the second option provided for the**

Text Amendment to Section 13-13-5: Water Efficiency Standards with the correction noted by Commissioner Winn. The motion was seconded by Kent Shelton and passed 5-0 in favor. Commissioners Quinney and Hatch were absent.

6. STAFF ANALYSIS

7. MOTION RECOMMENDED

I move to approve Ordinance 23-44 amending Title 13-13-5 water efficiency standards of the State of Utah and Jordan Valley Water Conservancy District standards.

8. MAYOR RECOMMENDATION

Mayor recommends approving these amendments

9. PACKET ATTACHMENT(S)

10. OTHER INFORMATION

THE CITY OF WEST JORDAN, UTAH
ORDINANCE NO. 23-44

AN ORDINANCE AMENDING THE 2009 WEST JORDAN CITY CODE (WATER EFFICIENCY STANDARDS; AMENDING SECTIONS 13-13-5 AND 13-13-6 AND ADDING AND AMENDING DEFINITIONS IN SECTION 13-2-3)

WHEREAS, the City of West Jordan ("**City**") adopted West Jordan City Code ("**City Code**") in 2009; and the City Council of the City ("**Council**" or "**City Council**") desires to amend Sections 13-13-5 and 13-13-6 and to add and amend certain definitions in Section 13-2-3 ("**proposed City Code amendments**"); and

WHEREAS, the Planning Commission of the City ("**Planning Commission**") held a public hearing and provided a recommendation on December 5, 2023, regarding the proposed City Code amendments, which are all land use regulations in the land use titles; and determined the following:

1. The proposed City Code amendments conform to the General Plan and are consistent with the adopted goals, objectives and policies described therein;

2. The proposed City Code amendments are appropriate given the context of the request and there is sufficient justification for a modification to the land use titles;

3. The proposed City Code amendments will not create a conflict with any other section or part of the land use titles or the General Plan; and

4. The proposed City Code amendments do not relieve a particular hardship, nor do they confer any special privileges to a single property owner or cause, and they are only necessary to make a modification to the land use titles in light of corrections or changes in public policy; and

WHEREAS, the City Council held a public hearing on December 20, 2023, regarding the proposed City Code amendments, and finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to adopt the following proposed City Code amendments.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Amendment and Addition of Code Provisions. City Code Sections 13-13-5 and 13-13-6 are amended and certain definitions in Section 13-2-3 are added and amended as shown in Attachments 1 (legislative version) and 2 (clean version) to this Ordinance.

Section 2. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS _____DAY OF _____ 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	**"YES"**	**"NO"**
Council Chair Christopher McConnehey	☐	☐
Council Vice-Chair Pamela Bloom	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Member David Pack	☐	☐
Council Member Kayleen Whitelock	☐	☐
Council Member Robert Bennett	☐	☐

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.

Mayor's Action: _____ Approve _____ Veto

By: _____ _____
Mayor Dirk Burton Date

ATTEST:

_____
Tangee Sloan, CMC
City Recorder

STATEMENT OF APPROVAL/PASSAGE (check one)

_____ The Mayor approved and signed Ordinance No. 23-44.

_____ The Mayor vetoed Ordinance No. 23-44 on _____ and the City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 23-44 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan, CMC
City Recorder

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day of _____ 2023. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan, CMC
City Recorder

(Attachments on the following pages)

Attachment 1 (Legislative Version) to

ORDINANCE NO. 23-44

AN ORDINANCE AMENDING THE 2009 WEST JORDAN CITY CODE (WATER EFFICIENCY STANDARDS; AMENDING SECTIONS 13-13-5 AND 13-13-6 AND ADDING AND AMENDING DEFINITIONS IN SECTION 13-2-3)

13-2-3: DEFINITIONS:

[Selected Definitions to be amended or added.]

ACTIVE RECREATION AREA: An area of the landscape that is dedicated to active play where ~~turf grass~~ lawn/sod/turf may be used as the playing surfaces. Examples of active recreation areas include sports fields, play areas, and other similar uses.

FRONT YARD/SIDE YARD LANDSCAPED AREA: Improved areas of the front yard and side yard portions of the property that incorporate all of the completed features of the landscape. The front yard/side yard landscaped area does not include footprints of buildings or structures, sidewalks, driveways, and other non-irrigated areas intentionally left undeveloped.

LANDSCAPED AREA, FRONT YARD/SIDE YARD: See definition in this section for FRONT YARD/SIDE YARD LANDSCAPED AREA.

13-13-5: WATER EFFICIENCY STANDARDS:

A All new construction, for all zones and types of uses, shall comply with the water efficiency standards listed below. Upgrades or relandscaping should strive to meet these same standards.

B. All irrigation shall be appropriate for the designated plant material to achieve the highest water efficiency.

1. Drip irrigation or bubblers shall be used except in lawn/sod/turf areas.

2. Drip irrigation systems shall be equipped with a pressure regulator, filter, flush-end assembly, and any other appropriate components.

C. If installed each irrigation valve shall irrigate landscaping with:

1. Similar site;

2. Similar slopes;

3. Similar soil conditions; and

4. Plant materials with similar watering needs.

D. Lawn/sod/turf and planting beds shall be irrigated on separate irrigation valves if an irrigation system is installed.

E. Drip emitters and sprinklers shall be placed on separate irrigation valves if an irrigation system is installed.

F. Landscaped areas shall be provided with a smart irrigation controller which has the ability to automatically adjust the frequency and/or duration of irrigation events in response to changing weather conditions. All controllers shall be equipped with automatic rain delay or rain shut-off capabilities.

G. A minimum of three (3) to four (4) inches of mulch, permeable to air and water, shall be used in planting beds.

H. At maturity it is recommended that landscapes have enough plants (trees, perennials, and shrubs) to create at least fifty percent (50%) living plant cover at maturity.

I. Lawn/sod/turf shall not be installed in:

1. Park strips;

2. Paths less than eight feet (8') wide; and

3. On slopes with a grade greater than twenty five percent (25%) or four to one (4:1) slope.

J. Lawn/sod/turf areas of all dwelling units shall not exceed the greater of two hundred fifty (250) square feet or thirty five percent (35%) of the front yard/side yard landscaped area, as defined in section 13-2-3.

(Ord. 21-10, 6-9-2021)

13-13-6: LANDSCAPE REQUIREMENTS FOR SPECIFIC LAND USES:

A. Multiple-Family Developments:

1. ~~Landscaped Areas: Not less than forty percent (40%) of the total development site of a multiple-family project shall be landscaped. A contiguous recreation area for the multi-family development may be planted in lawn/sod/turf/sod/turf and may be of any size practical for recreation purposes. Detention basins may also be planted entirely of lawn/turf/sod if used for recreation purposes.~~ Landscaped Areas: Outside of active recreation areas, lawn/sod/turf areas shall not exceed twenty percent (20%) of the front yard/side yard landscaped area of the common area landscapes in each multiple-family development.

a. Active recreation areas for a multi-family development may be planted in lawn/sod/turf and may be of any size practical for active recreation area purposes.
b. Detention basins may also be planted entirely of lawn/sod/turf if they are part of an active recreation area.
c. The terms in this section shall be defined pursuant to section 13-2-3.

2. The front yard and side yards adjacent to public streets, except those portions devoted to driveways and sidewalks shall be landscaped. The minimum width of landscaped areas adjacent to public streets shall be twenty-five feet (25') wide. This planting area shall meet all requirements of this chapter.

3. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement of this chapter.

4. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is permitted in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty-five feet (25') of frontage is required.

5. Parking Lot Landscaping: Parking lot landscaping shall meet the requirements of this chapter.

6. Landscaped Buffer: A landscaped buffer is required for any multi-family development adjacent to an existing lower density residential development. Buffers shall meet the requirements of this chapter.

7. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

B. Business/Research Park Zone:

1. Landscaped Areas: Landscaped areas shall comprise not less than twenty five percent (25%) of the site. The front yard and side yards adjacent to public streets, except those portions devoted to driveways and sidewalks, shall be landscaped. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area.

2. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement.

3. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is allowed in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty-five feet (25') of frontage is required.

4. Parking Lot Landscaping: Parking lot landscaping shall meet the requirements of this chapter.

5. Landscape Buffers: Landscape buffers may be required in areas that abut less intense or incompatible land uses or as visual barriers around parking and utility areas. Buffers shall meet the requirements of this chapter.

6. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

C. Commercial and Professional Office:

1. Landscaped Areas: Landscaped areas shall comprise not less than fifteen percent (15%) of a commercial or professional office site. Front and side yards adjacent to a public street, except those portions devoted to driveways and sidewalks, shall be landscaped. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area.

2. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement.

3. Landscaped Buffer: A landscaped buffer is required for any commercial or professional office adjacent to an existing residential development. Buffers shall meet the requirements of this chapter.

4. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is allowed in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty five feet (25') of frontage is required.

5. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

D. Manufacturing Developments:

1. Landscaped Areas: Landscaped areas shall comprise not less than ten percent (10%) of a manufacturing site. A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area.

2. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is allowed in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty five feet (25') of frontage is required.

3. Landscaped Buffers: A landscaped buffer is required for any manufacturing development adjacent to an existing residential development. Buffers shall meet the requirements City Code.

4. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

E. Nonresidential Uses in Residential Districts:

1. Landscaped Areas: Landscaped areas shall comprise not less than fifteen percent (15%) of a nonresidential site. Front and side yards adjacent to a public street, except those portions devoted to driveways and sidewalks, shall be landscaped. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area.

2. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement.

3. Landscaped Buffer: A landscaped buffer is required for any nonresidential adjacent to an existing residential development. Buffers shall meet the requirements of this chapter.

4. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

5. Exemption: Nonresidential uses in residential districts are exempt from the field inspection requirements of section 13-13-4 of this chapter.

F. City constructed buildings, parks, recreation and open spaces and recreation and open spaces for educational facilities in any zone.

1. Landscaped Areas: Landscaped areas shall comprise not less than twenty five percent (25%) of the site containing a public building such as city hall, courts, public safety buildings, public works buildings, water tanks/reservoirs, administration buildings. The front yard and side yards adjacent to public streets, except those portions devoted to driveways and sidewalks, shall be landscaped. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area surrounding public buildings. This requirement does not apply to accessory buildings or structures of public parks, open space, or recreation areas.

2. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement of this chapter. Landscaped are does not include areas used for parks, open spaces, or recreation areas.

3. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is permitted in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty-five feet (25') of frontage is required.

4. Parking Lot Landscaping: Parking lot landscaping shall meet the requirements of this chapter.

5. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

6. Parks and recreation facilities. There is no limitation on the amount of lawn/sod/turf used in parks or recreation areas. Tree placement in parks, open spaces and recreation areas will be according to the overall design of the park, open space, or recreation area.

(Ord. 21-10, 6-9-2021)

Attachment 2 (Clean Version) to

ORDINANCE NO. 23-44

AN ORDINANCE AMENDING THE 2009 WEST JORDAN CITY CODE (WATER EFFICIENCY STANDARDS; AMENDING SECTIONS 13-13-5 AND 13-13-6 AND ADDING AND AMENDING DEFINITIONS IN SECTION 13-2-3)

13-2-3: DEFINITIONS:

[Selected Definitions to be amended or added.]

ACTIVE RECREATION AREA: An area of the landscape that is dedicated to active play where lawn/sod/turf may be used as the playing surfaces. Examples of active recreation areas include sports fields, play areas, and other similar uses.

FRONT YARD/SIDE YARD LANDSCAPED AREA: Improved areas of the front yard and side yard portions of the property that incorporate all of the completed features of the landscape. The front yard/side yard landscaped area does not include footprints of buildings or structures, sidewalks, driveways, and other non-irrigated areas intentionally left undeveloped.

LANDSCAPED AREA, FRONT YARD/SIDE YARD: See definition in this section for FRONT YARD/SIDE YARD LANDSCAPED AREA.

13-13-5: WATER EFFICIENCY STANDARDS:

A All new construction, for all zones and types of uses, shall comply with the water efficiency standards listed below. Upgrades or relandscaping should strive to meet these same standards.

B. All irrigation shall be appropriate for the designated plant material to achieve the highest water efficiency.

1. Drip irrigation or bubblers shall be used except in lawn/sod/turf areas.

2. Drip irrigation systems shall be equipped with a pressure regulator, filter, flush-end assembly, and any other appropriate components.

C. If installed each irrigation valve shall irrigate landscaping with:

1. Similar site;

2. Similar slopes;

3. Similar soil conditions; and

4. Plant materials with similar watering needs.

D. Lawn/sod/turf and planting beds shall be irrigated on separate irrigation valves if an irrigation system is installed.

E. Drip emitters and sprinklers shall be placed on separate irrigation valves if an irrigation system is installed.

F. Landscaped areas shall be provided with a smart irrigation controller which has the ability to automatically adjust the frequency and/or duration of irrigation events in response to changing weather conditions. All controllers shall be equipped with automatic rain delay or rain shut-off capabilities.

G. A minimum of three (3) to four (4) inches of mulch, permeable to air and water, shall be used in planting beds.

H. At maturity it is recommended that landscapes have enough plants (trees, perennials, and shrubs) to create at least fifty percent (50%) living plant cover at maturity.

I. Lawn/sod/turf shall not be installed in:

1. Park strips;

2. Paths less than eight feet (8') wide; and

3. On slopes with a grade greater than twenty five percent (25%) or four to one (4:1) slope.

J. Lawn/sod/turf areas of all dwelling units shall not exceed the greater of two hundred fifty (250) square feet or thirty five percent (35%) of the front yard/side yard landscaped area, as defined in section 13-2-3.

(Ord. 21-10, 6-9-2021)

13-13-6: LANDSCAPE REQUIREMENTS FOR SPECIFIC LAND USES:

A. Multiple-Family Developments:

1. Landscaped Areas: Outside of active recreation areas, lawn/sod/turf areas shall not exceed twenty percent (20%) of the front yard/side yard landscaped area of the common area landscapes in each multiple-family development.

a. Active recreation areas for a multi-family development may be planted in lawn/sod/turf and may be of any size practical for active recreation area purposes.
b. Detention basins may also be planted entirely of lawn/sod/turf if they are part of an active recreation area.
c. The terms in this section shall be defined pursuant to section 13-2-3.

2. The front yard and side yards adjacent to public streets, except those portions devoted to driveways and sidewalks shall be landscaped. The minimum width of landscaped areas adjacent to public streets shall be twenty-five feet (25') wide. This planting area shall meet all requirements of this chapter.

3. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement of this chapter.

4. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is permitted in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty-five feet (25') of frontage is required.

5. Parking Lot Landscaping: Parking lot landscaping shall meet the requirements of this chapter.

6. Landscaped Buffer: A landscaped buffer is required for any multi-family development adjacent to an existing lower density residential development. Buffers shall meet the requirements of this chapter.

7. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

B. Business/Research Park Zone:

1. Landscaped Areas: Landscaped areas shall comprise not less than twenty five percent (25%) of the site. The front yard and side yards adjacent to public streets, except those portions devoted to driveways and sidewalks, shall be landscaped. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area.

2. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement.

3. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is allowed in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty-five feet (25') of frontage is required.

4. Parking Lot Landscaping: Parking lot landscaping shall meet the requirements of this chapter.

5. Landscape Buffers: Landscape buffers may be required in areas that abut less intense or incompatible land uses or as visual barriers around parking and utility areas. Buffers shall meet the requirements of this chapter.

6. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

C. Commercial and Professional Office:

1. Landscaped Areas: Landscaped areas shall comprise not less than fifteen percent (15%) of a commercial or professional office site. Front and side yards adjacent to a public street, except those portions devoted to driveways and sidewalks, shall be landscaped. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area.

2. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement.

3. Landscaped Buffer: A landscaped buffer is required for any commercial or professional office adjacent to an existing residential development. Buffers shall meet the requirements of this chapter.

4. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is allowed in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty five feet (25') of frontage is required.

5. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

D. Manufacturing Developments:

1. Landscaped Areas: Landscaped areas shall comprise not less than ten percent (10%) of a manufacturing site. A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area.

2. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is allowed in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty five feet (25') of frontage is required.

3. Landscaped Buffers: A landscaped buffer is required for any manufacturing development adjacent to an existing residential development. Buffers shall meet the requirements City Code.

4. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

E. Nonresidential Uses in Residential Districts:

1. Landscaped Areas: Landscaped areas shall comprise not less than fifteen percent (15%) of a nonresidential site. Front and side yards adjacent to a public street, except those portions devoted to driveways and sidewalks, shall be landscaped. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area.

2. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement.

3. Landscaped Buffer: A landscaped buffer is required for any nonresidential adjacent to an existing residential development. Buffers shall meet the requirements of this chapter.

4. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

5. Exemption: Nonresidential uses in residential districts are exempt from the field inspection requirements of section 13-13-4 of this chapter.

F. City constructed buildings, parks, recreation and open spaces and recreation and open spaces for educational facilities in any zone.

1. Landscaped Areas: Landscaped areas shall comprise not less than twenty five percent (25%) of the site containing a public building such as city hall, courts, public safety buildings, public works buildings, water tanks/reservoirs, administration buildings. The front yard and side yards adjacent to public streets, except those portions devoted to driveways and sidewalks, shall be landscaped. Lawn/sod/turf shall be limited to twenty percent (20%) of the landscaped area surrounding public buildings. This requirement does not apply to accessory buildings or structures of public parks, open space, or recreation areas.

2. Site Trees: A minimum of one tree per two thousand (2,000) square feet of landscaped area is required, in addition to any park strip, parking lot landscaping or landscaped buffer requirement of this chapter. Landscaped are does not include areas used for parks, open spaces, or recreation areas.

3. Park Strip Landscaping: Any combination of ornamental plants, shrubs, herbaceous perennial, ground cover plants, pavers, ornamental gravel, ornamental concrete, boulders, bark mulch and artificial turf is permitted in the park strip. Lawn/sod/turf is prohibited in park strips. One tree per twenty-five feet (25') of frontage is required.

4. Parking Lot Landscaping: Parking lot landscaping shall meet the requirements of this chapter.

5. On site detention basins shall be considered part of the landscaped area of the site and shall be landscaped unless stored underground or as part of the paved parking area.

6. Parks and recreation facilities. There is no limitation on the amount of lawn/sod/turf used in parks or recreation areas. Tree placement in parks, open spaces and recreation areas will be according to the overall design of the park, open space, or recreation area.

(Ord. 21-10, 6-9-2021)

REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Presenter: Tayler R Jensen

Applicant: Peterson Development

Department Sponsor: Community Development

Agenda Type: PUBLIC HEARINGS

Presentation Time: 10 Minutes

Meeting Date Requested : 12/20/2023

Deadline of item :

(Council may elect to provide more or less time)

1. **AGENDA SUBJECT**
   Consider **Ordinance No. 23-45** a petition from Barrett Peterson/Peterson Development for a Master Development Agreement/Plan for Copper Meadows approximately 76.21 acres located at approximately 8200 South Stokesley Drive subject to the approval of **Ordinance No. 23-46** amending the General Plan Land Use Map for Copper Meadows from Future Park, Public Facilities, and Very Low-Density Residential to Low-Density Residential and a Rezone from V*ery Low-Density Single Family Residential Zone(VLSFR), Public Facilities Zone(P-F) and Low-Density Single Family Residential Zone (LSFR)* to the *Planned Community Zone* (PC).

2. **EXECUTIVE SUMMARY**
   Approval of a General Plan Map Amendment amending the Future Land Use Map from Future Park, Public Facilities, and Very Low-Density Residential to Low-Density Residential, as well as approving a Master Development Agreement/Plan and Rezone to the P-C (Planned Community) zone for *Copper Meadows* a P-C development with a maximum density of 4.9 dwelling units per acre (376 dwelling units) located on approximately 76.21 acres for a maximum project density of 4.9 dwelling units per acre (DU/AC). *Copper Meadows* is located on the West Boundary of West Jordan, south of the *Sycamores* development at approximately 8200 South Stokesley Drive.

Normally all the “deal points” for a Master Development Agreement (“MDA”) are agreed upon before an MDA is drafted and finalized. For this development, City Staff was not able to agree with Peterson Development regarding many of the “deal points” for an MDA, but an MDA acceptable to the City is included in the materials for this agenda item. At the time of writing this staff report, the MDA has not yet been signed by Peterson Development and the Owner. The City has utilized an MDA template for this development that was used with a recent Peterson Development project named Villas at Stone Creek. Peterson Development drafted and desired to use a new version of the MDA, with an entirely new format and with provisions that are unacceptable to the City. The City uses similar templates from development project to development project for consistency and ease of implementation by City Staff (similar provisions from one project to the next are in the same numbered sections, etc.). Moreover, there were 17 “deal points” discussed at the Planning Commission Meeting on December 5, 2023 that were not previously agreed upon. Peterson Development agreed to those 17 “deal points” discussed at that Planning Commission Meeting, so they have been added into Section B.3 of the MDA. This section requires that if the MDA is approved by the City Council, the Master Development Plan shall be amended to comply with Section B.3 of the MDA.

Section 1 of Ordinance 23-45 requires that the developer sign the MDA before the Mayor (and within 10 days of Ordinance approval). Section 1 of Ordinance 23-46 has a reversion clause that indicates the zoning map and general plan future land use map will revert back to the prior designations if there is not at least one preliminary subdivision plat approval (of at least one phase of 20 lots) within two years of ordinance approval.

3. TIME SENSITIVITY / URGENCY

None for the City.

4. FISCAL NOTE

n/a

5. PLANNING COMMISSION RECOMMENDATION

The Planning Commission held a public hearing on December 5th,2023 on the proposed General Plan Future Land Use Map Amendment, Master Development Plan/Agreement, and Rezone request, for the *Copper Meadows* development, a 76.21 Acre project located at approximately 8200 South and Stokesley Drive, after public comments the Planning Commission made the following recommendations:

General Plan Amendment: The Planning Commission voted **5 to 0 (2 commissioners excused from the meeting)** to make a recommendation of denial (negative recommendation) to the City Council for the proposed General Plan Amendment as the proposal fails to properly satisfy **Criteria A, B, C and E** (13-7C-6)

Master Development Plan/Agreement The Planning Commission voted **5 to 0 (2 commissioners excused from the meeting)** to make a recommendation of denial (negative recommendation) to the City Council for the Master Development Plan/Agreement as it is anticipated to have a negative impact on surrounding development, fails to comply with adopted ordinances, is not refined for adoption, and doesn't provide sufficient detail or clarity on how and when utility deficiencies will be mitigated.

Rezone The Planning Commission voted **5 to 0 (2 commissioners excused from the meeting)** to make a recommendation of denial (negative recommendation) to the City Council of the Rezone of 76.21 acres from Very Low-Density Single Family Residential (VLSFR), Public Facilities (P-F), and Low-Density Single Family (LSFR) to Planned Community (PC) as the Planning Commission was unable to identify affirmative determinations for approval **Criteria 1, 2 and 4** (13-7D-6 (a))

6. STAFF ANALYSIS

a. DRC (Design Review Committee) Action The West Jordan DRC (Design Review Committee) reviewed the *Copper Meadows* development on April 25th, 2023. Committee members were concerned about the number of guest parking stalls being provided. They also felt the proposal didn't meet the PC standards as there is no commercial space provided and they didn't believe the open space plan was unique. The Design Review Committee (DRC) indicated that they felt proposed bulk standards should be more in line with similar development standards already established in City code. The Design Review Committee (DRC) felt that no more than 2 units should be accessed off a shared access. Ultimately they voted (4-0) to recommend denial of the General Plan amendment and Rezone.

b. Current Zoning and Future Land Use Designation *Copper Meadows* is located on the Western boundary of West Jordan, South of the *Sycamores* development, at approximately 8200 South Stokesley Drive. The project is bordered to the North by the established *Sycamores* development. South of the Project is the unbuilt, but (master-planned) Jones Ranch Development. To the East of the project is the *Hyde Point* development. There is an abandoned Gravel Pit operation on the subject property, running east-west about two-thirds of the way through the project (from North to South). Land north of the gravel pit maintains natural grades and hillsides, while there are extreme man-made slopes within the Gravel Pit portion of the development.

The Future Land Use Map (FLUM) designates the property as:

Current Future Land Use Designation	Current Zoning	Acreage
Future Park	Very Low-Density Single-Family	23.92
Very Low-Density Residential	Very Low-Density Single-Family & Low-Density Single Family	30.2
Public Facilities	Public-Facilities	14.38
Unincorporated Salt Lake County	N/A	3.14

The General Plan Defines *Very Low Density Residential* as:

"*Characteristics of land in this category range from large acreages of land still in agricultural Production to fairly large single-family residential lots, some of which may allow horses and other farm animals to be kept. Very low-density residential uses are appropriate as a buffer between higher density single-family development and dedicated open lands or hillsides where sensitive slopes make higher density development inadvisable."*

Density Range (Dwelling Units per Acre) for *Very Low-Density Residential* is up to **3 dwelling units per acre (DU/AC)**

Quick Summary:

- The current zoning of the property is Very Low-Density Single-Family, Low-Density Single Family, and Public-Facilities.
- The proposed density would *not be appropriate* under the *Very Low-Density Residential, Future Park,* or *Public Facilities* future land use designation.

c. Proposal

The applicant is requesting the following:

1. ***Annexation:*** The applicant has applied to bring approximately 3.14 acres of property into West Jordan from Unincorporated Salt Lake County. This property would be for open space (no proposed development on the property). The annexation would be required to be completed prior to the project being able to develop beyond the first 123 Equivalent Residential Units (ERUs). **It should be noted that this annexation will be processed if and when the Rezone is approved, but staff has received the application and associated materials**

2. ***General Land Use Map Amendment:*** The applicant is proposing an amendment to the Future Land Use Map, changing the 76.21-acre property from *Future Park, Very Low-Density Residential* and, *public facilities* to *Low-Density Residential.* The General Plan defines *Low-Density Residential* as:

"…Development providing for low intensity single-family detached residential uses typically found in suburban and traditional neighborhoods."

The General Plan designates a Density Range of **3.1 - 5.0 dwelling units per acre (DU/AC)** within the *Low-Density Residential* designation and identifies the following zones as appropriate within the designation: R-1-8, R-1-9, R-1-10, **PC**, PRD.

Copper Meadows is proposing a maximum overall density of 4.9 dwelling units per acre (DU/AC) and a zoning designation of *Planned Community (PC)* placing it just inside the upper limits of the *Low-Density Residential* Future Land Use Designation.

3. ***Rezone***: The applicant is proposing to rezone approximately 76.21 Acres to the *Planned Community (PC)* Zone. The applicant is proposing a maximum of 376 Dwelling Units and a mix of Townhomes (17% of the total), traditional Single-family dwelling units (minimum 3% of the project total), Traditional Cottage Lots, and Single-family "Cluster Cottage Lots" small lot single-family homes located on shared driveways and/or accessed via private alley (maximum 56% of total unit count).

13-5C-5 states: "T*he minimum size for a Planned Community Zone shall be two hundred (200) undeveloped acres, except that the City Council may approve a rezone request to the Planned Community Zone classification for a parcel smaller than two hundred (200) acres if the City Council, in its sole discretion, determines that the surrounding neighborhood will not be adversely affected by the granting of such zone classification and that the provisions of this article will be complied with."*

The 592-acre *Jones Ranch* development located south of the proposal is zoned *Planned Community (PC)* as is the 500+ acre *Jordan Hills* development of which the *Sycamores* is a part. Thus while the proposed development is under the 200-acre minimum it is surrounded by over 1,000 acres of PC zoned property, as such staff feels it is appropriate to consider a rezone to the *PC* zone despite being under 200 acres, but ultimately that decision is under the purview of the City Council.

It should be noted that while 13-5C-1B states: *"The purpose of the Planned Community (PC) Zone is to encourage imaginative and efficient utilization of land through the clustering of buildings, and the integration of compatible uses (I.e., residential, commercial, recreational). The mix of uses is encouraged in order to create a convenient, efficient and effective integration of uses...*"

The code **does not require** the integration of commercial and other land uses within the project. As this is a *legislative action* the City Council may require a commercial component as part of the rezoning, but that in itself is not a requirement of the PC zone. The City Council may also look at the proposal in the broader context of the surrounding *PC* zoning and adjacent development which includes multiple commercial components and consider if commercial is both viable and desirable in this predominately low and very low-density residential neighborhood located away from any major roadways.

4. ***Master Development Plan/Master Development Agreement:*** The *Planned Community (PC)* zone's purpose is to encourage the imaginative and efficient land utilization of land through the clustering of buildings, and the integration of compatible uses. To this purpose, a rezone to the PC zone requires the adoption of a Master Development Agreement and Plan prior to approving the Rezone (13-5C-2B1). This development plan shall comply with the steps outlined in section 15-3-8 of West Jordan City Code and Title 13 Chapter 7. This Master Development Plan addresses, setbacks, conceptual layouts, amenities, open space, phasing, design, and utilities.

Bulk Development Standards in the PC zone are as follows *Unless different setbacks are approved with the Master Development Plan*

Standard PC Setbacks	
Location	Standard Setback
Front	22'
Rear	22'
Side Interior	5' Minimum, 13' Combined
Corner Side	15'

The applicant is proposing alternative bulk standards as allowed for by (13-5C-5 C c 1)

Proposed Bulk Standards for *Copper Meadows*					
Standard	**Alley Loaded Townhomes**	**Front Loaded Townhomes**	**Single-Family (Cluster)**	**Single-Family (Cottage)**	**Single-Family (Estate)**
Minimum Lot Area	800 SF	800 SF	2,000 SF	5,000 SF (6,000 SF/ Corner)	7,000 SF (8,000 SF/Corner)
Lot Width (At Setback)	20'	24'	24'	50'	70'
Front Setback	**12'**	22'	**10'**	**20'** (25' Garage)	**20'** (25' Garage)
Side Yard Setback (Interior Lot)	15'	15'	**5'**	5' and 8' alternating (13' Combined)	8'
Side Yard Setback (Corner)	15'	15'	**5'**	15'	20'
Rear Yard Setback (Interior Lot)	**5**' or 22'	**15'**	**3'**	**20'**	**20'**
Rear Yard Setback (Corner Lot)	**5**' or 22'	**15'**	**3'**	**15'**	**15'**
Max Height	45'	45'	35'	35'	35'

Items **bold and underlined** represent proposed changes less restrictive than standard PC bulk standards.

Quick Summary:

- The proposal is to amend the Future Land Use Map (FLUM) to *Low-Density Residential* for the entire subject property.
- The proposal is to rezone the entire subject property to PC with a maximum density of 4.9 DU/AC
- The rezone proposal and maximum density would both be appropriate *if* the Future Land Use Map is amended.
- The applicant is proposing setbacks and development standards that are different from the standards in the PC zone, but they are allowed to ask for different standards by the PC zone, it is up to the City Council to determine if the proposed development standards are appropriate.
- If approved the applicant would need to complete the annexation request to bring approximately 3.14 acres of property into the City (Parcel 20-33-300-003-0000) prior to developing beyond the initial 123 Equivalent Residential Units (ERUs).

I. GENERAL INFORMATION & ANALYSIS

This currently vacant property is located at the Southwest corner of the intersection of 8200 South and Stokesley Way. This property consists of five (5) parcels of property, including one piece that is currently located in Unincorporated Salt Lake County, which the applicant has filed an Annexation Request for. The total acreage of the subject property is approximately 76.21 acres. The subject property's surrounding zoning and land uses are as follows:

	Future Land Use	Zoning	Existing Conditions
North	Very Low-Density Residential & Open Space	P-C	Sycamores Subdivision* 1/5 – 2/3 Acre Lots
South	Master Planned Community & Very Low-Density Residential	P-C	Currently Undeveloped, but Master Planned (Jones Ranch)**
West	Low-Density Residential	R-1-8	Hyde Point Subdivision
East	Unincorporated Salt Lake County	N/A	The rail line and Native Hillside

* Staff reviewed the 31.7 acres of the *Sycamores* that directly buffer this development (Attachment B) and there are 71 Dwelling Units with a density of 2.24 DU/AC with lots ranging from 0.23 Acres (~10,018 SF) to .91 Acres (~39,640 SF) with an average lot size of .35 Acres (~15,040 SF)

**Jones Ranch located south of this development covers 592 Acres with an overall project density of 5 dwelling units per acre (2,960 total dwelling units), however, the property directly adjacent to the project has the following entitlements: (Village 10) 25 acres is designated as "Low-Density" which

allows for between 1.5 and 2.9 dwelling units per acre (35-72 Dwelling Units). and (Village 9) 76.2 Acres is designated as (PC) which allows for up to 10.0 dwelling units per acre (Up to 762 Dwelling Units) The combined area of Villages 9 & 10 is 101.23 Acres with a Maximum density of 8.24 dwelling units per acre (824 Dwelling Units), however, the feasibility and likelihood of developing the full 76.2 acres of Village 9 at 10.0 dwelling units per acre is unlikely.

Master Development Plan/Agreement

Peterson Development agreed to the following 17 "deal points" discussed at the December 5, 2023 Planning Commission Meeting, so they have been added into Section B.3 of the MDA. This section requires that if the MDA is approved by the City Council, the Master Development Plan shall be amended to comply with Section B.3 of the MDA. The 17 "deal points" are as follows:

1. The applicant has indicated that a portion of the required 5% moderate income housing component of the project will be met through Accessory Dwelling Units (ADUs). This is not appropriate, while ADUs are an important tool in providing affordable housing, the required 5% *must* come from primary dwelling units (single-family dwelling units, and townhomes).
2. Maps within the Development Plan shall be updated showing the correct existing land uses of surrounding properties including:
    - Very Low-Density Residential for the Sycamores Development located to the North of the Development.
    - Low-density residential for the Hyde Point Development, and the Sycamores Development located East of Stokesly Drive, north of 8200 South.
3. Residential Bulk & Intensity Standards are proposed that differ from the typical standards within the PC zone, in the case the City Council approves the standards, staff recommends a clarification for the Minimum Side Yard Setbacks (interior Lots) in the Cottage Lot designation clarifying that in addition to each lot requiring 5' and 8' minimum side setbacks, in no case shall the combined setback of two adjacent lots be less than 13'.
4. Speed tables be removed as a traffic calming feature, instead being replaced by road bulb-outs.
5. 13-5C-6 D of West Jordan Municipal Ordinance states: "*Trail System Required: A pedestrian trail system around and through the development that connects to established and planned trails in the area. The minimum width of the trail shall be twelve feet (12') wide and constructed of asphalt per City standards."* The applicant has provided a trail plan (Page 24 of Development Plan) they show an 8'-10' trail along the North and East side of the project, with a 12' trail running south from the Trailhead at the end of 8200 South, which then runs East and West through the open space in the center of the project. Staff recommends this plan be updated to include a 12' trail that runs around the perimeter of the project, replacing the 8' – 10' trails and continuing around the West and South portions of the project.
6. Applicant has indicated that they will construct three (3) entry monuments, these monuments shall be built on HOA Property, and be owned and maintained by the HOA.
7. The Phasing Plan is conceptual, a final phasing plan shall be adopted through the standard subdivision process. Each phase shall meet all applicable development and fire codes.
8. Proposed Masonry Walls shall have mow strips.

9. The annexation must be completed prior to the development of any portion of the project outside the existing 123 ERUs
10. The applicant shall construct additional capacity for any development beyond the existing 123 ERUs. Additional capacity must be in a form and developed in a way that is acceptable to the City.
11. The 67' Right-of-Way for Stokesley Drive shall be updated to include Buffered Bike Lanes without on-street parking.
12. The stormwater detention pond shall be designed to have twenty feet (20') of separation from all street and residential lot lines. Ponds are required to be sloped at a 4:1 slope when open to the public.
13. Utilities will only be permitted in private streets and alleys when they meet City Public Street standards with waterlines being placed in exclusive 20' wide easements, with the waterline in the center of the easement. Sewer is also required to have its own 20' wide easement.
14. West Jordan CIP project 4 is required to be completed prior to the city having sufficient infrastructure to support this development.
15. The 40' Private Road for front-load townhomes shall be removed.
16. The Stokesly Drive 67' right-of-way will only apply to new sections of roadway.
17. Cluster home lot configurations shall only be utilized in instances where staff is in agreement with the developer that all design concerns have been appropriately mitigated.

General Plan Future Land Use Map Amendment

The applicant is proposing an amendment to the Future Land Use Map, changing the 76.21-acre property from *Future Park, Very Low-Density Residential,* and *public facilities* to *Low-Density Residential*.

The City currently has no plans to construct Public Facilities in the location shown on the current General Plan. The area shown as Future Park is shown on the City's Parks and Open Space Master Plan as a "*proposed park"* but it is not owned by the City or any public entity, The land would have to be purchased to be developed as a park and there are currently no plans to acquire this property or to construct a park at this location. The Very Low-Density Residential designation, like the proposed Low-Density Residential designation, is appropriate adjacent to Very-Low Density Residential, Low-Density Residential, and Master Planned developments adjacent to the development.

The decision to approve or deny a change to the Future Land Use Map is a *legislative decision* of the City Council, it is important to note that the current Future Land Use Map (FLUM) anticipates a relatively low number of units for this property, as a result, current utility master plans and infrastructure have not been sized to service the number of units proposed in this development, or the proposed amended Future Land Use Map.

The available utility capacity (water and sewer) is measured in **Equivalent Residential Units (ERUs)** which is *a standardized unit of measure to equate available utility capacity to a number of single-family residential units*. The total number of ERU (Equivalent Residential Units) allocated to the *Copper Meadows* property is 123*. Any additional ERU capacity needed for the project **must** be provided by the applicant as the city has no plans to increase capacity in this area. *The applicant is aware of utility deficiencies in*

the area and understands that, if this project is approved, utility systems will need to be upgraded at the developer's cost to allow for the maximum densities that the applicant is seeking.

*It is important to understand that the number of ERUs available to a project does not necessarily mean there is utility capacity for that many residential units, as open space and non-residential uses also utilize the utility capacity, and the number of ERUs that a given unit needs also varies based on the size of the lot, home and type of development.

Rezone

The applicant is proposing to rezone the entire property to the *Planned Community (PC)* zone. The PC zone is appropriate within both the *Very Low-Density* and *Low-Density* future land use designations with the difference being the *Very Low-Density* designation only allows for densities up to 3 dwelling units per acre, while the *Low-Density* future land use designation allows for densities from 3.1 to 5.0 dwelling units per acre. The PC zone would not be appropriate within *Future Park* or *Public Facilities* future land uses.

Assuming the Future Land Use Designation for the subject property is amended to *Low-Density*, the proposal to rezone the property to PC would be appropriate. It should be noted that per West Jordan Ordinance a Master Development Agreement (MDA) must be approved for a project prior to rezoning it to PC. In the past this has happened by having the MDA receive a motion before a rezone at the same Planning Commission and City Council meetings.

The applicant has proposed bulk-development standards (which the PC zone allows them to ask for) that are different from the 'typical' standards found within the PC zone. It shall be up to the City Council to determine if the proposed standards are appropriate. The Planning Commission did not include any feedback to staff or the applicant on the proposed bulk development standards. Staff analysis of the proposed bulk development standards are found below:

1. Rear setbacks of 5' do not allow for culinary main lines or sanitary sewer lines to be located in alleyways.
2. It should be clarified in the Cottage Lot Side Yard Setbacks, that the 5' and 8' alternating setbacks (13' combined) is required both on a lot and adjacent lots (each lot shall have a 5' and 8' minimum setback, and adjacent lots should never have two 5' setbacks adjacent to each other)

II. FINDINGS OF FACT:

General Plan Future Land Use Map Amendment

Amendments to the future land use map or the General Plan text shall, if adopted, be adopted by the City Council by ordinance.

Section 13-7C-6: Criteria to recommend approval:

Any amendments to the general plan, including maps, may be recommended for approval by the Planning Commission to the City Council only if affirmative determinations are made regarding each of the following criteria: (a summary of the staff review on approval criteria is provided below). It should be

noted that the Planning Commission did not raise objections to the Staff's review or analysis and they did not motion or make any indication that they disagreed with Staff Analysis or opinons in the below section.

Criteria A: The proposed amendment conforms to and is consistent with the adopted goals, objectives, and policies set forth in the City General Plan.

Staff Analysis: The 2023 West Jordan General Plan replaced Goals and Objectives with *Guiding Principles*, and staff believes the following *Guiding Principles* apply to this project:

A. Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods.
B. The General Plan is the will of the community and presumed [current] (believe this is supposed to say correct). Developers have the burden of proof on why the General Plan should be changed.
C. Land Use designs must promote quality of life, safety, and good urban design.
D. Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future.
E. Place high-density projects near infrastructure which exists to sustain the increased density.
F. Protect, preserve, and restore hillsides, ridgelines and foothills of the Oquirrh Mountains and along the Jordan River.
G. Provide relief from the asphalt, concrete, steel, and vehicular environments of a suburban city.

Staff Opinion:

Staff will respond to each of the identified *Guiding Principles* from the analysis section by corresponding letter.

A. The proposed development is anticipated to have little impact on the *Hyde Point* development located directly east of the proposal. The PC zoning with a maximum density of 5.0 dwelling units per acre is appropriate adjacent to the *Jones Ranch* development located south of the subject property which is also zoned PC with a maximum (overall project) density of 5.0 dwelling units per acre. The *Sycamores at Jordan Hills* development located north of the project has much larger lots, and homes than the proposal and follows a traditional pattern of Development within West Jordan that places large lots along the west boundary, and Staff has heard from a large number of residents in the neighborhood that they feel this proposal will have a negative impact on their neighborhood.

It is the opinion of staff that the proposal will have little impact on neighborhoods located to the East and South of the proposal but will have a negative impact on the neighborhood located North of the proposal.

B. The City doesn't currently have any plans to develop any *public facilities* within the project, and there are no plans, nor a feasible plan to acquire property and develop a *future park* as shown in the current General Plan, future land use map (FLUM). With neither of these uses being

anticipated to come to fruition staff believes a change to either Very Low-Density Residential or Low-Density Residential would be appropriate as those are the surrounding land use designations.

C. The proposal includes a conceptual layout/design. While any approvals would not vest the applicant with the right to build the exact layout, it is indicative of what would be expected of a future development. While "good urban design" can be a subjective standard the addition of sidewalks to every front door (including in cluster lots) can be seen as promoting safety, and the Walkable "core" street is a positive component of the proposal. Concerns remain about the safety and feasibility of providing utilities to the cluster cottage lots.

D. The proposal includes a number of housing types including, typical single-family lots, small-lot "cluster cottages', and townhomes.

It is the opinion of staff that the proposal encourages a variety of housing types to meet the needs of all life stages with a mix of opportunities for today and the future.

E. There is no transit located in or within close proximity to the subject property.

F. There is an existing, abandoned gravel pit site within the project that operated under the authority of Salt Lake County. This site was not remediated when the use was ended, and as a result, there are fairly extreme man-made grade changes within the project. The applicant has indicated substantial work will be done to remediate the gravel pit with the project which is admirable and meets the spirit of this objective, but the applicant has indicated "*We are proposing to relocate soil from this same site to fill the quarry to a developable and safe compaction level and slope" (Page 7 of 167 of MDP).* In discussions with staff the applicant has indicated that they will do this by removing material from the natural hillside in the Northwest corner of the project.

It is the opinion of staff that this proposal goes against the spirit of the Objective "…to preserve, and restore hillsides, ridgelines, and foothills of the Oquirrh mountains…"

G. The proposal includes a number of parks, both manicured and native. The PC zone requires 20% of the property to be open space and 8% to be manicured open space. The proposal also creates a trailhead and ties into existing and planned trails in the City, which provides relief from the asphalt, concrete, steel, and vehicular environments of a suburban city.

The proposed development complies with and advances some of the guiding principles of the General Plan, while failing to meet or advance other guiding principles of the General Plan and in several locations seems to be opposed to the guiding principles of the General Plan.

Criteria B: The development pattern contained on the land use plan inadequately provides the appropriate optional sites for the use and/or change proposed in the amendment.

Staff Analysis: Low-density residential is the most common land use within West Jordan, however, there is not a significant amount of unbuilt property with the future land use designation of *Low-Density Residential.* One reason for this is large master developments located on the West side of the City (Wood Ranch, Jones Ranch) have a land use designation of *Master Planned Community* but when their vesting densities are calculated they both fall into the same density range as that anticipated by *Low-Density Residential.*

Staff Opinion: As the most common land use within West Jordan, and with the large number of units vested for development in *Master Planned Communities* of roughly the same density staff cannot conclude that the plan inadequately provides the appropriate optional sites for the use.

Criteria C: The proposed amendment will be compatible with other land uses, existing or planned, in the vicinity.

Staff Analysis: The proposed use utilizes the same zone and overall project density of the *Jones Ranch* development located directly south of the proposed development. The density is also similar to the *Hyde Point* development located to the East. The project density is roughly double that of the *Sycamores* development located north of the project.

Staff Opinion: While the project blends in nicely and is compatible with (existing and future) development located to the South and East, it is not in harmony with development located North of the proposal. Staff would recommend a rethinking of the development utilizing density and built environment types similar to the *Sycamores* north of the gravel pit, while finding the uses and densities proposed as appropriate in the area affected by the gravel pit in the lower portion of the development.

Criteria D: The proposed amendment constitutes an overall improvement to the adopted general land use map and is not solely for the good or benefit of a particular person or entity.

Staff Analysis: The proposed amendment reflects the reality of the fact that the subject property will not contain a future park or large public facility, giving existing and future residents more realistic expectations on the build-out of the City.

Staff Opinion: While the primary recipient of benefit for the general plan amendment is the applicant that in itself is not necessarily inappropriate as the General Plan currently shows a large portion of private property with the future land use designation of Future Park, potentially depriving a property owner of their rights without appropriate compensation.

Criteria E: The proposed amendment will not adversely impact the neighborhood and community as a whole by significantly altering acceptable land use patterns and requiring larger and more expensive public infrastructure improvements, including, but not limited to, roads, water, wastewater and public safety facilities, than would otherwise be needed without the proposed change.

Staff Analysis: The proposal does not significantly alter acceptable land uses as the proposed development is in line with future land use designations and density entitlements of adjacent developments. The proposal will require fairly expensive improvements to the public infrastructure, if approved these improvements would need to be paid for and constructed by the applicant/developer.

Staff Opinion: The proposed amendment requires larger and more expensive public infrastructure improvements, specifically to water and wastewater. If approved the applicant shall be required to pay for and construct needed infrastructure improvements.

Criteria F: The proposed amendment is consistent with other adopted plans, codes and ordinances.

Staff Analysis: The proposed amendment is being considered along with a rezone, master development agreement/plan and a future annexation, all of which are being evaluated at the same time, if all of the proposals are adopted/approved then it would be consistent with adopted plans, codes, and ordinances

Staff Opinion: Assuming the approval of the Rezone, MDA/MDP, and future annexation the proposed amendment would be consistent with other adopted plans, codes, and ordinances.

Zoning Map Amendment

Section 13-7D-6(A): Zoning Map Amendment:

Amendments to the zoning map may be recommended for approval by the Planning Commission to the City Council only if affirmative determinations are made regarding each of the following criteria, a summary of staff opinions and analysis is provided below, it is worth noting that the Planning Commission in their motion was unable to identify affirmative determinations for approval Criterial 1,2 and 4:

Criteria 1: The proposed amendment is consistent with the purposes, goals, objectives, and policies of the City's General Plan.

See Criteria A of the General Plan Amendment for Staff Analysis and Staff Opinion on Finding 1 for the proposed zoning map amendment as they are identical.

Criteria 2: The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties.

Staff Analysis: Surrounding properties are zoned PC and R-1-8E. the property located to the south (*Jones Ranch)* has an overall project density of 5.0 dwelling units per acre, while the *Sycamores* development has a density of approximately 2.24 dwelling units per acre adjacent to the development.

Staff Opinion: The proposed amendment rezoning the property to the P-C zone will not in itself result in incompatible land uses, however, the overall project density and unit type may have an adverse effect on adjacent properties, particularly the property located to the north in the *Sycamores* development.

Criteria 3: The proposed amendment furthers the public health, safety and general welfare of the citizens of the city.

Staff Analysis: The abandoned gravel pit operation on the site was never remediated leaving steep slopes and large drop-offs. Remediation of the gravel pit as proposed by this project advances public safety and the general welfare of citizens of the city. While questions remain about how to service the cluster cottage

portion of the development, they will be able to be constructed safely if all provisions of city code and development standards are met.

Staff Opinion: The proposed amendment furthers the public health, safety and general welfare of the citizens of the city.

Criteria 4: The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways.

Staff Analysis: The proposal will require expensive improvements to the public infrastructure, if approved these improvements would need to be paid for and constructed by the applicant/developer.

Staff Opinion: The proposed amendment requires larger and more expensive public infrastructure improvements, specifically to water and wastewater. If approved the applicant shall be required to pay for and construct needed infrastructure improvements.

Criteria 5: **The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.**

Staff Analysis: The property is not subject to any overlay districts.

Staff Opinion: The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.

Master Development Plan

There are no specific findings of fact for Master Development Plans. If the proposed General Plan Future Land Use Map (FLUM) amendment is adopted and the City Council wishes to approve the proposed rezone and master development agreement staff would recommend the following changes/clarifications being made:

1. The applicant has indicated that a portion of the required 5% moderate income housing component of the project will be met through Accessory Dwelling Units (ADU's). This is not appropriate, while ADU's are an important tool in providing affordable housing, the required 5% *must* come from primary dwelling units (single-family dwelling units, and townhomes).
2. Maps within the Development Plan shall be updated showing the correct existing land uses of surrounding properties including:
    - Very Low-Density Residential for the Sycamores Development located to the North of the Development.
    - Low Density Residential for the Hyde Point Development, and the Sycamores Development located East of Stokesly Drive, north of 8200 South.
3. Residential Bulk & Intensity Standards are proposed that differ from the typical standards within the PC zone, in the case the City Council approves of the proposed standards, staff recommends a clarification for the Minimum Side Yard Setbacks (interior Lots) in the Cottage Lot designation clarifying that in addition to each lot having a requirement for 5' and 8' minimum side setbacks, in no case shall the combined setback of two adjacent lots be less than 13'.

4. Speed tables be removed as a traffic calming feature, instead being replaced by road bulb-outs.
5. 13-5C-6 D of West Jordan Municipal Ordinance states: "*Trail System Required: A pedestrian trail system around and through the development that connects to established and planned trails in the area. The minimum width of the trail shall be twelve feet (12') wide and constructed of asphalt per City standards."* The applicant has provided a trail plan (Page 24 of Development Plan) they show an 8'-10' trail along the North and East side of the project, with a 12' trail running south from the Trailhead at the end of 8200 South, which then runs East and West through the open space in the center of the project. Staff recommends this plan be updated to include a 12' trail that runs around the perimeter of the project, replacing the 8' – 10' trails and continuing around the West and South portions of the project.
6. Applicant has indicated that they will construct three (3) entry monuments, these monuments shall be built on HOA Property, and be owned and maintained by the HOA.
7. The Phasing Plan is conceptual, a final phasing plan shall be adopted through the standard subdivision process. Each phase shall meet all applicable development and fire codes.
8. Proposed Masonry Walls shall have mow strips.
9. The annexation must be completed prior development of any portion of the project outside the existing 123 ERU's
10. The applicant shall construct additional capacity for any development beyond the existing 123 ERU's. Additional capacity must be in a form and developed in a way that is acceptable to the City.
11. The 67' Right-of-Way for Stokesley Drive shall be updated to include Buffered Bike Lanes without on-street parking.
12. The stormwater detention pond shall be designed to have twenty feet (20') of separation from all street and residential lot lines. Ponds are required to be sloped at a 4:1 slope when open to the public.
13. Utilities will only be permitted in private streets and alleys when they meet City Public Street standards with waterlines being placed in exclusive 20' wide easements, with the waterline in the center of the easement. Sewer is also required to have its own 20' wide easement.
14. West Jordan CIP project 4 is required to be complete prior to the city having sufficient infrastructure to support this development. The 40' Private Road for front-load townhomes shall be removed.
15. The 40' Private Road for front-load townhomes shall be removed as it does not comply with City Standards
16. The Stokesly Drive 67' right-of-way will only apply to new sections of roadway.
17. Cluster home lot configurations shall only be utilized in instances where staff is in agreement with the developer that all design concerns have been appropriately mitigated.

7. MOTIONS RECOMMENDED

General Plan Amendment: I move that the City Council deny the proposed **General Plan** Amendment as the proposal fails to properly satisfy **Criteria A, B, C, and E** (*13-7C-6)*.

[Continued on the next page.]

Master Development Agreement/Plan I move that the City Council deny the proposed **Master Development Agreement/Plan** as it is anticipated to have a negative impact on surrounding development, fails to comply with adopted ordinances, is not refined for adoption, and doesn't provide sufficient detail or clarity on how and when utility deficiencies will be mitigated.

Rezone: I move that the City Council Deny the proposed Rezone of 76.21 acres from Very Low-Density Single Family Residential (VLSFR), Public Facilities (P-F), and Low-Density Single Family (LSFR) to Planned Community (PC) for failing to provide affirmative determinations for approval **Criteria 1, 2 and 4** (13-7D-6 (a)).

8. MAYOR RECOMMENDATION

9. PACKET ATTACHMENT(S)

Exhibit A – Copper Meadows Residential Development Plan **(attached to the MDA as Exhibit B)**
Exhibit B – Sycamores Lot Sizes Calculations
Exhibit C – Jones Ranch Approved Land Use Overview & Land Use Map
Exhibit D – West Jordan General Plan, Guiding Principles

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

ORDINANCE NO. 23-45

AN ORDINANCE FOR APPROXIMATELY 76.21 ACRES OF PROPERTIES LOCATED AT APPROXIMATELY 8200 SOUTH STOKESLEY DRIVE, IDENTIFIED AS COPPER MEADOWS DEVELOPMENT; AND

APPROVAL OF A MASTER DEVELOPMENT AGREEMENT FOR SAID DEVELOPMENT, SUBJECT TO THE APPROVAL OF A GENERAL PLAN LAND USE MAP AMENDMENT, REZONE, AND OTHER CONDITIONS PRECEDENT

WHEREAS, the City of West Jordan ("**City**") adopted the Comprehensive General Plan ("**General Plan**") in 2023, as amended, which provides for a general plan land use map ("**General Plan Land Use Map**"), which is periodically updated; and the City adopted the West Jordan City Code ("**City Code**") in 2009, as amended, which provides for development agreements, and which provides for a zoning map for the City ("**Zoning Map**"), which is periodically updated; and

WHEREAS, an application was made by Peterson Development Company, L.L.C. ("**Applicant**") for approximately 76.21 acres of property located at approximately 8200 South Stokesley Drive ("**Property**" or "**Copper Meadows Development**") for a request for: (1) the General Plan Land Use Map to be amended ***from Future Park, Public Facilities, and Very Low-Density Residential to Low-Density Residential***; (2) the Zoning Map to be amended by changing the zoning designation ***from Very Low-Density Single Family Residential Zone (VLSFR), Public Facilities Zone(P-F) and Low-Density Single Family Residential Zone (LSFR) to the Planned Community Zone (PC)***; and (3) a Master Development Agreement ("**Application**", "**General Plan Land Use Map Amendment**", "**Rezone**", and "**MDA**"); and

WHEREAS, on December 5, 2023, the Application was considered by the West Jordan Planning Commission ("**Planning Commission**"), which held a public hearing and which made a negative recommendation to the West Jordan City Council ("**City Council**") concerning Copper Meadows Development; and

WHEREAS, a public hearing was held before the City Council on December 20, 2023 concerning the Copper Meadows Development, including the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, the Applicant has agreed to and has executed the MDA that will govern the development of the Property, should the City Council, in its sole legislative discretion, choose to adopt the MDA and the General Plan Land Use Map Amendment and Rezone, and should all the conditions precedent in the MDA be fulfilled; and

WHEREAS, the City Council has reviewed and desires to approve the MDA, subject to the conditions precedent therein; and

WHEREAS, in its sole legislative discretion, the City Council now finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to adopt the MDA, subject to the City Council, in its sole legislative discretion, choosing to adopt the General Plan Land Use Map Amendment and Rezone, and subject to all the conditions precedent in the MDA being fulfilled.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Approval of MDA. The MDA is approved and after the Applicant and Owner have first executed the MDA in "Attachment 1", the Mayor is then authorized to execute said MDA. The approval of the MDA is subject to the conditions precedent to the enforcement of the MDA, as set forth in the MDA, including but not limited to the City Council, in its sole legislative discretion, choosing to adopt, by Ordinance, the General Plan Land Use Map Amendment and Rezone. If the Applicant and Owner do not sign and execute the MDA within ten (10) calendar days of the approval of this Ordinance, the Mayor is not authorized to sign the MDA.

Section 2. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS _____DAY OF _____, 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	**"YES"**	**"NO"**
Council Member Kayleen Whitelock	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Vice-Chair Pamela Bloom	☐	☐
Council Chair Christopher McConnehey	☐	☐
Council Member David Pack	☐	☐
Council Member Robert Bennett	☐	☐

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.

Mayor's Action: _____ Approve _____ Veto

By: _____ _____
Mayor Dirk Burton Date

ATTEST:

_____
Tangee Sloan
City Recorder

STATEMENT OF APPROVAL OF PASSAGE (check one)

_____ The Mayor approved and signed Ordinance No. 23-45.

_____ The Mayor vetoed Ordinance No. 23-45 on _____ and the City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 23-45 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan
City Recorder

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day of _____, 2023. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan
City Recorder

Attachment 1 to
ORDINANCE NO. 23-45

AN ORDINANCE FOR APPROXIMATELY 76.21 ACRES OF PROPERTIES LOCATED AT APPROXIMATELY 8200 SOUTH STOKESLEY DRIVE, IDENTIFIED AS COPPER MEADOWS DEVELOPMENT; AND

APPROVAL OF A MASTER DEVELOPMENT AGREEMENT FOR SAID DEVELOPMENT, SUBJECT TO THE APPROVAL OF A GENERAL PLAN LAND USE MAP AMENDMENT, REZONE, AND OTHER CONDITIONS PRECEDENT

MASTER DEVELOPMENT AGREEMENT
For the Copper Meadows Development
(See the following pages)

Recording Requested By and
When Recorded Return to:

City of West Jordan
Attention: City Recorder
8000 South Redwood Road
West Jordan, Utah 84088

For Recording Purposes Do
Not Write Above This Line

MASTER DEVELOPMENT AGREEMENT
(For "Copper Meadows")

The City of West Jordan, a Utah municipal corporation (the "**City***")* and Peterson Development Company, L.L.C., a Utah Limited Liability Company, the applicant ("**Master Developer**" or "**Developer**"), enter into this Master Development Agreement (this "**Agreement**") as of the date the City's mayor signs this Agreement, and agree as set forth below. The City and the Master Developer are jointly referred to as the "**Parties**". Each party may be referred to as a "**Party**".

RECITALS

1. Master Developer is developing the real property more particularly described in the legal description in **Exhibit A** attached hereto (the "**Property**"). The Property is comprised of an approximately 76.21 acres located in the City of West Jordan, at approximately 7339-7399 West 8200 South, West Jordan, with Parcel Number 20-33-401-002 and any successor parcels (the "**West Jordan Property**"), and with an approximately 3-acre parcel adjacent to the West Jordan Property, identified as Parcel Number 20-33-300-003 and any successor parcels ("**Annexation Property**") that is not presently located within the City. The Property is located as approximately shown in the maps in the **"Residential Development Plan,"** which is attached as **Exhibit B**, and which is incorporated herein by reference. The development of the Property is referred to herein as the **"Project"**.

2. The Property is currently owned by Jones Mountain Estates, LLC, a Utah limited liability company ("**Owner**"). By executing the consent and acknowledgment below, Owner agrees that the Property will receive the entitlements and be subject to the rights, benefits, and obligations set forth in this Agreement. After the Effective Date, Owner intends to convey the Property to Master Developer and Master Developer intends to accept the conveyance of the Property.

3. Master Developer has petitioned the City to annex the Annexation Property into the City ("**Annexation**"). After the Annexation is completed, the Annexation Property will be both subject to and benefitted by this Agreement.

4. The West Jordan Property is currently located in the City's Very Low-Density Single Family Residential (VLSFR), Public Facilities (PF), and Low Density Single Family (LSFR) zones. Master Developer and Owner have submitted a rezone application ("**Rezone**" or "**Rezone Application**") and future land use map amendment application ("**Future Land Use Map Amendment**") to rezone the West Jordan Property to the City's Planned Community Zone ("**PC Zone**"). The Rezone and Future Land Use Map

Amendment are collectively referred to as "**Map Amendments**". Once the Annexation is completed, the Annexation Property will also be included in the PC Zone.

5. Except as otherwise specifically set forth in this Agreement, Master Developer has sufficient resources to develop the Project in its entirety. Master Developer acknowledges and agrees that the City has limited utility infrastructure available for the Project and agrees to be bound by these limitations, as set forth in Section D of the Terms below.

6. This Project is a development requiring the Map Amendments described above. The Residential Development Plan is initially for 123 Equivalent Residential Units ("**ERUs**", dwelling/residential units and/or other equivalent units), with other ERUs allowed for as set forth in this Agreement. The Project has a maximum of 376 ERUs, as set forth in this Agreement, located on approximately 76.21 acres for a maximum Project density of 4.9 ERUs per acre (ERUs/AC). *Copper Meadows* is located on the West Boundary of West Jordan, south of the *Sycamores* development at approximately 8200 South Stokesley Drive.

7. Master Developer may develop the Property in multiple phases that is consistent with this Agreement.

8. The Property will be developed in accordance with the Residential Development Plan, the City Code, and as further refined by this Agreement.

9. The following Exhibits are attached hereto and incorporated herein by reference:

Exhibit A – Legal Description of the Property; and
Exhibit B – Residential Development Plan.

10. The Parties acknowledge that the development and improvement of the Property pursuant to this Agreement will add value for the Master Developer and will provide certainty useful to all Parties in ongoing and future dealings and relations among the Parties.

NOW THEREFORE, based upon the foregoing recitals and in consideration of the mutual covenants and promises contained set forth herein, the Parties agree as follows:

TERMS

A. Recitals; Definitions; and Intent of this Agreement. The Recitals and Exhibits are incorporated herein by this reference. Any capitalized term used but not otherwise defined in this Agreement shall have the meaning ascribed to such term in the City's Land Use Regulations; otherwise, according to the Utah Code Ann.

B. Condition(s) Precedent. As conditions precedent to the obligations of the Parties:

1. Ownership of Property. Master Developer certifies that it owns, or has the right to purchase and own, each portion of the Property. The rights and authority of Master Developer to develop the Property pursuant to the terms of this Agreement are contingent upon and shall only come into being if Master Developer continues to own each portion of the Property at the time this Agreement and the Map

Amendments are approved.

2. Approval of this Agreement. The rights and authority of Master Developer to develop the Property pursuant to the terms of this Agreement are contingent upon and shall only come into being if the City Council of West Jordan ("**City Council**" or "**Council**"), in its sole legislative discretion, approves, by Ordinance, this Agreement.

3. Amending the Attached Residential Development Plan. The rights and authority of Master Developer to develop the Property pursuant to the terms of this Agreement are contingent upon and shall only come into being if the City's Zoning Administrator, the City Engineer, and the City's Public Utilities Director, in their sole determination, each certify that an updated Residential Development Plan adequately addresses each of the following requirements that Master Developer agreed to at the December 5, 2023 Planning Commission meeting, with that updated Residential Development Plan then to replace the current Residential Development Plan:

a. The required 5% moderate income housing component of the Project shall all come from primary dwelling units (single-family dwelling units and townhomes) and shall not come from external accessory dwelling units, etc. This 5% moderate income housing requirement shall apply to each phase within the Project, and within the Project as a whole.
b. Maps within the Residential Development Plan shall be updated showing the correct existing land uses of surrounding properties including:
    i. Very Low-Density Residential for the Sycamores Development located to the North of the Development.
    ii. Low Density Residential for the Hyde Point Development, and the Sycamores Development located East of Stokesly Drive, north of 8200 South.
c. The Residential Bulk & Intensity Standards that differ from the typical standards within the PC Zone shall be clarified in the updated Residential Development Plan for the Minimum Side Yard Setbacks (interior Lots) in the Cottage Lot designation, as follows: clarifying that in addition to each lot having a requirement for 5' and 8' minimum side setbacks, in no case shall the combined setback of two adjacent lots be less than 13'.
d. Speed tables shall be removed as a traffic calming feature; they shall be replaced by road bulb-outs.
e. Section 13-5C-6 D of West Jordan Municipal Ordinance states: "*Trail System Required: A pedestrian trail system around and through the development that connects to established and planned trails in the area. The minimum width of the trail shall be twelve feet (12') wide and constructed of asphalt per City standards."* The Master Developer has provided a trail plan (Page 24 of the current Residential Development Plan) that shows an 8'-10' trail along the North and East side of the Project, with a 12' trail running south from the Trailhead at the end of 8200 South, which then runs East and West through the open space in the center of the Project. This plan shall be updated to include a 12' trail that runs around the perimeter of the Project, replacing the 8' – 10' trails and continuing around the West and South portions of the Project.
f. Master Developer shall construct three (3) entry monuments; these monuments shall be built on HOA Property, and be owned and maintained by the HOA.
g. The Phasing Plan is conceptual; a final phasing plan shall be adopted through the standard subdivision process. Each phase shall meet all applicable development codes, fire codes, and other related codes.

h. All masonry walls in the Residential Development Plan shall have mow strips.
i. The Annexation shall be completed prior to development of any portion of the Project outside the initial 123 ERU's.
j. The Master Developer shall construct additional capacity for any development beyond the initial 123 ERU's.
k. The 67' Right-of-Way for Stokesley Drive shall be updated to include Buffered Bike Lanes without on-street parking.
l. The stormwater detention pond shall be designed to have twenty feet (20') of separation from all street and residential lot lines. Ponds are required to be sloped at a 4:1 slope.
m. Utilities shall only be permitted in private streets and alleys when they meet City Public Street standards with waterlines being placed in exclusive 20' wide easements, and with the waterline in the center of the easement. Sewer is also required to have its own 20' wide easement.
n. West Jordan CIP project 4 is required to be completed prior to the city having sufficient infrastructure to support this development. The 40' Private Road for front-load townhomes shall be removed.
o. The 40' Private Road for front-load townhomes shall be removed since it does not comply with City Standards.
p. The Stokesly Drive 67' right-of-way shall only apply to new sections of roadway.
q. Cluster home lot configurations shall only be utilized in instances where City staff is in agreement with the Master Developer that all design concerns have been appropriately mitigated.

4. Approval of General Plan Future Land Use Map Amendment. The rights and authority of Master Developer to develop the Property pursuant to the terms of this Agreement are contingent upon and shall only come into being if the City Council, in its sole legislative discretion, approves, by Ordinance, the Map Amendment.

C. Governing Regulations. The Property, if developed, shall be developed in accordance and consistent with the "**Governing Regulations**", as follows: All City Code and other City Land Use Regulations shall be complied with by Master Developer, except as specifically otherwise allowed for in the updated Residential Development Plan.

D. Development Obligations.

1. Residential Development Plan. In addition to the Master Developer complying with the provisions of the Governing Regulations, development of the Property by the Master Developer shall be in accordance with the Residential Development Plan.

2. Provision of Municipal Services; Limited Utility Infrastructure. The Project shall connect to utility connections with the City, subject to the availability of the City's utility connections and capacity. The City does not guarantee any specific degree or amount of connections or capacity of utility infrastructure other than what is currently available and what becomes available, according to the City's plans and discretion. Currently, the City has the culinary water storage, transmission lines, other lines, pump stations, and related culinary water, sanitary sewer, and storm drain infrastructure for 123 ERUs in the Project. Master Developer is responsible to provide the remaining infrastructure for the Project to function, including but not limited to a Zone 7 waterline and looped waterlines throughout the Project.

3. Current Utility Capacity and Additional Capacity Plan. The City's utility systems presently have capacity to accommodate up to 123 ERUs within the Project ("**Current Utility Capacity**"). Master Developer may develop and connect the Project Improvements to the City's utility facilities to support development up to the Current Utility Capacity. For development that exceeds the Current Utility Capacity, Master Developer may present a plan to provide for the additional capacity ("Additional Capacity Plan"). An Additional Capacity Plan must first be preliminarily approved by the City's Public Utilities Director. If preliminary approval is provided, then the Additional Capacity Plan shall be considered for final approval by the City Council. Without preliminary approval, the Additional Capacity Plan shall not be considered for final approval by the City Council.

4. Annexation Requirement. As a precondition to the approval of the Additional Capacity Plan, the Annexation must be completed. If the Annexation is not completed within five (5) years of the Effective Date, then Master Developer may continue to develop ERUs up to the Current Utility Capacity.

5. Amenities. The following Amenities shall be installed and constructed:

5.1 Master Developer shall install an improved playground area located adjacent the townhome units within the Project, in accordance with the standards of the Land Use Regulations and of a "Neighborhood Park", as defined by the Master Parks Plan, including but not limited to the standards on page 31.

5.2 Master Developer shall install primary and secondary entry monuments in the Open Space areas identified on the Residential Development Plan, which monuments shall be maintained by the HOA, as approved with future subdivision and/or site plan applications.

5.3 Master Developer shall install all other amenities identified in the Residential Development Plan.

6. Open Space; Parks; and Trails. The Project will include the Open Space (both active and passive) as generally indicated on the Residential Development Plan. The Project will also fully comply with all the requirements of West Jordan City Code Section 13-5C-6A2 (Dedication and Maintenance of Open Space Required, PC Zones), including but not limited to the requirements for groomed and irrigated park space, minimum park sizes, a pavilion, and installed playground equipment, and as required by the standards of a "Neighborhood Park", as defined by the Master Parks Plan. All Open Space (both active and passive) will be owned and maintained by the HOA. The trails will be owned and maintained by the HOA.

7. Road Improvements. Master Developer shall construct all Public Roads within the Project and along the Project boundaries in accordance with adopted City cross sections.. Master Developer shall also construct the Private Alleyways within the Project consistent with the requirements of the Residential Development Plan. Master Developer shall dedicate the Public Roads to the City. The Private Alleyways will be owned and maintained by the HOA.

8. Applicability of Building Design Elements. In accordance with Utah Code Ann. Section 10-9a-534(3)(d, h), and at the request of the Master Developer, and in consideration for the increase in density allowed by the Map Amendments and this Agreement, all applicable Building Design Elements of the City shall apply to the Property and to the dwellings, structures, and buildings constructed thereon.

E. Development Rights; and Reserved Legislative Powers.

1. Development Rights. Master Developer shall have the right to develop and construct the Project in accordance with the terms and conditions of this Agreement and the City Code. For purposes of this Agreement, the term "Substantial Construction" means completion of at least twenty-five percent (25%) of the value of all the public and nonpublic improvements in each phase of the Project, as determined by the city engineer or his designee. If from the Effective Date of this Agreement either (i) no Substantial Construction has occurred within two (2) years or (ii) any part of the Project has not been completed within ten (10) years, the City may unilaterally terminate this Agreement, unless the City has not been able to provide infrastructure for the completion of the Development.

2. Reserved Legislative Powers. The Master Developer acknowledges that the City is restricted in its authority to limit its police power by contract and that the limitations, reservations and exceptions set forth herein are intended to reserve to the City all police powers that cannot be so limited.

F. Term of this Agreement. The obligations of the Parties under this Agreement shall take effect as of the date the City's mayor signs this Agreement, shall run with the land, and shall continue in full force and effect until all obligations hereunder have been fully performed and all rights hereunder fully exercised. Unless the Parties mutually agree to extend the term by written agreement, this Agreement shall not extend beyond a period of ten (10) years from its date of recordation in the office of the Salt Lake County Recorder, unless the City has not been able to provide infrastructure for the completion of the Development, in which case the Agreement shall remain in force. If the Property has not been fully developed consistent with this Agreement prior to its termination, the undeveloped Property may not be developed until one of the following occurs: (i) a new written agreement has been negotiated and executed by the Parties or successors in interest, governing development of the Property; or (ii) Master Developer or its successor in interest applies to the City for zoning and the City Council, in its sole legislative discretion approves either the requested or different zoning.

G. General Provisions.

1. Notices. All Notices, filings, consents, approvals, and other communication provided for herein or given in connection herewith shall be validly given, filed, made, delivered or served if in writing and delivered personally or sent by registered or certified U.S. Postal Service mail, return receipt requested, postage prepaid to the addresses noted below or to such other addresses as either party may from time to time designate in writing and deliver in like manner. Any such change of address shall be given at least 10 days before the date on which the change is to become effective:

If to City: ATTN: City Recorder City
of West Jordan
8000 S. Redwood Road
West Jordan City, UT
84088

If to Master Developer: ATTN: Barrett Peterson
Peterson Development Company, L.L.C.
225 South 200 East, Suite 200
Salt Lake City, UT 84111

With a copy to: ATTN: Wade Budge
Snell & Wilmer, L.L.P.
15 W. S. Temple, Ste. 1200
Salt Lake City, UT 84101

2. Mailing Effective. Notices given by mail shall be deemed delivered seventy-two (72) hours following deposit with the U.S. Postal Service in the manner set forth above.

3. No Waiver. Any party's failure to enforce any provision of this Agreement shall not constitute a waiver of the right to enforce any other provision. The provisions may be waived only in writing by the Party intended to be benefited by the provisions, and a waiver by a Party of a breach hereunder by the other Party shall not be construed as a waiver of any succeeding breach of the same or other provisions.

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

5. Authority. The Parties represent to one another that they have full power and authority to enter into this Agreement, and that all necessary actions have been taken to give full force and effect to this Agreement. Master Developer represents and warrants it is fully formed and validly existing under the laws of the State of Utah, and that it is duly qualified to do business in the State of Utah and is in good standing under applicable state laws. The Parties warrant to one another that the individuals executing this Agreement on behalf of their respective parties are authorized and empowered to bind the Parties on whose behalf each individual is signing. Before signature of this Agreement, all trustees of any trust who are acting on behalf of the trust as a party to this Agreement or subsequent agreements must produce proof to the City's satisfaction that the signatory signing this Agreement is indeed the legally authorized trustee of the trust. The Master Developer represents to the City that by entering into this Agreement, Master Developer has bound all persons and entities having a legal or equitable interest in the Property to the terms of this Agreement as of the Effective Date.

6. Entire Agreement. This Agreement, including exhibits to this Agreement and all other documents referred to in this Agreement, contains the entire agreement of the Parties with respect to the subject matter hereof and supersede any prior promises, representations, warranties, inducements or understandings between the Parties which are not contained in such agreements, regulatory approvals and related conditions.

7. Amendment. This Agreement may be amended in whole or in part with respect to all or any portion of the Property by the mutual written consent of the Parties to this Agreement. Any such amendment of this Agreement shall be recorded in the official records of the Salt Lake County Recorder's Office. Moreover, any amendment to this Agreement not recorded in the Salt Lake County Recorder's

Office shall be void *ab initio*.

8. Severability. If any provision of this Agreement is declared void or unenforceable, such provision shall be severed from this Agreement. This Agreement shall otherwise remain in full force and effect provided the fundamental purpose of this Agreement and Master Developer's ability to complete the development of the Property is not defeated by such severance.

9. Governing Law. The laws of the State of Utah shall govern the interpretation and enforcement of the Agreement. The Parties agree that the venue for any action commenced in connection with this Agreement shall be proper only in a court of competent jurisdiction located in Salt Lake County, Utah. The Parties hereby expressly waive any right to object to such choice of law or venue.

10. Default.

a. If Master Developer or the City fail to perform their respective obligations hereunder or to comply with the terms hereof, the party believing that a default has occurred shall provide notice to the other party as provided herein. If the City believes that the default has been committed by a third party, then the City shall also provide a courtesy copy of the notice to Master Developer. The Notice of Default shall:

(1) Specify the claimed event of default by identifying with particularity specific provisions of this Agreement, and any applicable law, rule, or regulation that the Party is claimed to be in default;

(2) Identify why the default is claimed to be material; and

(3) If a party chooses, in its discretion, propose a method and time for curing the default which shall be of no less than sixty (60) days duration.

b. Upon the issuance of a Notice of Default, the Parties shall meet within ten (10) business days and confer in an attempt to resolve the issues that are the subject matter of the Notice of Default.

11. Remedies. If, after meeting and conferring, the Parties are not able to resolve an alleged default, then the Parties may have the following remedies:

a. The rights and remedies available at law and in equity, including, but not limited to injunctive relief, specific performance and termination;

b. The right to draw on any security posted or provided in connection with the Project and relating to remedying a default; and

c. The right to withhold all further reviews, approvals, licenses, building permits and/or other permits for development of the Project on those properties owned by the defaulting party.

12. Emergency Defaults. Anything in this Agreement notwithstanding, if the Council finds on the record that a default materially impairs a compelling, countervailing interest of the City and that any delays in imposing such a default would also impair a compelling, countervailing interest of the City then the City may impose the remedies of Section 11 without meeting the requirements of Section 12. The City

shall give Notice to Master Developer and/or any applicable successor or assign of record, of any public meeting at which an emergency default is to be considered and the allegedly defaulting party shall be allowed to address the Council at that meeting regarding the claimed emergency default.

13. Extended Cure Period. If any default cannot be reasonably cured within sixty (60) days then such cure period may be extended as needed, by written agreement of the Parties for good cause shown, so long as the defaulting party is pursuing a cure with reasonable diligence.

14. Cumulative Rights. The rights and remedies set forth herein shall be cumulative.

15. Force Majeure. All time period imposed or permitted pursuant to this Agreement shall automatically be extended and tolled for: (a) period of any and all moratoria imposed by the City or other governmental authorities in any respect that materially affects the development of the Project; or (b) by events reasonably beyond the control of Master Developer including, without limitation, inclement weather, war, strikes, unavailability of materials at commercially reasonable prices, and acts of God, but which does not include financial condition of the Master Developer or its successors.

16. Attorney's Fee and Costs. If any party brings legal action either because of a breach of the Agreement or to enforce a provision of the Agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs.

17. Binding Effect. The benefits and burdens of this Agreement shall be binding upon and shall inure to the benefit of the Parties and their respective heirs, legal representatives, successors in interest and assigns. This Agreement shall be incorporated by reference in any instrument purporting to convey an interest in the Property.

18. No Third-Party Rights. The obligations of the signatories of this Agreement and the City, set forth in this Agreement shall not create any rights in or obligations to any other persons or parties except to the extent otherwise provided herein.

19. Assignment. Master Developer shall not assign, delegate, or transfer its interest in this Agreement without prior written approval by the City; provided, however, Master Developer may freely assign its interest in this Agreement (without approval from the City) to (i) an entity that is owned or controlled by Master Developer or its affiliates or subsidiaries or (ii) any joint venture partner of Master Developer or its affiliates or subsidiaries so long as Master Developer gives written notice of such assignment to the City and the successor party agrees to assume Master Developer's obligations set forth in this Agreement. Except as set forth in the preceding sentence, any attempt to assign, delegate, or transfer without the City's prior written approval will be void *ab initio*, and Master Developer will remain liable for the performance of each and every obligation of Master Developer in this Agreement. If an assignment, delegation, or transfer is held not to be void, the parties intend that this Agreement will be binding on the assignee, delegatee, or transferee, as applicable. Any such request for assignment may be made by letter addressed to the City as provided herein, and the prior written consent of the City may be evidenced by letter from the City to Master Developer or its successors or assigns. The assignment of one or more phases of the Project shall require the assignee to sign a form of acknowledgement and consent, as designated by the City, and in the sole and absolute discretion of the City, agreeing to be bound by the terms of the Land Use Regulations and this Agreement.

20. No Agency Created. Nothing contained in the Agreement shall create any partnership, joint venture, or agency relationship between the Combined Parties.

21. Third-Party Challenge. In the event of a third-party legal challenge, Master Developer shall at Master Developer's sole expense, defend, indemnify, and hold harmless the City ("**City**" includes the City's officials and employees), from and against any claims, losses, or liabilities, including any award of attorney's fees against the City, assessed or awarded against the City by way of judgment, settlement, or stipulation. City shall have the right to approve counsel that the Master Developer retains to represent the City, which approval shall not be unreasonably withheld.

A. Indemnification. Master Developer shall, at all times, protect, indemnify, save harmless and defend City and its agents, employees, officers and elected officials from and against any and all claims, demands, judgments, expense, and all other damages of every kind and nature made, rendered, or incurred by or in behalf of any person or persons whomsoever, including the parties hereto and their employees, which may arise out of any act or failure to act, work or other activity related in any way to the failure to completely adhere to the Development Documents, by Master Developer, Master Developer's agents, employees, subcontractors, or suppliers in the performance and execution of the work/development contemplated by this Agreement. Nothing in this provision shall be deemed to limit or impair Master Developer's rights or clams for contribution, indemnification or relief against Master Developer's contractors, subcontractors, or suppliers. Unless otherwise provided by this Agreement, Master Developer shall not be required to indemnify, hold harmless, or defend City from any claims or liabilities caused by, or resulting from, any actions or failures to act by City or its agents, employees, officers, or contractors.

B. Referendum. In the event of a referendum for the approval of this Agreement or the Map Amendments, and if the City in its sole discretion, subsequent to the approval of this Agreement, elects to defend against a Referendum (includes a referendum or similar ballot measure), the Master Developer shall reimburse City's attorney's fees, court costs, and any related costs of defending against the Referendum. The Master Developer's obligation to indemnify the City during any defense of a Referendum shall be reimbursed within ten (10) days of the City providing notice to Master Developer of the City's receipt of a periodic or final invoice, a judgment, a settlement, or other obligation by the City. Master Developer's obligation to indemnify against the costs of defense shall exist regardless of the outcome of the Referendum or decisions to modify or withdraw the approval.

22. Non-Liability of Officials or Employees. No officer, representative, agent, or employee of the City, or the Master Developer, shall be personally liable to the defaulting party, or any successor-in-interest or assignee of defaulting Party, in the event of any default or breach by either Party or for any amount which may become due to defaulting Party, or its successors or assignees, for any obligation arising out of the terms of this Agreement.

23. Representation Regarding Ethical Standards. The Master Developer represents that it has not knowingly influenced, and hereby promises that it will not knowingly influence, a current or former City officer or employee to breach any of the ethical standards set forth in the City Ethics Ordinance codified in Title 1, Chapter 11 (including Article A) of the West Jordan City Code.

24. Public Information. The Parties understand and agree that all documents related to this agreement will be public documents, as provided in UTAH CODE ANN. § 63G-2-101, *et seq.*

25. Counterparts. This Agreement may be executed in multiple counterparts which shall constitute one and the same document.

[See the following signature and Exhibit pages.]

IN WITNESS WHEREOF, the Parties have executed this Agreement, having been approved by the City of West Jordan pursuant to the Ordinance authorizing such execution, and by a duly authorized representative of Master Developer.

CITY
City of West Jordan
a Utah municipal corporation

By: _____
Dirk Burton, Mayor

ATTEST:

_____
City Recorder

ACKNOWLEDGMENT

STATE OF UTAH)

: ss.

COUNTY OF SALT LAKE)

On this ____ day of _____, 2023, before the undersigned notary public in and for the said state, personally appeared Dirk Burton, known or identified to me to be the Mayor of the City of West Jordan, and _____, the City Recorder of the City of West Jordan, and the persons who executed the foregoing instrument on behalf of said City and acknowledged to me that said City executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.

_____
NOTARY PUBLIC

APPROVED AS TO FORM

_____
City Attorney's Office

MASTER DEVELOPER

Peterson Development Company, L.L.C.,
a Utah Limited Liability Company

By:_____
Name:_____
Its:_____

ACKNOWLEDGMENT

STATE OF UTAH)

: ss.

COUNTY OF_____)

On this _____day of_____, 2023, before the undersigned notary public in and for the said state, personally appeared_____, known or identified to me to be the _____of **Peterson Development Company, L.L.C.,** a Utah limited liability company, and the person who executed the foregoing instrument and acknowledged to me that said company executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.

_____
NOTARY PUBLIC

OWNER'S CONSENT:

The Owner of the Property consents to the Developer executing the foregoing Agreement, and subjects the Property to the Project, approval, obligations, and benefits described herein, and agrees to be bound thereby.

OWNER
Jones Mountain Estates, LLC,
a Utah Limited Liability Company

By:_____
Name: **Ronnie S.Jones**

Its: _____

ACKNOWLEDGMENT

STATE OF UTAH)

: ss.

COUNTY OF_____)

On this _____day of_____, 20__, before the undersigned notary public in and for the said state, personally appeared **Ronnie S. Jones**, known or identified to me to be the___of **Jones Mountain Estates, LLC** a Utah limited liability company, and the person who executed the foregoing instrument and acknowledged to me that he as an individual executed the same and that said company executed the same. **IN WITNESS WHEREOF**, I have hereunto set my hand and seal the day and year first above written.

_____
NOTARY PUBLIC

EXHIBIT A

LEGAL DESCRIPTION
PREPARED FOR COPPER MEADOWS

WEST JORDAN CITY, UTAH

December 6, 2023
22-0322
(JDL)

AS-SURVEYED DESCRIPTIONS

AS-SURVEYED DESCRIPTION PARCEL 1

A part of the N1/2 of the SE1/4 of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian, being more particularly described as follows:

Beginning at a point located on the westerly right-of-way of Stokesly Drive, said point also being located S01°01'24"E 59.52 feet along the Section line and S88°58'36"W 71.39 feet from the East 1/4 Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian; running thence southerly along said right-of-way the following three (3) courses: (1) southeasterly along a 100.00 foot radius curve to the right 88.07 feet through a central angle of 50°27'33" Chord Bearing: S26°17'15"E Chord Length: 85.25 feet; thence (2) S01°01'24"E 479.76 feet to a point on a non-tangent curve; thence southerly along the arc of a non-tangent 525.34 foot radius curve to the right 295.18 feet through a central angle of 32°11'36" Chord Bearing: S15°04'44"W Chord Length: 291.31 feet to a point located at the northeast corner of that certain real property described by a Warranty Deed, recorded as Entry No. 12857173 in Book 10716 at Page 5104-5108 recording date: September 27, 2018 of official records; thence along said Deed the following two (2) courses: (1) S0°53'33"W 324.19 feet; thence (2) N89°58'57"E 126.65 feet to a point on the westerly Subdivision line of Hyde Point Phase 2 Subdivision, recorded as Entry No. 12710075 in Book 2018P at Page 55 recording date: February 5, 2018 of official records; thence southerly along said Subdivision S01°01'24"E 64.95 feet to and along the westerly Subdivision line of Hyde Point Phase 6 Subdivision, recorded as Entry No. 13211775 in Book 2020P at Page 048 recording date: March 6, 2020 of official records to a point as determined by a filed Survey prepared by Focus Engineering, signed on January 9, 2020, File No. S2020-05-0316 on file with the office of the Salt Lake County Surveyor's Office; thence westerly along said Survey N89°30'55"W 2672.05 feet to a point located on the easterly Deed line of a Quit-Claim Deed, recorded as Entry No. 11173136 in Book 9920 at Page 6829A recording date: April 27, 2011 of official records; thence northerly along said Deed N02°13'03"W 1234.33 feet to and along the easterly railroad right-of-way of Kennecott Railroad as described by a Right-of-Way Deed, recorded on June 10, 1947 as Entry No. 1084910 in Book 542 at Page 131 of Official Records to a point marking the calculated position of the Center 1/4 Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian; thence N89°20'12"E 1221.45 feet along the 1/4 Section line of said Section 33 to and along the southerly Subdivision line of The Sycamores at Jordan Hills Phase 11 Subdivision, recorded as Entry No. 100202069 in Book 2007P at Page 163 recording date: April 10, 2007 of official records; thence S0°39'48"E 59.21 feet to the southerly right-of-way of said 8200 South Street; thence easterly along said right-of-way N89°22'04"E 1404.45 feet to the point of beginning.

Contains 73.88 acres±

AS-SURVEYED DESCRIPTION PARCEL 2

A part of the S1/2 of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian, being more particularly described as follows:

Beginning at a point as determined by a filed Survey prepared by Focus Engineering, signed on January 9, 2020, File No. S2020-05-0316 on file with the office of the Salt Lake County Surveyor's Office, said point also being N02°13'03"E 1304.01 feet along the 1/4 Section line from the South 1/4 Corner of Section 33, Township 2, South, Range 2 West, Salt Lake Base & Meridian; running thence westerly along said Survey line N89°30'47"W 239.29 feet to a found rebar & cap marked Ensign Engineering located on the easterly railroad right-of-way of Kennecott Railroad; thence along said right-of-way the following two (2) courses: (1) northeasterly along the arc of a 1118.20 foot radius curve to the left 132.24 feet through a central angle of 06°46'32" Chord Bearing N24°22'42"E Chord Length: 132.16 feet; thence (2) northeasterly along the arc of a 85195.65

foot radius curve to the left 421.96 feet through a central angle of 0°17’02” Chord Bearing: N23°00’40”E Chord Length: 421.96; thence S02°13’03”E 511.18 feet to the point of beginning.

Contains 1.38 acres±

IVORY PARCEL NO: 20-33-450-002

A part of the Southeast 1/4 Section 33, Township 2 South, Range 2 West, Salt Lake Base and Meridian, located in West Jordan City, Salt Lake County, Utah, being more particularly described as follows:

Beginning at a point S89°22’00”W 109.40 feet and S0°37’57”E 897.07 feet from the East 1/4 Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base and Meridian; thence S 58°50'13" E 70.00 feet; thence Northeasterly along the arc of a non-tangent curve to the left having a radius of 595.16 feet (radius bears: N 58°50'13" W) a distance of 129.40 feet through a central angle of 12°27'25" Chord: N 24°56'05" E 129.14 feet; thence S 01°02'28" E 405.02 feet; thence S 89°57'53" W 126.65 feet; thence N 00°52'29" E 324.19 feet to the point of beginning.

Containing: 0.90 acres +/-

EXHIBIT B

“RESIDENTIAL DEVELOPMENT PLAN”

See the attached pages.

COPPER MEADOWS

RESIDENTIAL DEVELOPMENT PLAN

PETERSON DEVELOPMENT

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Focus Engineering Traffic Memo 69

Development Narrative & Vision

Copper Meadows is a proposed Planned Community (PC) development located on seventy-six (76) acres, near the western boundary of West Jordan City adjacent to 8200 South and Stokesley. The property is surrounded by land sses of Medium Density Residential and Low Density Residential, and zones of Planned Community (PC) and R-1-8E. There is an existing gravel pit on a portion of the property which will be incorporated into the plans to facilitate an attractive aesthetic and functional residential development.

In keeping with the intent of the Planned Community (PC) Zoning ordinance, Copper Meadows will help create attractive and desirable environments in the city, encourage social and community interaction, provide flexibility in the location of buildings on the land, create a distinctive visual character and identity, provide land for the public to recreate, develop pedestrian circulation networks separated from roadways, and encourage a range of housing types, among others.



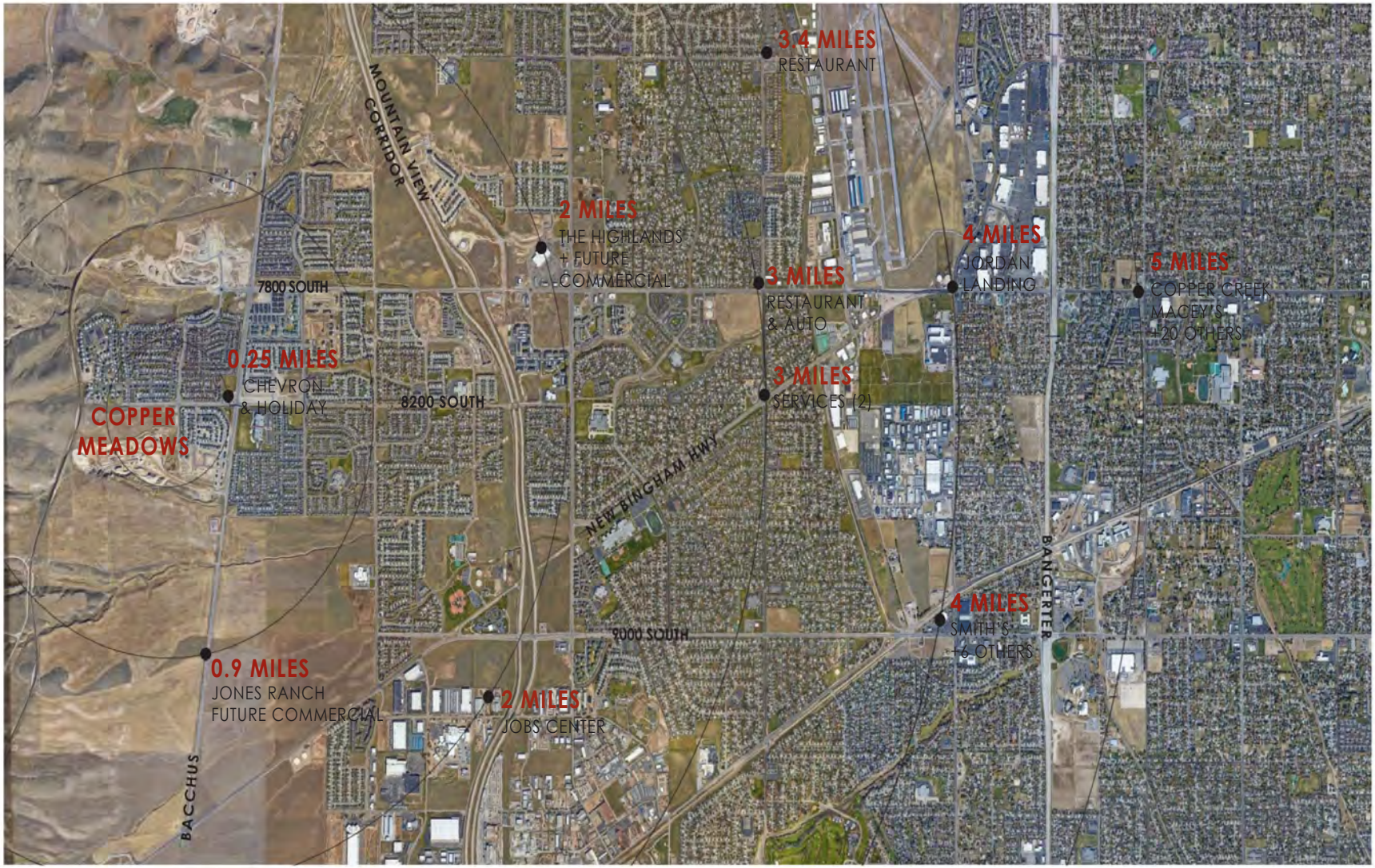


The development will include a **maximum of 376 residential units** with an overall **maximum density of 4.9 units per acre.** The community will provide an integrated housing approach, featuring four distinct home opportunities for future West Jordan residents: Single Family Estate Lots, Single Family Traditional Cottage Lots, Single Family Cluster Cottage & Rear-Load Cottage Lots, and Townhomes.

Affordable Housing
5% of the overall Copper Meadows residential unit count shall be affordable housing units as defined in Utah State Code. These affordable units may be Cluster Single Family units, Townhome units, or Accessory Dwelling Units (ADUs). Affordable housing shall be integrated throughout the Copper Meadows project, and not be isolated to one phase or geographic location. The location of affordable units will be designated at Preliminary Plat approval.

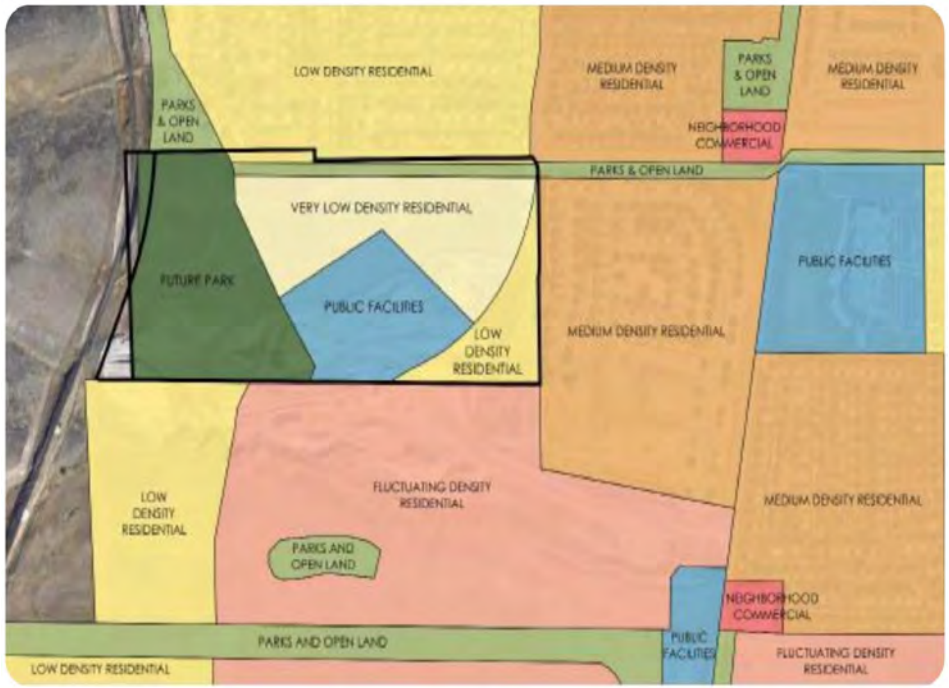
Items Not Addressed Through Development Plan
Items not addressed in the Copper Meadows Development Plan shall revert to the West Jordan City development Code and West Jordan City Design Standards and Specifications manual, and will be reviewed and approved in the City's Preliminary Plat process. Fire code requirements by West Jordan City and the Unified Fire District will be approved at the preliminary, final, and building permit stages of this project.

Proximity To Commercial



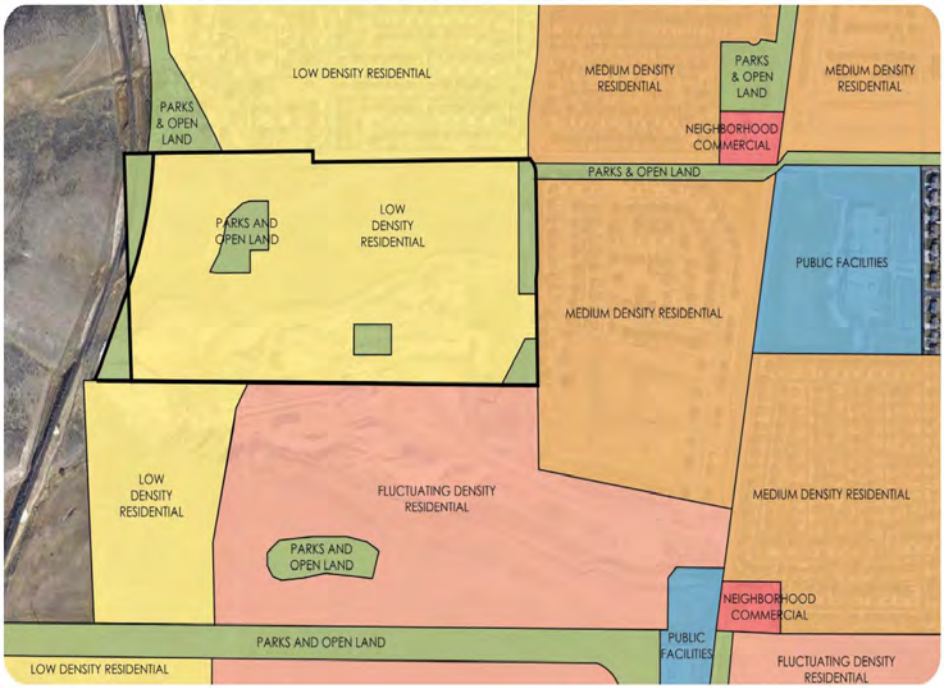
Land Use

West Jordan City staff has expressed that there is not an immediate or future need for the Public Facilities land use in this location, as shown in the existing land use map. There is also no current plan for the future park, but ample park and open space will be incorporated into the 20% open space requirement and would be maintained by the community HOA.



EXISTING LAND USE

Future Park, Parks & Open Land, Very Low Density Residential, Low Density Residential, Public Facilities



PROPOSED LAND USE

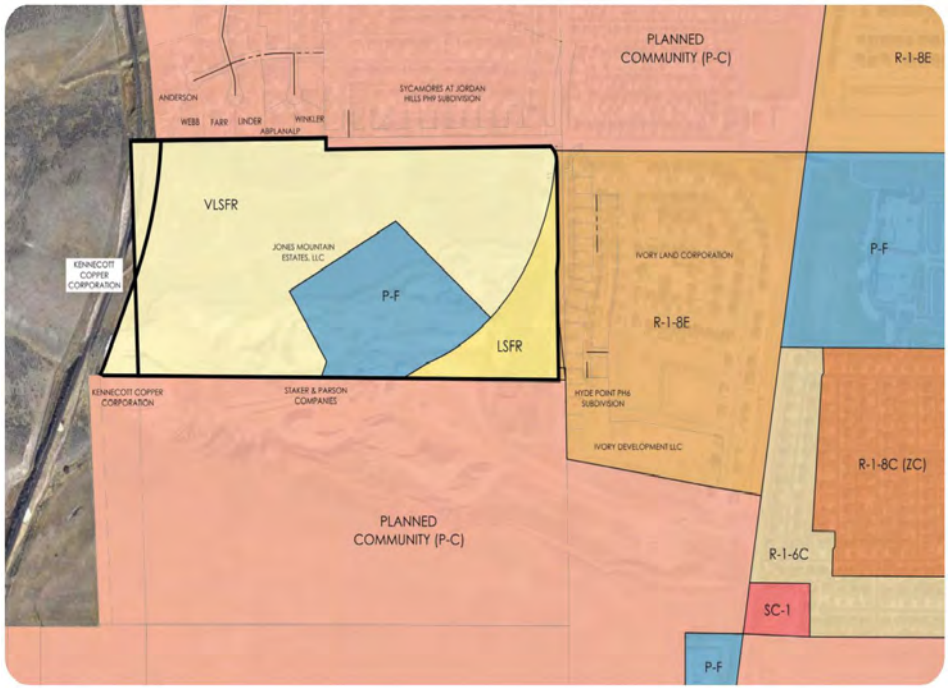
Low Density Residential, Parks and Open Land

LEGEND

- PROJECT BOUNDARY
- VERY LOW DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- FLUCTUATING DENSITY RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- PUBLIC FACILITIES
- FUTURE PARK
- PARKS AND OPEN LAND

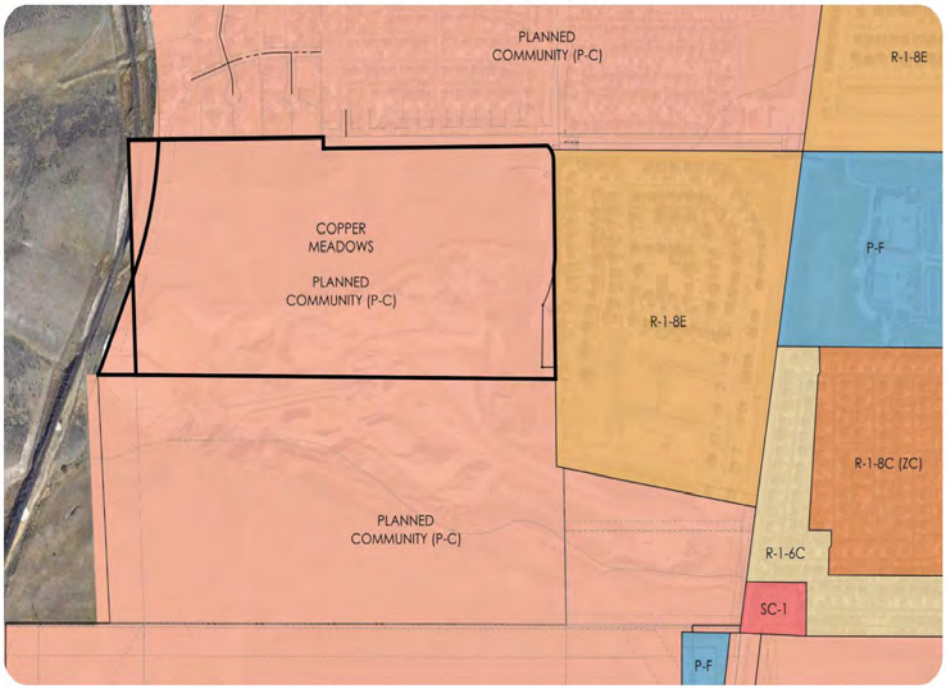
Zoning

The land is currently rolling farmlands on the north and a gravel operation that is intending to close on the south. It is bordered on the west by Kennecott's rail line, to the north by 8200 S and the Sycamores planned community, to the east by Stokesley Drive and a medium density Single Family community, and to the south by the Jones Ranch Planned Community with varying densities.



EXISTING ZONING

VLSFR (Very Low Density Single Family Residential),
LSFR (Low Density Single Family Residential), P-F (Public Facilities)



PROPOSED ZONING

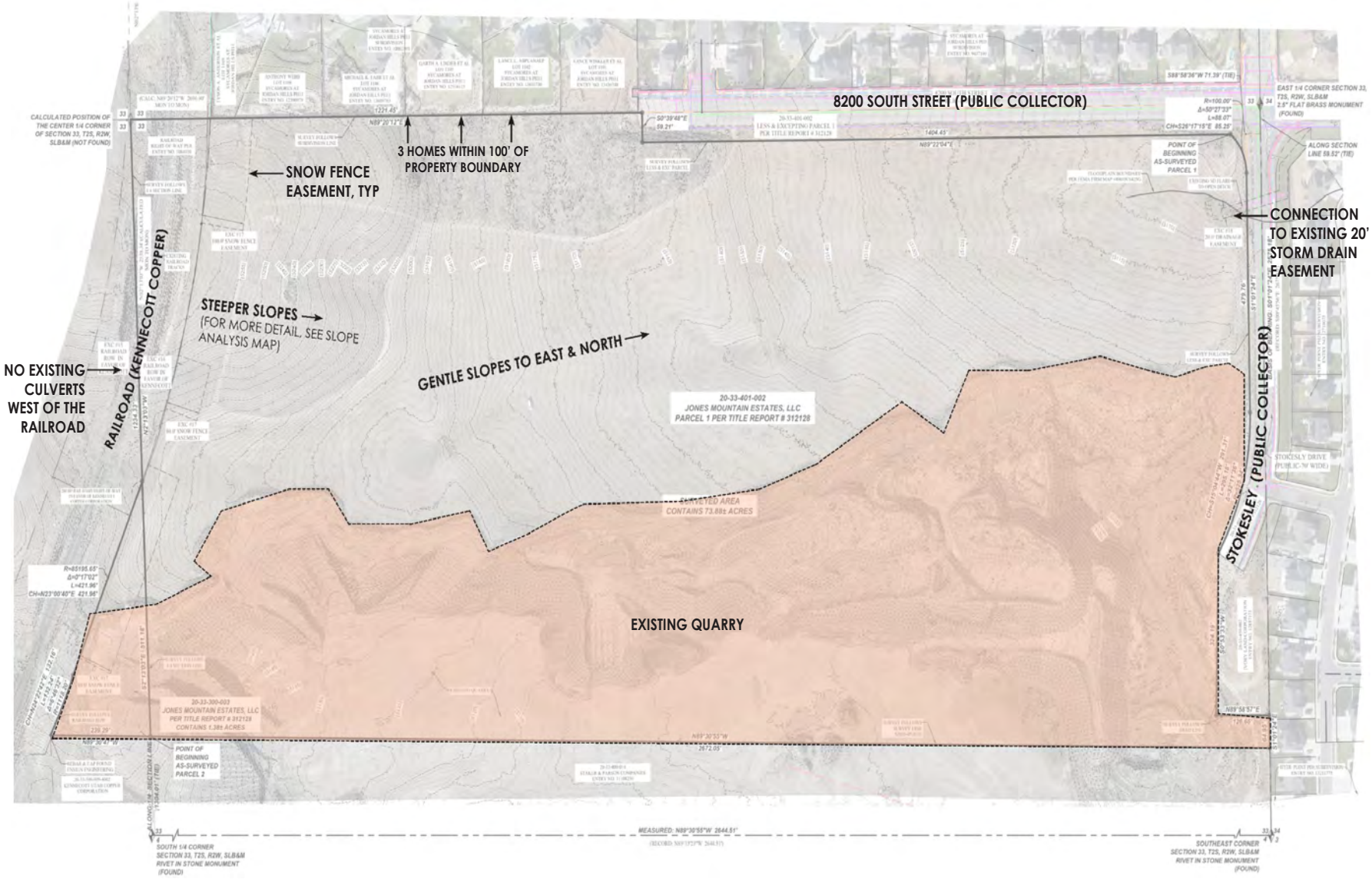
PC (Planned Community)

LEGEND

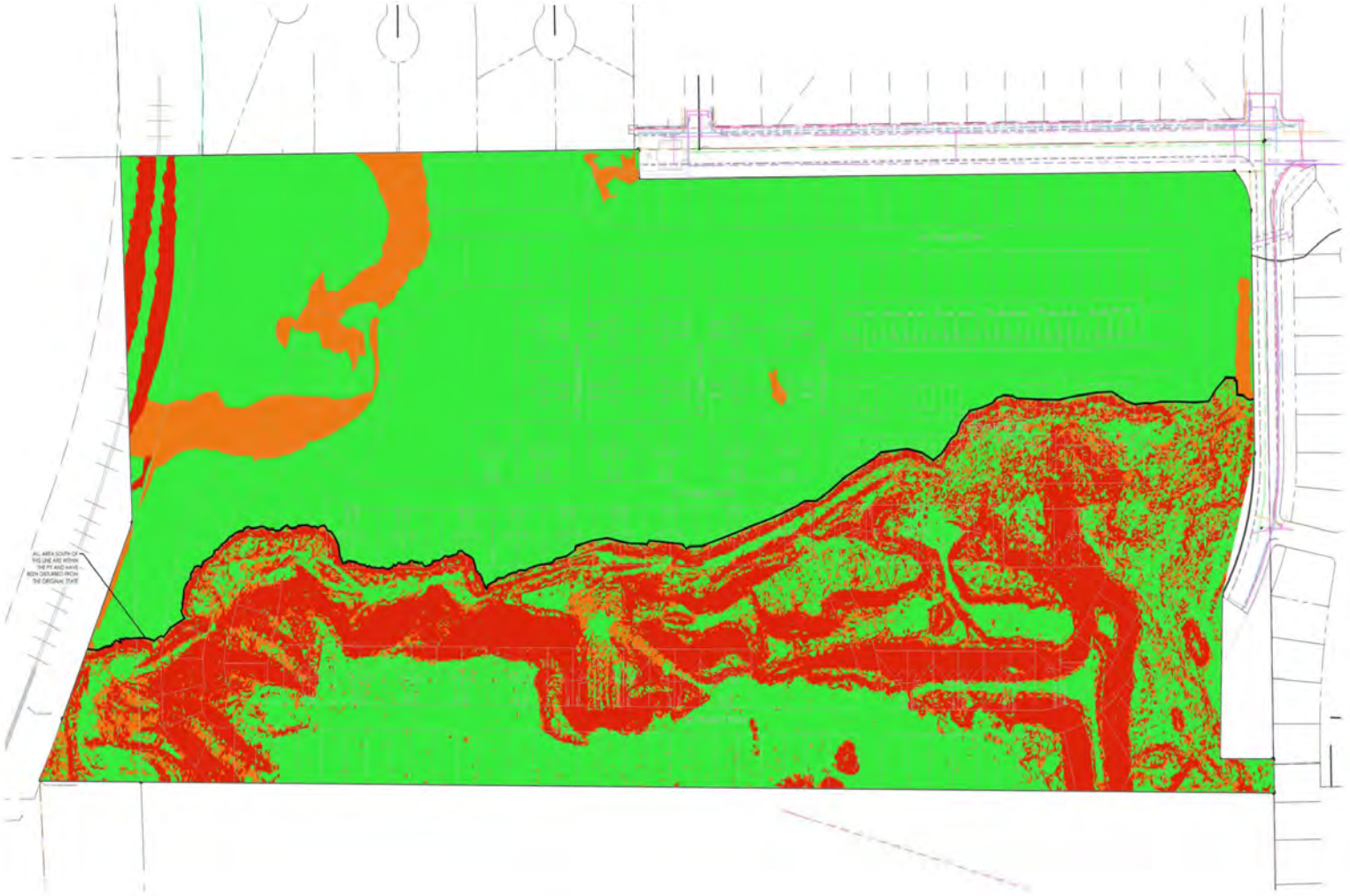
- PROJECT BOUNDARY
- VLSFR
- LSFR
- R-1-8E
- R-1-8C
- R-1-6C
- PLANNED COMMUNITY
- SC-1
- PUBLIC FACILITIES

Land Features

The land is currently rolling farmlands on the north and a gravel operation that is intending to close on the south. The gravel operation currently drops, on average, 58 feet to the bottom of the quarry. Mitigation will be required to make this land developable. We are proposing to relocate soil from this same site to fill the quarry to a developable and safe compaction level and slope. All West Jordan city requirements and code regulations will be followed regarding building near an existing railroad.



Slope Analysis



ID	Minimum Slope	Maximum Slope	Scheme: Reds
1	0.0319%	20.0000%	
2	20.0000%	30.0000%	
3	30.0000%	125644.9854%	

NOTE: COLORS SHOWN ARE FOR EXISTING SLOPES BASED ON FLIGHT SURFACE.



GRAPHIC SCALE

PROPOSED STANDARDS

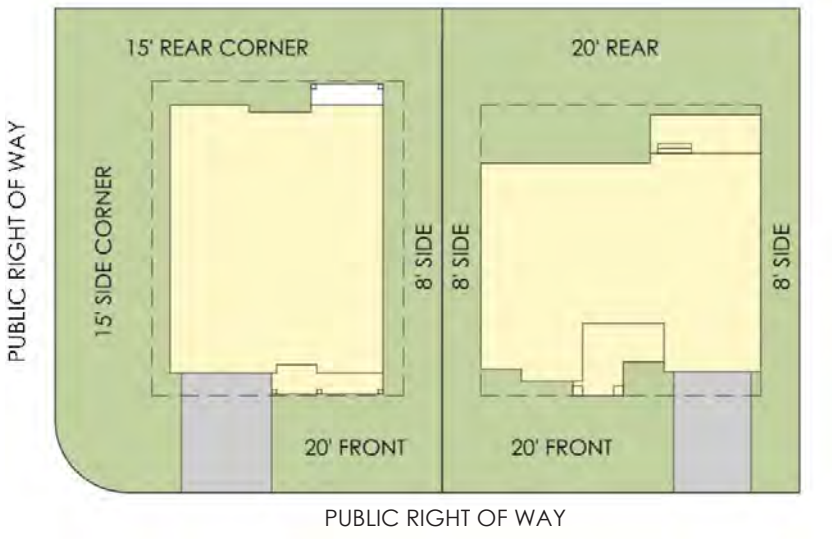
Residential Bulk & Intensity

	Townhomes		Single Family		
	Alley Load Townhomes	**Front-Load Townhomes**	**Cluster**	**Cottage**	**Estate**
Min. Lot Area	800 sq. ft.	800 sq. ft.	2,000 sq. ft.	5,000 sq. ft. 6,000 sq. ft. corner lot	7,000 sq. ft. 8,000 sq. ft. corner lot
Minimum Lot Width (Measured at Setback)	20'	24'	24'	50'	70'
Min. Front Yard Setback	12'	22'	10'	20' (25' to garage)	20' (25' to garage)
Minimum Side Yard Setback (Interior Lots)	15'	15'	5'	5' and 8' alternating, 13' combined	8'
Minimum Side Yard Setback (Corner Lots)	15'	15'	5'	15'	20'
Minimum Rear Yard Setback (Interior Lots)	5' or 22' (drive approach or driveway)	15'	3'	20'	20'
Minimum Rear Yard Setback (Corner Lots)	5' or 22' (drive approach or driveway)	15'	3'	15'	15'
Maximum Building Height	45'	45'	35'	35'	35'

Note:
1. Irregular shaped lots located along the circular portiotion of a cul-de-sac or knuckle may utilize a reduced minimum frontage of 35' at the right of way line of a public street.
2. Garage Doors facing a public street shall not comprise more than 50% of the ground floor facade, and shall be even with or recessed behind front facade or covered porch. (13-5c-5-C-B3 and13-5c-5-C-B1)

Single-Family Estate Lots

The Estate lots will include medium to large 2 or 3 story homes, with lots and setbacks sized per the Copper Meadows bulk and intensity table requirements. These homes will typically feature larger setbacks, larger yard space, and may have a 2 or a 3-car garage. **A minimum of 3% of the overall unit count shall be Single-Family Estate Lots.**



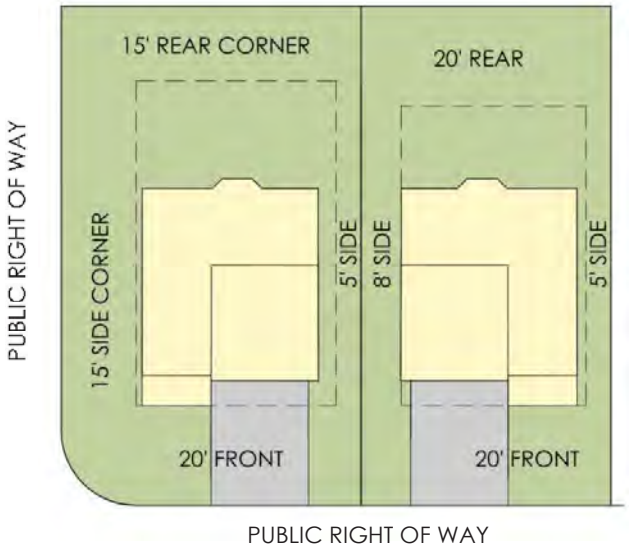
Setback Exhibit



Estate Home Examples

Single-Family Traditional Cottage Lots

The single-family cottage lots will feature narrower medium sized homes of 2 or 3 stories. The lots shall be sized per the Copper Meadows bulk and intensity requirements and will provide lots with private yards and integrate smaller traditional single-family detached homes into the community.



Setback Exhibit



Cottage Home Example

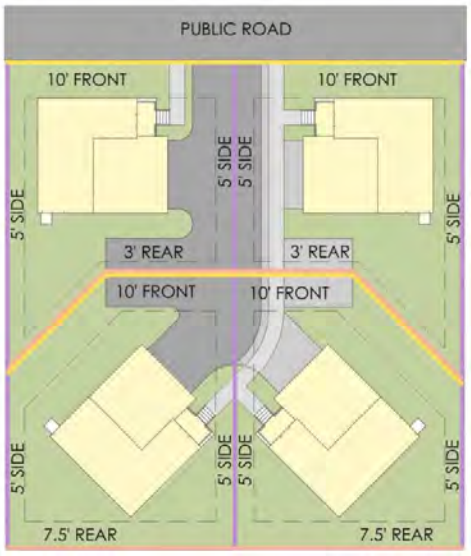
Single-Family Cluster Cottage Lots

Option A: Cluster
The cluster single family cottage lots will feature up to 4 homes on a private lane. The homes are able to maintain private, fenced yards and the cluster layout encourages social interactions and neighbor gatherings.

Option B: Rear-Load
Alternatively, a rear-load cottage home may be allowed, which would be placed in a more traditional arrangement on a private alley. See cluster exhibits for additional information on how the pedestrian access and utilities would be managed for the cluster and rear-load homes.

A maximum of 56% of the overall unit count shall be Single-Family Cluster Cottage Lots.

Option A



Option B



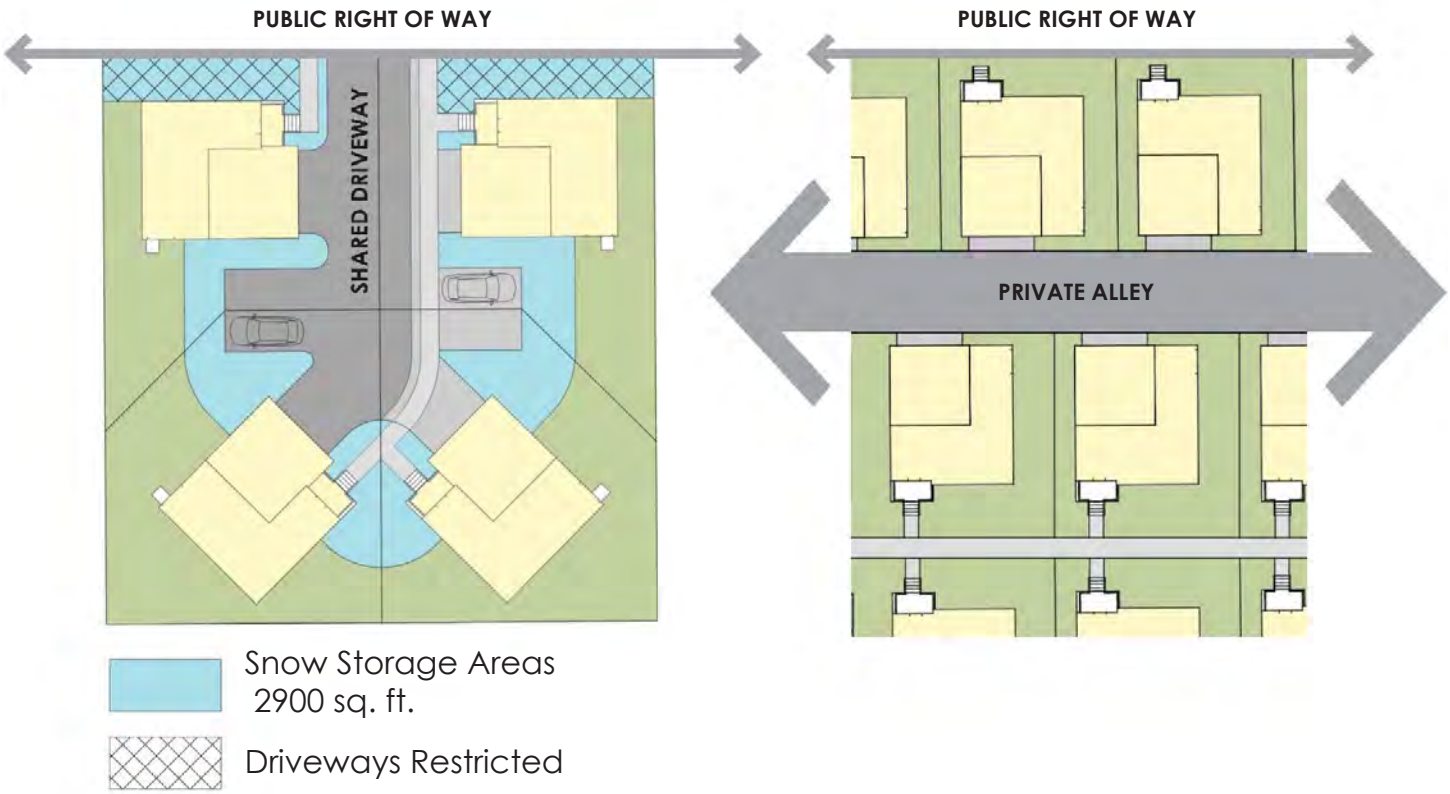
FRONT REAR SIDE

Setback Exhibits



Cottage Cluster Home Example

Cluster and Rear-Load Cottage Lots Example Layouts



NOTES

1. As shown in the examples above, a pedestrian walkway from each home to the public right of way shall be provided. Cluster home layouts to be approved at preliminary plat approval.
2. All surfacing materials shall be hard-surface material, but will be determined at preliminary plat approval.

Cluster Home Elevations

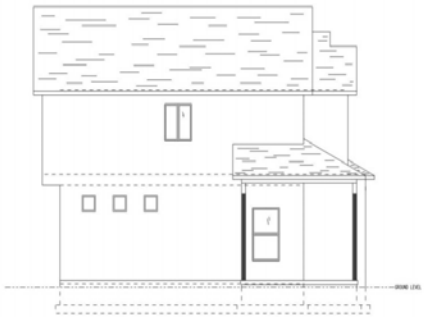
2-STORY



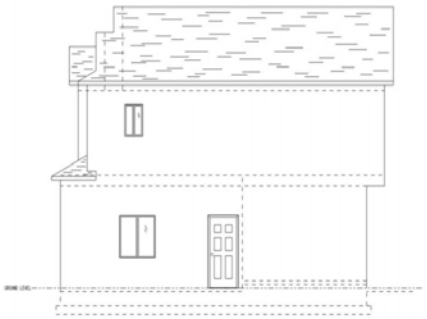
FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

3-STORY



FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

NOTES:

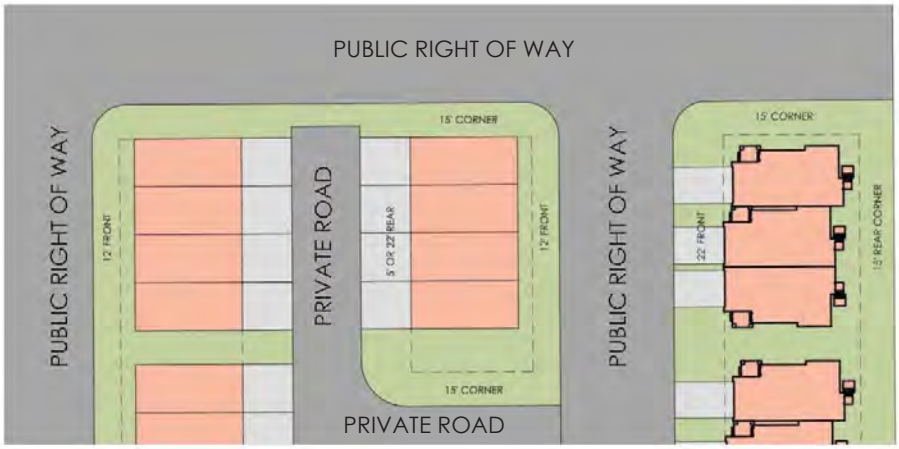
1. ALL BUILDINGS SHALL BE CONSTRUCTED AND DESIGNED SUCH THAT EACH BUILDING SHALL DEMONSTRATE A CONSISTENT LEVEL OF ARCHITECTURAL DETAIL ON FRONT AND CORNER ELEVATIONS FOR ALL LOT TYPES, PER CITY CODE 13-5L-7 G1.
2. NO BUILDING SHALL EXCEED 35' IN HEIGHT PER CITY CODE.
3. SETBACKS TO BE MEASURED FROM CANTILEVERED PORTION OF HOMES ON ALL APPLICABLE LOTS.

Townhomes

Front-load Townhome: The front-load townhomes shall be designed in accordance with the Copper Meadows bulk and intensity standards, including providing a minimum 22' length driveway. Front-load townhome buildings may be 2 or 3 stories and the unit garages/driveways may be accessed from a public or private roadway. Final layout will be approved through preliminary plat.

Rear-load Townhomes: The rear-load townhomes shall be designed in accordance with the Copper Meadows bulk and intensity standards and shall be accessed from a private road. Off-street guest parking shall be provided per city code requirements and approved at preliminary plat.

A common open space amenity area will be provided for gathering and play that will include either a tot-lot playground or pavilion for the townhome residents. **The allowed maximum percentage of townhome units is 17% (of total project units).**



Setback Exhibit



Townhomes Example

Architectural Design Guidelines

An attractive architectural style that places emphasis on building design and form is required. An emphasis will be placed on building materials, window placement and proportion, roof design, garage placement, color, and variety.

It is important that the massing of the homes be placed in such a way that it is comfortable on a human scale and that the overall project complements the existing homes in the adjacent community. There should be variation in individual building forms. Identical building elevations shall not be permitted within four (4) homes on the same street frontage or directly across the street. Elevations, if repeated, will vary in color and/or materials used.

The home rather than the garage shall be the primary emphasis of the front of a dwelling. Garages that dominate the streetscape displace the living space within the home and disconnect the residents of the home from the neighborhood and lessen "eyes on the street". All homes shall be designed so that garage door(s) are architecturally balanced with the rest of the home. Garages shall be set back a minimum of five feet (5') behind the front façade of the living area of the home or covered porch on the single family estate lots and traditional cottage lots. All three car garages shall have a minimum off-set of no less than 2 feet between the main garage door(s).

The main entrance to each home shall have a clear entry way from the public sidewalk to the front door, where the main entrance shall be oriented to the street to promote an active street. Covered porches are encouraged to provide a transition zone from the street to the home, and to also provide for informal socializing. Front porches are allowed to extend into the front yard setback by four feet (4') as to allow a greater emphasis be placed on the pedestrian entrance to the home.





Multiple roof lines should be used on all homes and shall have a pitch no less than 4:12 or more than 12:12. Overhang, porch, stoop, gable detail, and the interplay of horizontal lines with gables will complement the primary roof pitch. Varied roof forms, ridge lines and pitches are encouraged to reduce the bulk appearance of a home. Dormers are encouraged to help break up the mass of a roof. Roof materials shall display three-dimensional visual texture. Acceptable materials include, but are not limited to tile, slate, architectural or high-quality asphalt shingles. Builders are encouraged to use a variety of complementary roof materials and/or colors.

Brick or stone shall be required on the exterior of all dwellings. The minimum area (A) of brick or stone required (measured in square feet) shall be determined by multiplying the outside perimeter (P) of the foundation (measured in feet), including the garage, by two feet (2') (P x 2 = A). In order to encourage a variety of architectural design in residential construction, the requirement for exterior masonry may be modified if not less than four (4) of the following architectural features are combined in a design to create an overall architectural style for a residential building:

- Gabled, gambrel or hipped roof with a pitch of not less than six to twelve (6:12) and heavy architectural shingles or tile
- Cornices
- 6/6 or 12/12 double hung windows with shutters
- Portico, sidelights and fan light
- Pediment entry with transom window
- Dormers
- Towers with conical roof
- Scallops or sunbursts
- Attached gazebos integrated into the front porch
- Front porches not less than six feet (6') in width with an integrated decorative railing



If it is determined that an architectural style has been established using the features described above, city planning staff may either: 1. Approve the use of clapboard, hardiboard or similar siding of not less than six inches (6") in height, with corner boards on one hundred percent (100%) of the exterior of the building (no aluminum or vinyl siding shall be permitted); or 2. Reduce the square footage or percentage of required brick, stone or stucco.

Corner homes should be specifically designed to include wrap-around and consistent architecture to these visible sides. If a material is wrapped around the corners of frontage elevations, that material must be continued to a reverse corner, a side wall privacy fence or a change in wall plane. The return may not be less than sixteen inches (16"). Mid-height wainscot wrapping shall extend no less than four feet (4') around frontage corners.







Homes shall be designed to maintain the scale of the entire neighborhood with respect to height, bulk, and structure size. No home should be over-powering in height or size when compared with other homes in the neighborhood. Lots in Copper Meadows may be sold individually. The intent is that each lot will end up with a custom/semi-custom home designed using the same architectural standards as set forth in this document, eliminate the "cookie-cutter" approach to home building, and provide a greater variety of homes in the neighborhood.

To ensure that homes incorporate features and designs as set forth in the Copper Meadows Buildings and Structures standards, each floor plan to be used will go through the Design Review Committee (DRC) review prior to submitting building plans to West Jordan City. The DRC will provide a signed review upon approval. An approved floor plan then can be used on multiple lots as long as it meets the criteria stated previously about placement and elevation variation.

The photos on this and the previous pages represent architectural features that may be used in Copper Meadows. Other floorplans and elevations that meet the design criteria are not excluded from being submitted to the DRC for review.

Bubble Plan



SINGLE-FAMILY RESIDENTIAL

MULTI-FAMILY RESIDENTIAL

OPEN SPACE

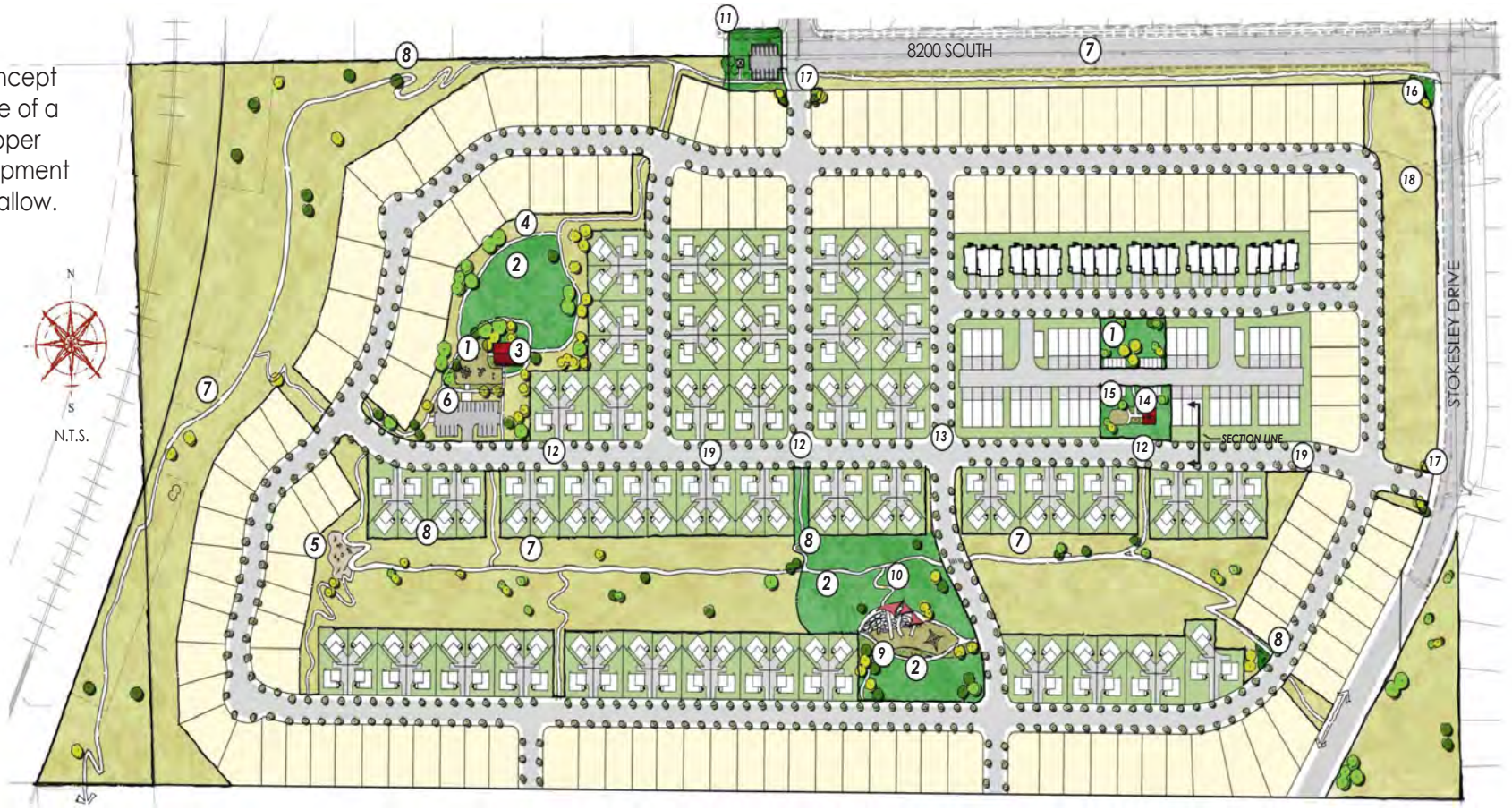
NOTES

1. Boundaries and locations of all open space areas may be adjusted by developer, but shall not result in less than the overall 20% required open space.

Conceptual Master Plan Example

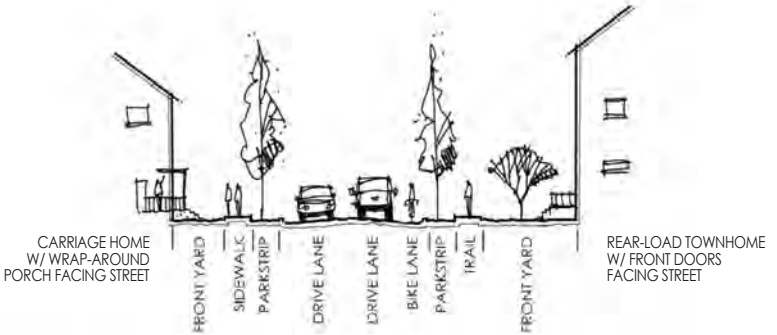
The illustrative concept shows an example of a plan that the Copper Meadows development standards would allow.

The final layout, unit count, open space, and amenity locations shall be approved through preliminary plat.



OPEN SPACE / AMENITY KEY

1 PLAYGROUND
2 OPEN PLAY FIELD
3 LARGE PAVILION
4 PARK TRAIL CONNECTIONS
5 NATURAL PLAY AREA
6 PARKING LOT
7 TRAILS
8 TRAIL-SIDE AMENITY
9 AMPHITHEATER
10 HILL SLIDES / PLAYGROUND
11 TRAILHEAD & PARKING
12 CROSSWALK / SPEED TABLE
13 INTERSECTION TREATMENT
14 GUEST PARKING
15 SMALL PAVILION
16 PRIMARY ENTRY FEATURE
17 SECONDARY ENTRY FEATUR
18 STORMWATER DETENTION
19 WALKABLE "CORE" STREET



WALKABLE "CORE" STREET - CONCEPTUAL CROSS SECTION

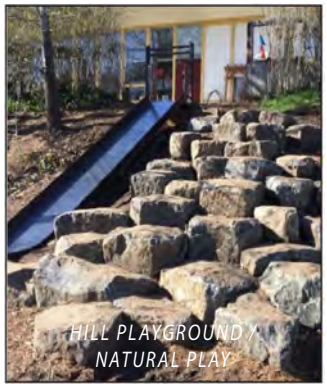
Examples Of Potential Amenities

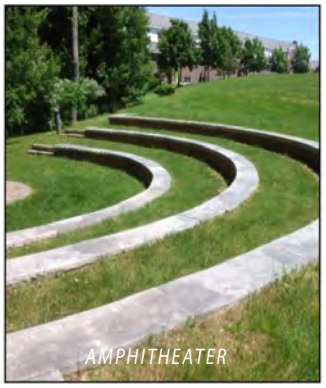
Copper Meadows will provide a variety of amenities for residents to enjoy. These photos show examples of potential amenities that could be included in the open spaces and parks throughout the development.


PLAYGROUND


PAVILION


PLAYGROUND

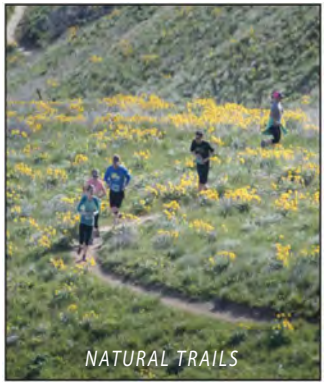

HILL PLAYGROUND / NATURAL PLAY


AMPHITHEATER


ASPHALT TRAIL


PLAYGROUND


PATH & TRAILS IN PARK


NATURAL TRAILS


HAMMOCKS


OPEN LAWN AREA


NATURAL PLAY


VIEW POINT ALONG TRAIL


NATURAL BOULDER PLAY

Open Space

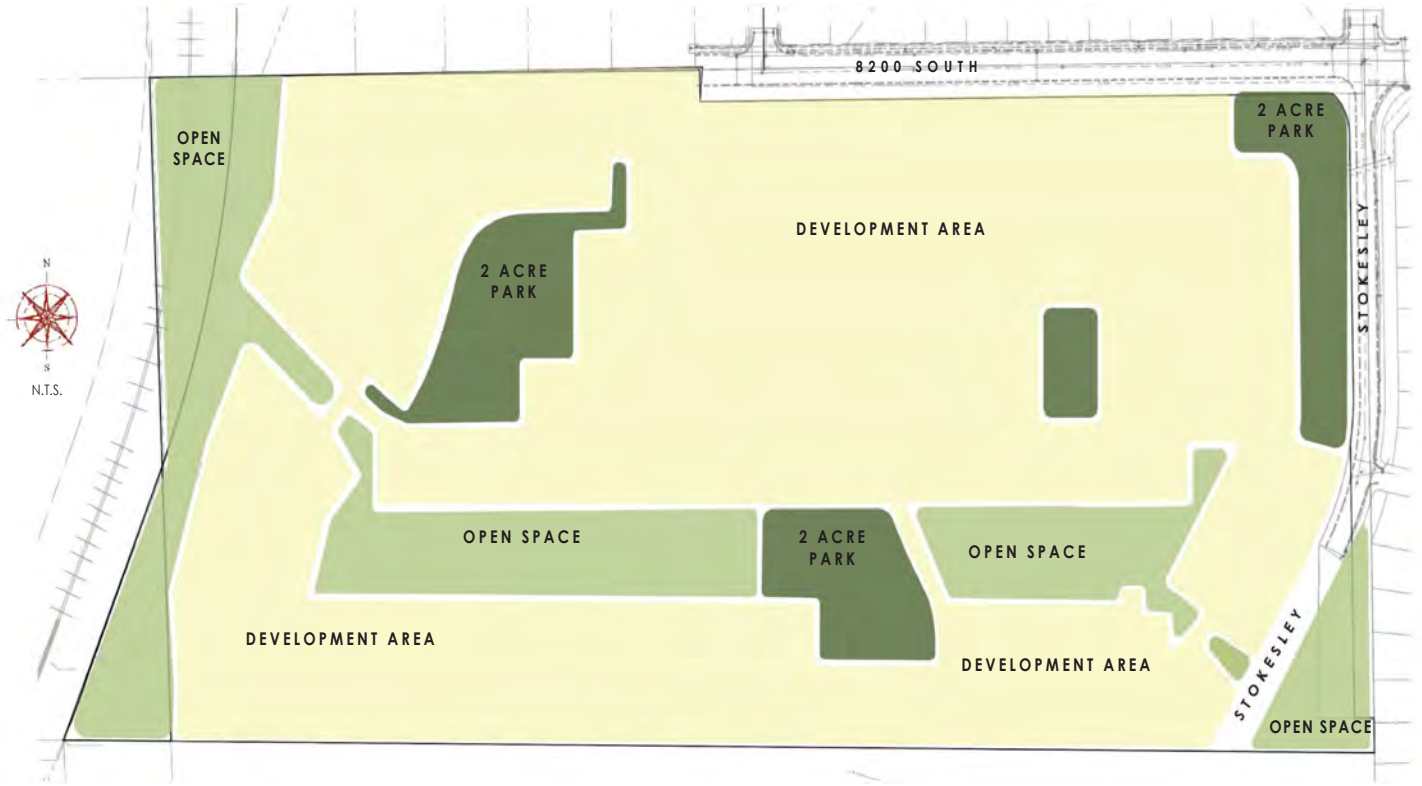
Parks, open spaces and trails are planned throughout Copper Meadows community with the intent to create an attractive neighborhood, provide recreation opportunities, encourage social interactions. and create a distinct visual character. Open space will meet the city's open space and amenity requirements as described in city standards and the PC ordinance .

Based on the overall planned unit count of 376 and in addition to all required amenities (trails, open space, parks, etc.), two (2) additional amenities shall be provided as defined in subsections E1 through E9 of this section and as described in the Master Development Plan. More than one additional amenity may be provided from a single category, and there is no requirement to provide additional amenities from any given category.

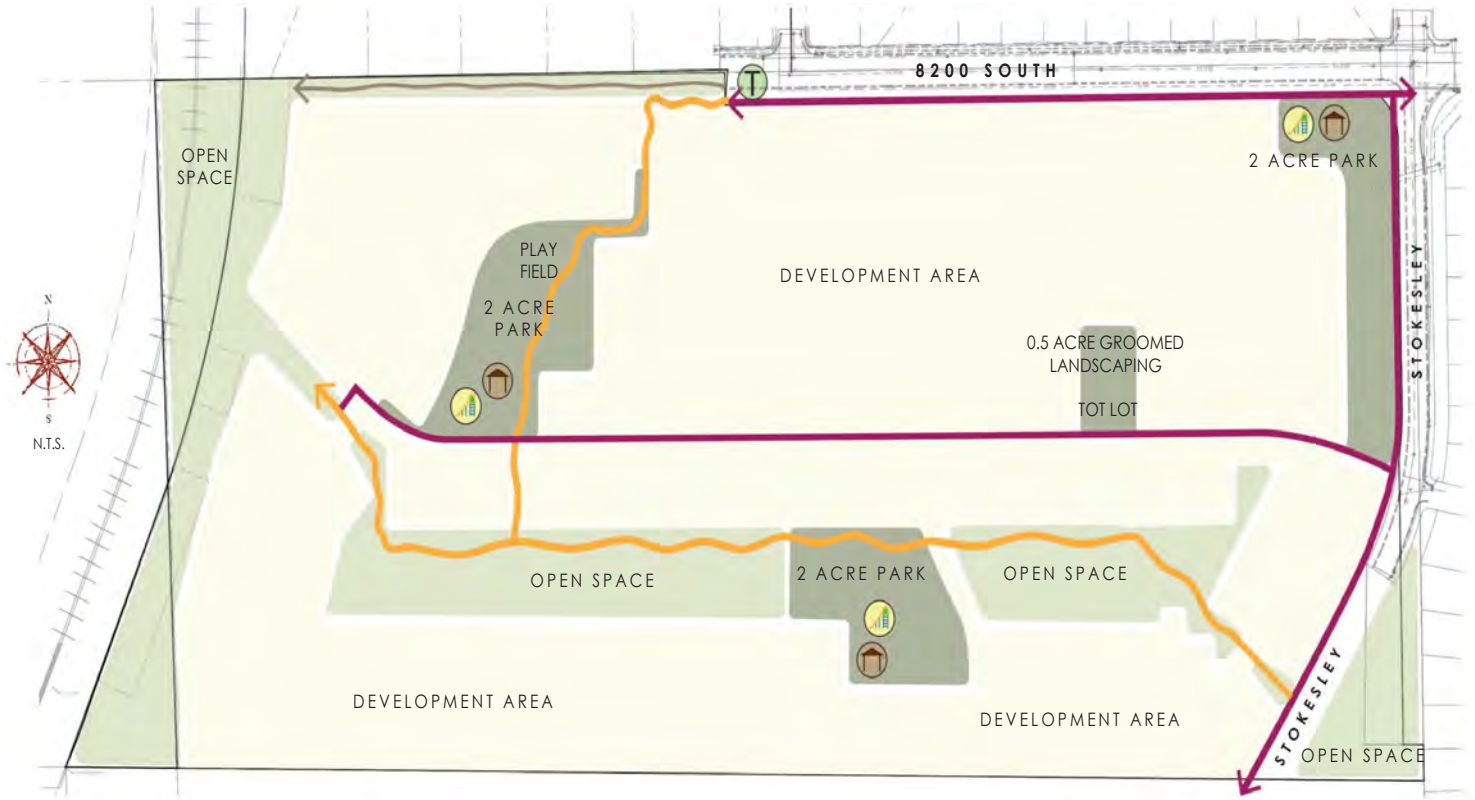
OPEN SPACE NOTES

1. A minimum of 20% of the gross area shall be retained in permanent open space and/or open land and/or parks. As a part of the required 20%, a minimum of 8% shall be developed as groomed irrigated usable open space and parks.
2. HOA to maintain and own all open space.
3. This open space map is provided as an example only. Open space boundaries and locations may change, but shall not result in less than the overall 20% required or the 8% groomed and improved required.
4. No areas with slopes of 30% or greater shall count toward the open space requirements.

	Total Required O.S. = 20% (76 acres x 0.2 (20%) = **15.2 acres**)
	Required Groomed & Irrigated O.S. = 8% (76 x 0.08 (8%) = **6.08 acres**)
	Passive: (76 acres x 0.12 (12%) = **9.12 acres**)



Amenities



30" SOFT SURFACE TRAIL

12' ASPHALT TRAIL

8-10' CONCRETE SIDEWALK/TRAIL

TRAILHEAD W/ PARKING

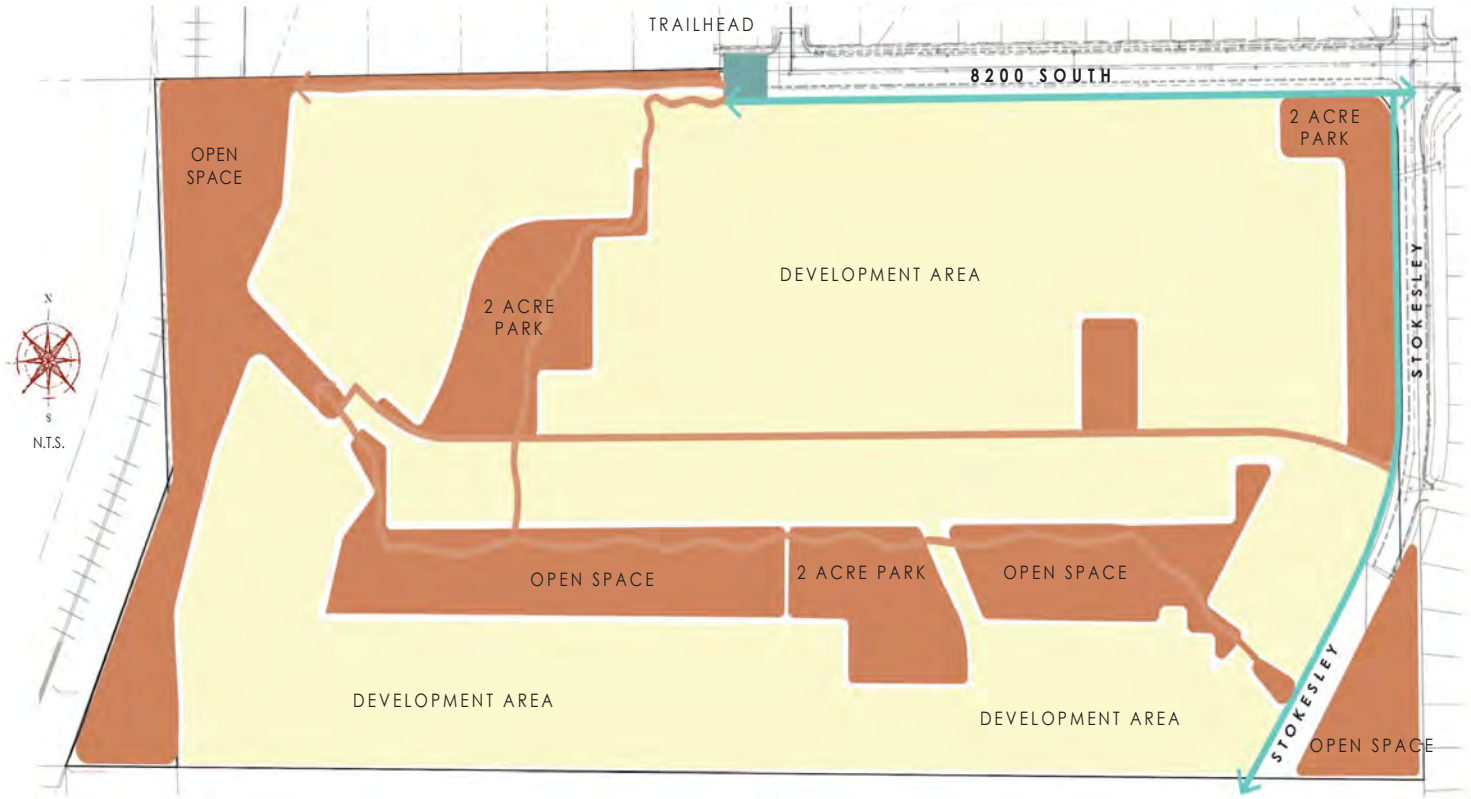
PLAYGROUND

PAVILION

AMENITY NOTES

1. Amenities provided in Copper Meadows shall follow the 13-5C-6E Planned Community ordinance including the provision of two (2) additional amenities based on residential unit count of 376, which falls in the range of 200-500 per the city ordinance. The two amenities will be an additional playground in the townhome common open space and three (3) community entry monuments in key locations.
2. One (1) pavilion and one (1) playground will be provided in each of the 2-acre parks, for a total of two (2) pavilions and two (2) playgrounds. One (1) additional tot lot playground will be provided in the townhome common open space.
3. A 12' asphalt trail will be provided that connects the Stokesley trail with the western open space. Additional trails and pedestrian connectivity will be included throughout the project to provide connectivity to existing and future West Jordan City trails and sidewalks.
4. Traffic calming devices will be provided in certain locations as recommended by city staff and approved through preliminary plat approvals.

Ownership & Maintenance



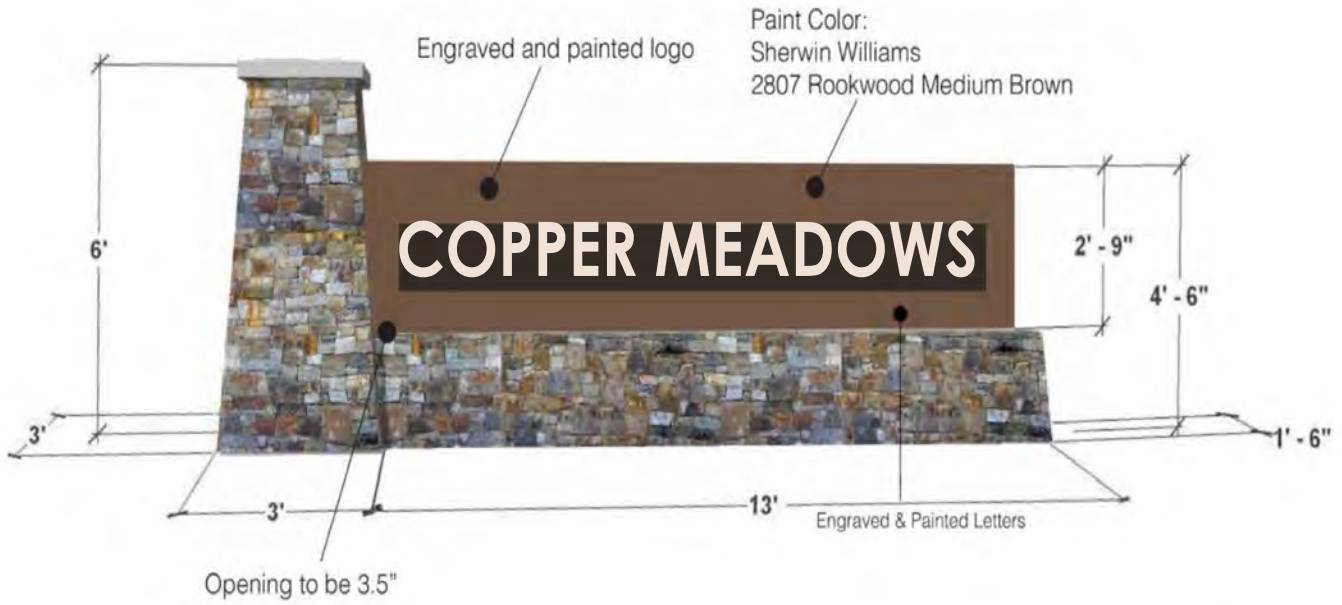
HOA OWNED & MAINTAINED

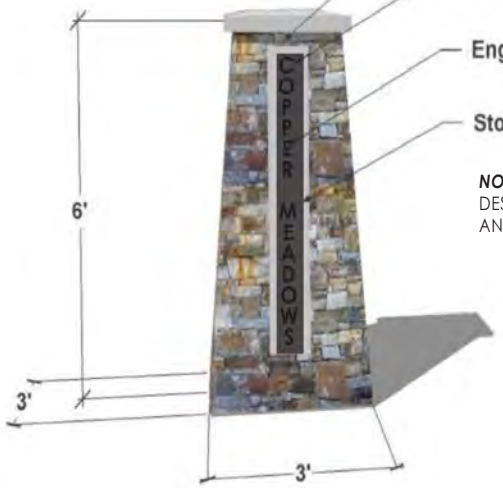
CITY OWNED & MAINTAINED

OWNERSHIP NOTES

1. HOA to maintain and own all open space, as well as all trails not included in public right of ways.
2. HOA to maintain and own all private roads, alleys, and lanes and utilities within them, except individual laterals that service one home.
3. City to own and maintain the trailhead at the west end of 8200 South.

Entry Monument Design





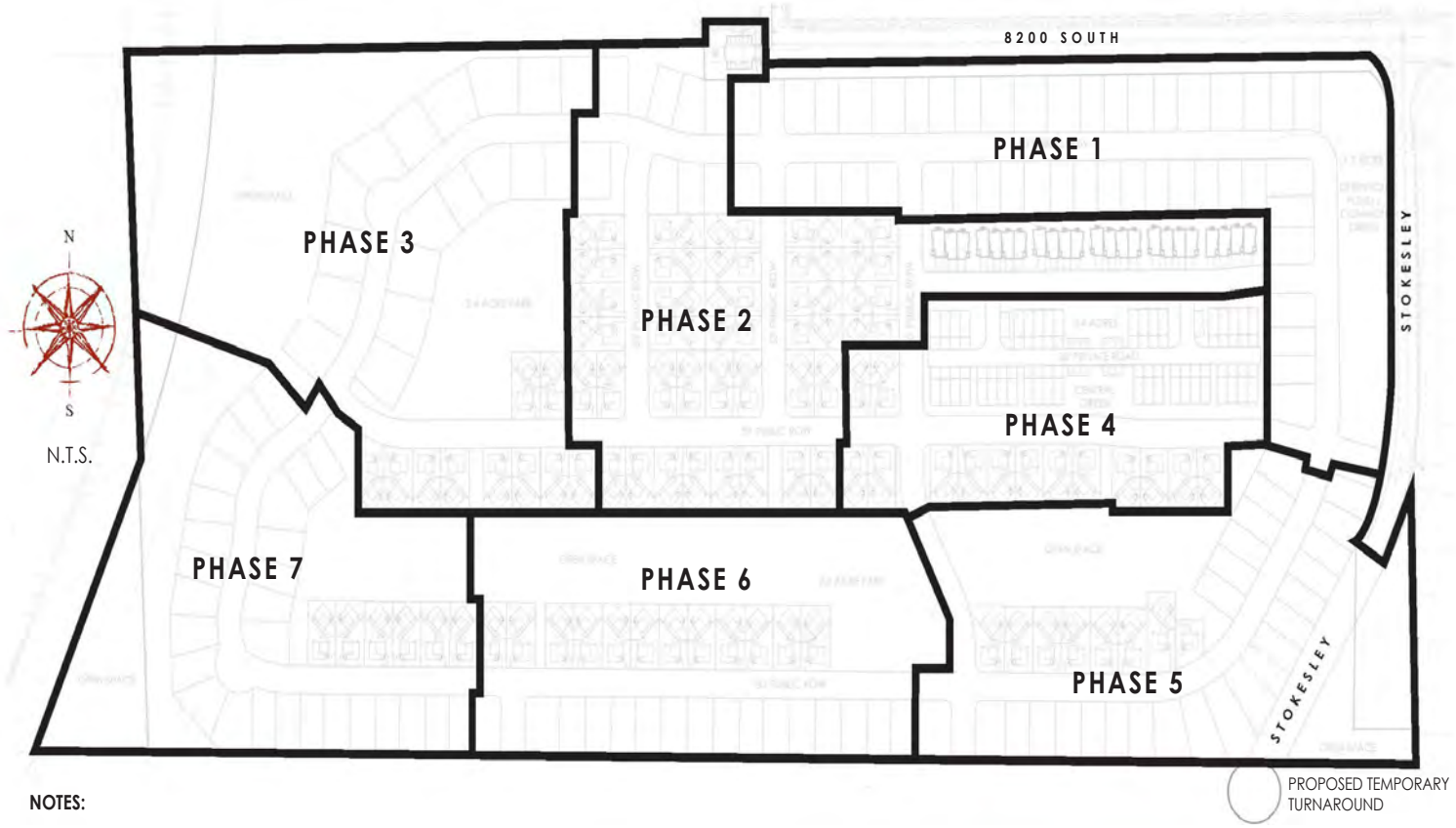
NOTE:
DESIGNS PROVIDED AS EXAMPLES ONLY
AND MAY BE SUBJECT TO CHANGE.

Example Phasing Of Potential Concept

Phasing

Each phase must work as a stand-alone phases and function independent of the other phases. Road and lot phasing will be approved at preliminary plat submittal and will follow West Jordan City and NFPA (fire protection) standards for development, including maximum number of units on a single access, temporary turnarounds for roads with a length greater than 150', minimum turnaround radii, utility servicing, temporary accesses, as well as other city requirements at preliminary plan submittal.

Open space areas will be constructed with the adjacent residential phase(s). The unimproved areas along 8200 South and Stokesley shall be improved with the Copper Meadows project phase that is directly adjacent to the roadway.



NOTES:

1. Number of phases & specific phase boundaries may change at any time, and each phase will be approved through the preliminary plat approval process.
2. The unimproved areas within the 8200 South ROW and Stokesley ROW shall be improved with the directly adjacent Copper Meadows project phase.
3. Temporary turnaround to be constructed on Stokesley Drive.

Grading, Drainage, & Geotechnical Narrative

Site Grading

The site grading design will be included with the preliminary plans of the project. All open space of the project will be graded to be less than 30% slopes. The city standards for pond design and calculations will be used for the preliminary and final design of the storm drain ponds and infrastructure. This site currently has an active gravel pit encumbering a large portion of the property this will require additional significant grading above and beyond a normal project to create a developable site for a subdivision. These considerations will be shown to the staff at preliminary and final design to address concerns and to create a site that can work after the gravel pit is no longer in operation.

Site Drainage

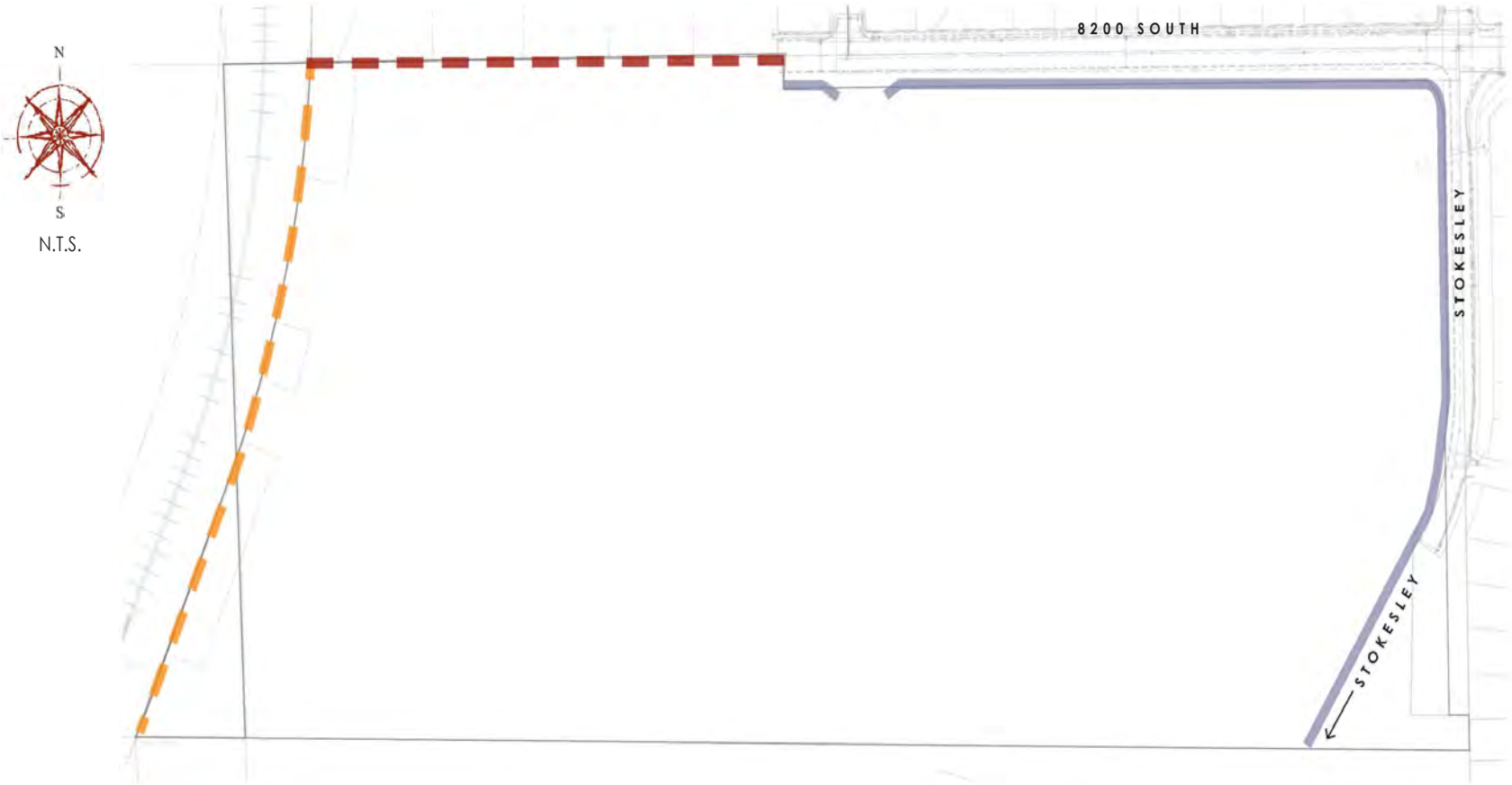
The site drainage design will be included with the preliminary plans of the project. Private roads, alleys, and shared driveways will drain to the public street. The current outfall of the project for storm drain is located south of the intersection of 8200 South and Stokesley Drive. The city standards for pond design and calculations will be used for the preliminary and final design of the storm drain ponds and infrastructure. LID guidelines will also be followed. This project does not have any off-site flows from the west of the Railroad. This project is within the Primary Recharge Zone and Bedrock Recharge Zone as classified by USGS. The project will conform to all city code regarding these zones during the preliminary and final design stages. Based on the West Jordan City Info Map, this project does not fall within any of the drinking water protection zones as classified by West Jordan City. See conceptual detention pond calculations on page 55.

Geotechnical

Prior to preliminary approval a full Geotechnical and Geologic Hazards Study will be conducted and submitted to the city for review.

Prior to final approval of any phase that has cuts or fills above 6' a Construction Quality Assurance plan will be submitted to the city for review and this is to be a guiding document for construction methodologies related to the geotechnical and geologic hazards study recommendations.

Wall & Fencing Plan



LEGEND

- PROPOSED 6' MASONRY WALL
- EXISTING 6' VINYL FENCE
- EXISTING 6' CHAIN LINK FENCE

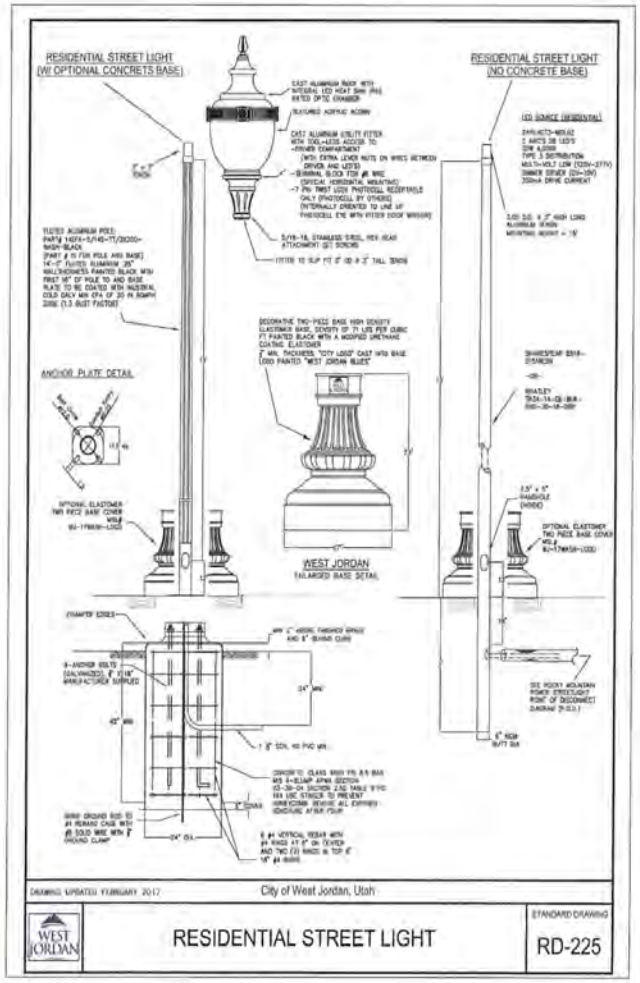
NOTES

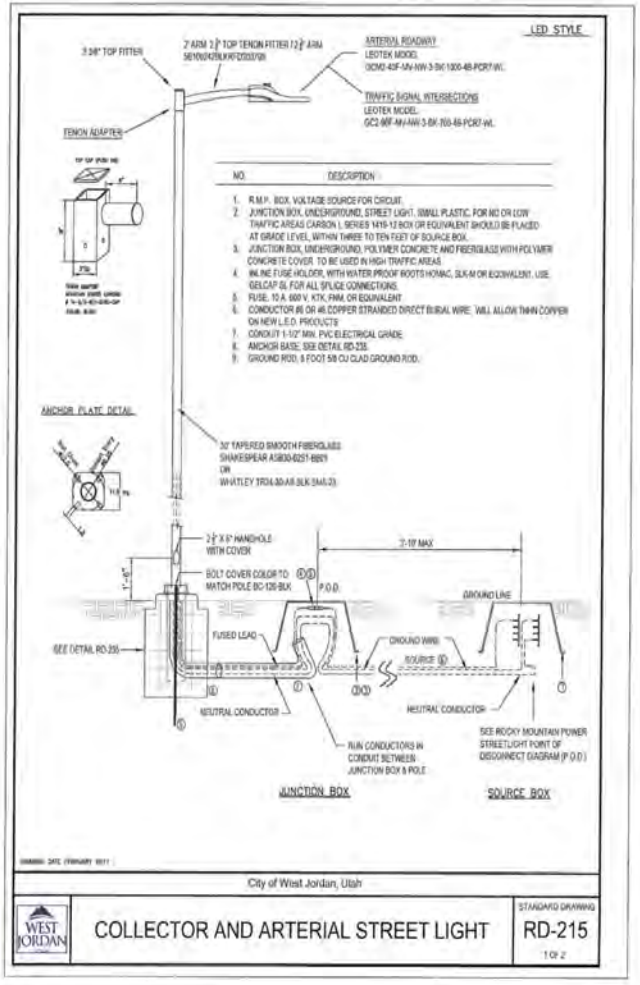
1. All internal fencing to be determined and approved with preliminary design and follow West Jordan City code.
2. Individual property owners to maintain fences surrounding their property. HOA to maintain walls on Stokesley and 8200 South.
3. If open space abuts 8200 South or Stokesley, the 6' masonry will not be installed along the open space.

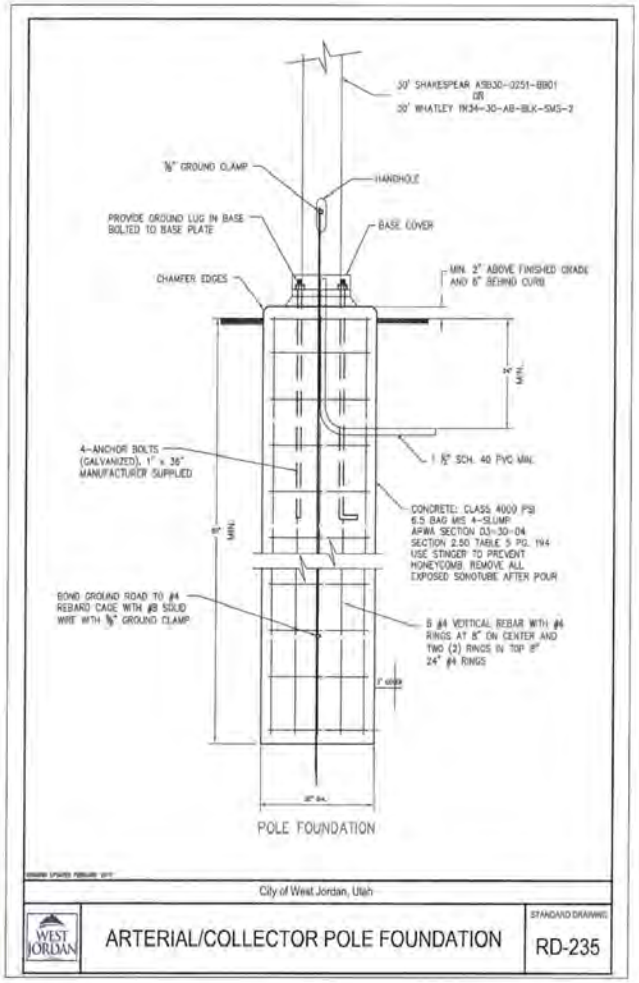


EXAMPLE OF POTENTIAL MASONRY WALL.

Lighting Plan





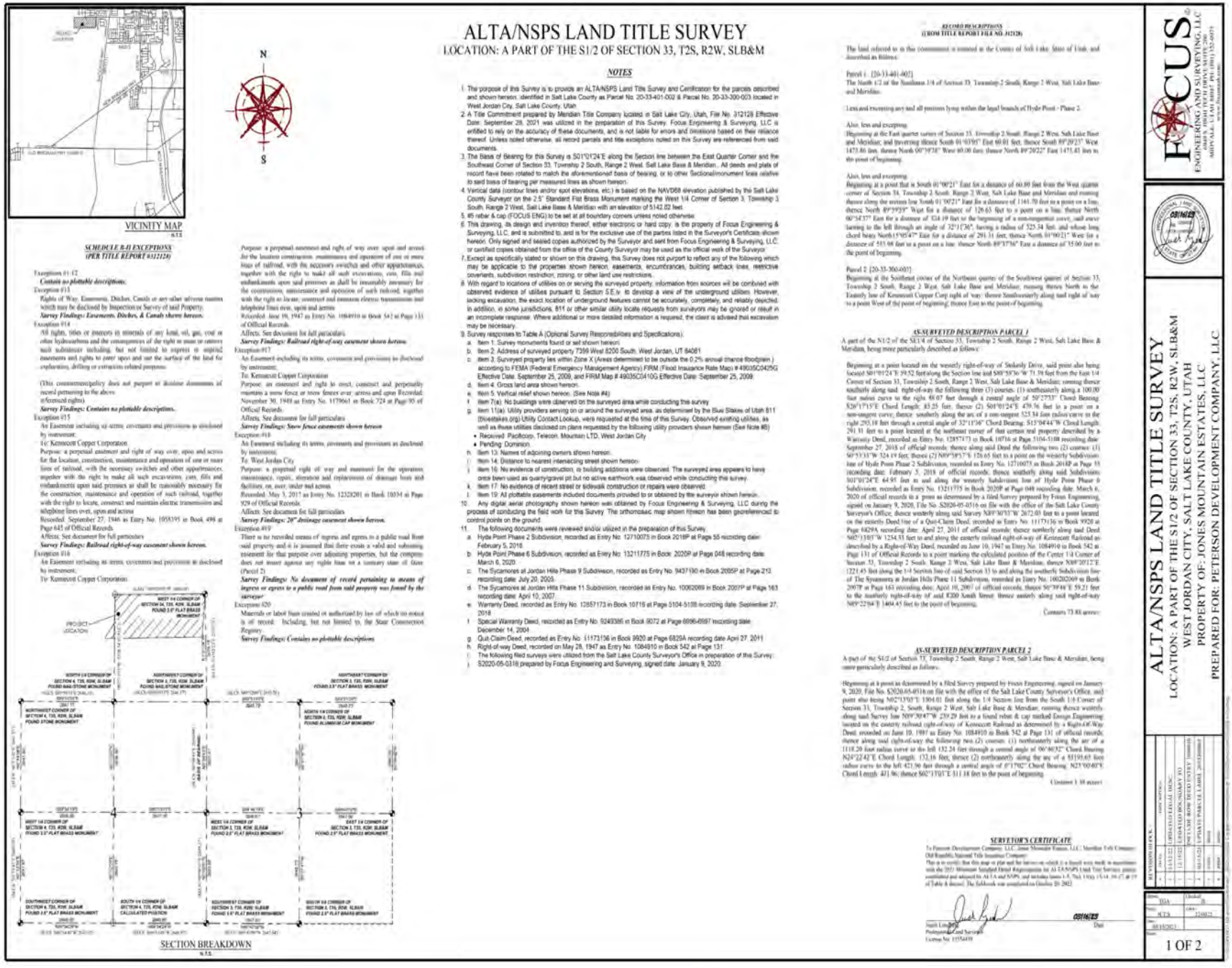


Lighting

The lighting throughout the Copper Meadows will follow West Jordan City standard street lighting for Residential & Collector streets. Street light locations will be determined with the preliminary plat process.

SURVEY DATA

Alta Survey (1 of 2)



ALTA/NSPS LAND TITLE SURVEY
LOCATION: A PART OF THE S1/2 OF SECTION 33, T2S, R2W, SLB&M

NOTES

1. The purpose of this Survey is to provide an ALTA/NSPS Land Title Survey and Certification for the parcels described and shown hereon, identified in Salt Lake County as Parcel No. 20-33-401-002 & Parcel No. 20-33-300-003 located in West Jordan City, Salt Lake County, Utah.
2. A Title Commitment prepared by Meridian Title Company located in Salt Lake City, Utah, File No. 312128 Effective Date: September 28, 2021 was utilized in the preparation of this Survey. Focus Engineering & Surveying, LLC is entitled to rely on the accuracy of these documents, and is not liable for errors and omissions based on their reliance thereof. Unless noted otherwise, all record parcels and title exceptions noted on this Survey are referenced from said documents.
3. The Basis of Bearing for this Survey is S01°01'24"E along the Section line between the East Quarter Corner and the Southeast Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian.. All deeds and plats of record have been rotated to match the aforementioned basis of bearing, or to other Sectional/monument lines relative to said basis of bearing per measured lines as shown hereon.
4. Vertical data (contour lines and/or spot elevations, etc.) is based on the NAVD88 elevation published by the Salt Lake County Surveyor on the 2.5" Standard Flat Brass Monument marking the West 1/4 Corner of Section 3, Township 3 South, Range 2 West, Salt Lake Base & Meridian with an elevation of 5142.02 feet.
5. #5 rebar & cap (FOCUS ENG) to be set at all boundary corners unless noted otherwise.
6. This drawing, its design and invention thereof, either electronic or hard copy, is the property of Focus Engineering & Surveying, LLC, and is submitted to, and is for the exclusive use of the parties listed in the Surveyor's Certificate shown hereon. Only signed and sealed copies authorized by the Surveyor and sent from Focus Engineering & Surveying, LLC or certified copies obtained from the office of the County Surveyor may be used as the official work of the Surveyor.
7. Except as specifically stated or shown on this drawing, this Survey does not purport to reflect any of the following which may be applicable to the properties shown hereon: easements, encumbrances, building setback lines, restrictive covenants, subdivision restriction, zoning, or other land use restrictions.
8. With regard to locations of utilities on or serving the surveyed property; information from sources will be combined with observed evidence of utilities pursuant to Section 5.E.iv to develop a view of the underground utilities. However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. In addition, in some jurisdictions, 811 or other similar utility locate requests from surveyors may be ignored or result in an incomplete response. Where additional or more detailed information is required, the client is advised that excavation may be necessary.
9. Survey responses to Table A (Optional Survey Responsibilities and Specifications):
   a. Item 1: Survey monuments found or set shown hereon
   b. Item 2: Address of surveyed property 7399 West 8200 South, West Jordan, UT 84081
   c. Item 3: Surveyed property lies within Zone X (Areas determined to be outside the 0.2% annual chance floodplain.) according to FEMA (Federal Emergency Management Agency) FIRM (Flood Insurance Rate Map) # 49035C0425G Effective Date: September 25, 2009, and FIRM Map # 49035C0410G Effective Date: September 25, 2009.
   d. Item 4: Gross land area shown hereon.
   e. Item 5: Vertical relief shown hereon. (See Note #4)
   f. Item 7(a): No buildings were observed on the surveyed area while conducting this survey
   g. Item 11(a): Utility providers serving on or around the surveyed area; as determined by the Blue Stakes of Utah 811 (bluestakes.org) Utility Contact Lookup, were requested at the time of this Survey. Observed existing utilities, as well as those utilities disclosed on plans requested by the following utility providers shown hereon (See Note #8)
      - Received: Pacificorp, Telecom, Mountain LTD, West Jordan City
      - Pending: Dominion
   h. Item 13: Names of adjoining owners shown hereon.
   i. Item 14: Distance to nearest intersecting street shown hereon.
   j. Item 16: No evidence of construction, or building additions were observed. The surveyed area appears to have once been used as quarry/gravel pit but no active earthwork was observed while conducting this survey.
   k. Item 17: No evidence of recent street or sidewalk construction or repairs were observed.
   l. Item 19: All plottable easements included documents provided to or obtained by this surveyor shown hereon.
10. Any digital aerial photography shown hereon was obtained by Focus Engineering & Surveying, LLC during the process of conducting the field work for this Survey. The orthomosaic map shown hereon has been georeferenced to control points on the ground.
11. The following documents were reviewed and/or utilized in the preparation of this Survey.
   a. Hyde Point Phase 2 Subdivision, recorded as Entry No. 12710075 in Book 2018P at Page 55 recording date: February 5, 2018.
   b. Hyde Point Phase 6 Subdivision, recorded as Entry No. 13211775 in Book 2020P at Page 048 recording date: March 6, 2020.
   c. The Sycamores at Jordan Hills Phase 9 Subdivision, recorded as Entry No. 9437190 in Book 2005P at Page 213 recording date: July 20, 2005.
   d. The Sycamores at Jordan Hills Phase 11 Subdivision, recorded as Entry No. 10062089 in Book 2007P at Page 163 recording date: April 10, 2007.
   e. Warranty Deed, recorded as Entry No. 12857173 in Book 10715 at Page 5104-5108 recording date: September 27, 2018
   f. Special Warranty Deed, recorded as Entry No. 9249386 in Book 8072 at Page 6696-6697 recording date: December 14, 2004
   g. Quit-Claim Deed, recorded as Entry No. 11773136 in Book 9920 at Page 6829A recording date April 27, 2011
   h. Right-of-way Deed, recorded on May 28, 1947 as Entry No. 1084910 in Book 542 at Page 131
   i. The following filed surveys were utilized from the Salt Lake County Surveyor's Office in preparation of this Survey: S2020-05-0318 prepared by Focus Engineering and Surveying, signed date: January 9, 2020.

RECORD DESCRIPTIONS
(FROM TITLE REPORT FILE NO. 312128)

The land referred to in this commitment is situated in the County of Salt Lake, State of Utah, and described as follows:

Parcel 1: [20-33-401-002]
The North 1/2 of the Southeast 1/4 of Section 33, Township 2 South, Range 2 West, Salt Lake Base and Meridian.

Less and excepting any and all portions lying within the legal bounds of Hyde Point - Phase 2.

Also, less and excepting:
Beginning at the East quarter corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base and Meridian; and traversing thence South 01°03'05" East 60.01 feet; thence South 89°20'27" West 1473.86 feet; thence North 00°39'38" West 60.00 feet; thence North 89°20'22" East 1473.43 feet to the point of beginning.

Also, less and excepting:
Beginning at a point that is South 01°00'21" East for a distance of 60.00 feet from the West quarter corner of Section 34, Township 2 South, Range 2 West, Salt Lake Base and Meridian and running thence along the section line South 01°00'21" East for a distance of 1161.70 feet to a point on a line; thence North 89°39'39" West for a distance of 126.65 feet to a point on a line; thence North 00°54'37" East for a distance of 324.19 feet to the beginning of a non-tangential curve, said curve turning to the left through an angle of 32°11'36", having a radius of 525.34 feet, and whose long chord bears North 15°05'47" East for a distance of 291.31 feet; thence North 01°00'21" West for a distance of 553.98 feet to a point on a line; thence North 89°37'36" East a distance of 35.00 feet to the point of beginning.

Parcel 2: [20-33-300-003]
Beginning at the Southeast corner of the Northeast quarter of the Southwest quarter of Section 33, Township 2 South, Range 2 West, Salt Lake Base and Meridian; running thence North to the Easterly line of Kennecott Copper Corp right of way; thence Southwesterly along said right of way to a point West of the point of beginning; thence East to the point of beginning.

AS-SURVEYED DESCRIPTION PARCEL 1

A part of the N1/2 of the SE1/4 of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian, being more particularly described as follows:

Beginning at a point located on the westerly right-of-way of Stokerly Drive, said point also being located S01°01'24"E 39.52 feet along the Section line and S88°58'36"W 71.39 feet from the East 1/4 Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian; running thence southerly along said right-of-way the following three (3) courses: (1) southeasterly along a 100.00 foot radius curve to the right 48.07 feet through a central angle of 50°27'53" Chord Bearing S26°17'15"E Chord Length: 85.25 feet; thence (2) S01°01'24"E 479.76 feet to a point on a non-tangent curve; thence southerly along the arc of a non-tangent 525.34 foot radius curve to the right 295.18 feet through a central angle of 32°11'36" Chord Bearing: S15°04'44"W Chord Length: 291.31 feet to a point located at the northeast corner of that certain real property described by a Warranty Deed, recorded as Entry No. 12857173 in Book 10716 at Page 5104-5108 recording date: September 27, 2018 of official records; thence along said Deed the following two (2) courses: (1) S65°53'31"W 324.19 feet; thence (2) N89°58'37"E 126.65 feet to a point on the westerly Subdivision line of Hyde Point Phase 2 Subdivision, recorded as Entry No. 12710075 in Book 2018P at Page 55 recording date: February 5, 2018 of official records; thence southerly along said Subdivision S01°01'24"E 64.95 feet to said along the westerly Subdivision line of Hyde Point Phase 6 Subdivision, recorded as Entry No. 13211775 in Book 2020P at Page 048 recording date: March 6, 2020 of official records to a point as determined by a filed Survey prepared by Focus Engineering, signed on January 9, 2020, File No. S2020-05-0316 on file with the office of the Salt Lake County Surveyor's Office; thence westerly along said Survey N89°30'53"W 2672.03 feet to a point located on the easterly Deed line of a Quit-Claim Deed, recorded as Entry No. 11173136 in Book 9920 at Page 6829A recording date: April 27, 2011 of official records; thence northerly along said Deed N02°13'07"W 1234.53 feet to and along the easterly railroad right-of-way of Kennecott Railroad as described by a Right-of-Way Deed, recorded on June 10, 1947 as Entry No. 1084910 in Book 542 at Page 131 of Official Records to a point marking the calculated position of the Center 1/4 Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian; thence N89°20'12"E 1221.45 feet along the 1/4 Section line of said Section 33 to and along the southerly Subdivision line of The Sycamores at Jordan Hills Phase 11 Subdivision, recorded as Entry No. 10062089 in Book 2007P at Page 163 recording date: April 10, 2007 of official records, thence 89°39'48"E 59.21 feet to the southerly right-of-way of said 8200 South Street; thence easterly along said right-of-way N89°22'04"E 1404.45 feet to the point of beginning.

Contains 73.88 acres+/-

AS-SURVEYED DESCRIPTION PARCEL 2

A part of the S1/2 of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian, being more particularly described as follows:

Beginning at a point as determined by a filed Survey prepared by Focus Engineering, signed on January 9, 2020, File No. S2020-05-0316 on file with the office of the Salt Lake County Surveyor's Office, said point also being N02°13'07"E 1304.01 feet along the 1/4 Section line from the South 1/4 Corner of Section 33, Township 2, South, Range 2 West, Salt Lake Base & Meridian; running thence westerly along said Survey line N89°30'47"W 239.29 feet to a found rebar & cap marked Ensign Engineering located on the easterly railroad right-of-way of Kennecott Railroad as determined by a Right-of-Way Deed, recorded on June 10, 1947 as Entry No. 1084910 in Book 542 at Page 131 of official records; thence along said right-of-way the following two (2) courses: (1) northeasterly along the arc of a 1118.20 foot radius curve to the left 132.24 feet through a central angle of 06°46'32" Chord Bearing N24°22'42"E Chord Length: 132.16 feet; thence (2) northeasterly along the arc of a 55195.65 foot radius curve to the left 421.96 feet through a central angle of 0°17'02" Chord Bearing: N23°00'40"E Chord Length: 421.96; thence S02°17'01"E 511.18 feet to the point of beginning.

Contains 1.38 acres+/-

SURVEYOR'S CERTIFICATE

To Pinnacle Development Company, LLC, Jones Mountain Estates, LLC, Meridian Title Company, Old Republic National Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys jointly established and adopted by ALTA and NSPS, and includes items 1-5, Table A thereof. The fieldwork was completed on October 20, 2021.

Date: 03/16/2022

Joseph Longhurst
Professional Land Surveyor
License No. 11554498

VICINITY MAP
N.T.S.

SCHEDULE B-II EXCEPTIONS
(PER TITLE REPORT #312128)

Exceptions #1-12
Contain no plottable descriptions.

Exception #13
Rights of Way, Easements, Ditches, Canals or any other adverse matters which may be disclosed by Inspection or Survey of said Property.
Survey Findings: Easements, Ditches, & Canals shown hereon.

Exception #14
All rights, titles or interests in minerals of any kind, oil, gas, coal or other hydrocarbons and the consequences of the right to mine or remove such substances including, but not limited to express or implied easements and rights to enter upon and use the surface of the land for exploration, drilling or extraction related purposes.

(This commitment/policy does not purport to disclose dominances of record pertaining to the above referenced rights).
Survey Findings: Contains no plottable descriptions.

Exception #15
An Easement including all terms, covenants and provisions as disclosed by instrument.
To: Kennecott Copper Corporation
Purpose: a perpetual easement and right of way over, upon and across for the location, construction, maintenance and operation of one or more lines of railroad, with the necessary switches and other appurtenances, together with the right to make all such excavations, cuts, fills and embankments upon said premises as shall be reasonably necessary for the construction, maintenance and operation of such railroad, together with the right to locate, construct and maintain electric transmission and telephone lines over, upon and across
Recorded: September 27, 1946 as Entry No. 1058395 in Book 498 at Page 645 of Official Records.
Affects: See document for full particulars
Survey Findings: Railroad right-of-way easement shown hereon.

Exception #16
An Easement including all terms, covenants and provisions as disclosed by instrument.
To: Kennecott Copper Corporation
Purpose: a perpetual easement and right of way over, upon and across for the location, construction, maintenance and operation of one or more lines of railroad, with the necessary switches and other appurtenances, together with the right to make all such excavations, cuts, fills and embankments upon said premises as shall be reasonably necessary for the construction, maintenance and operation of such railroad, together with the right to locate, construct and maintain electric transmission and telephone lines over, upon and across
Recorded: May 5, 2017 as Entry No. 12328201 in Book 10354 at Page 929 of Official Records.
Affects: See document for full particulars
Survey Findings: 20' drainage easement shown hereon.

Exception #17
An Easement including all terms, covenants and provisions as disclosed by instrument.
To: Kennecott Copper Corporation
Purpose: a perpetual easement and right of way over, upon and across for the location, construction, maintenance and operation of one or more lines of railroad, with the necessary switches and other appurtenances, together with the right to make all such excavations, cuts, fills and embankments upon said premises as shall be reasonably necessary for the construction, maintenance and operation of such railroad, together with the right to locate, construct and maintain electric transmission and telephone lines over, upon and across
Recorded: June 10, 1947 as Entry No. 1084910 in Book 542 at Page 131 of Official Records.
Survey Findings: Railroad right-of-way easement shown hereon.

Exception #18
An Easement including its terms, covenants and provisions as disclosed by instrument.
To: West Jordan City
Purpose: a perpetual right of way and easement for the operation, maintenance, repair, alteration and replacement of drainage boxes and facilities, on, over, under and across
Recorded: May 5, 2017 as Entry No. 12328201 in Book 10354 at Page 929 of Official Records.
Affects: See document for full particulars
Survey Findings: Snow fence easements shown hereon

Exception #19
There is no recorded means of ingress and egress to a public road from said property and it is assumed that there exists a valid and subsisting easement for that purpose over adjoining properties, but the company does not insure against any rights that not a contrary state of fact (Parcel 2)
Survey Findings: No document of record pertaining to means of ingress or egress to a public road from said property was found by the surveyor

Exception #20
Materials or labor liens created or authorized by law of which no notice is of record. Including, but not limited to, the State Construction Registry.
Survey Findings: Contains no plottable descriptions

SECTION BREAKDOWN
N.T.S.

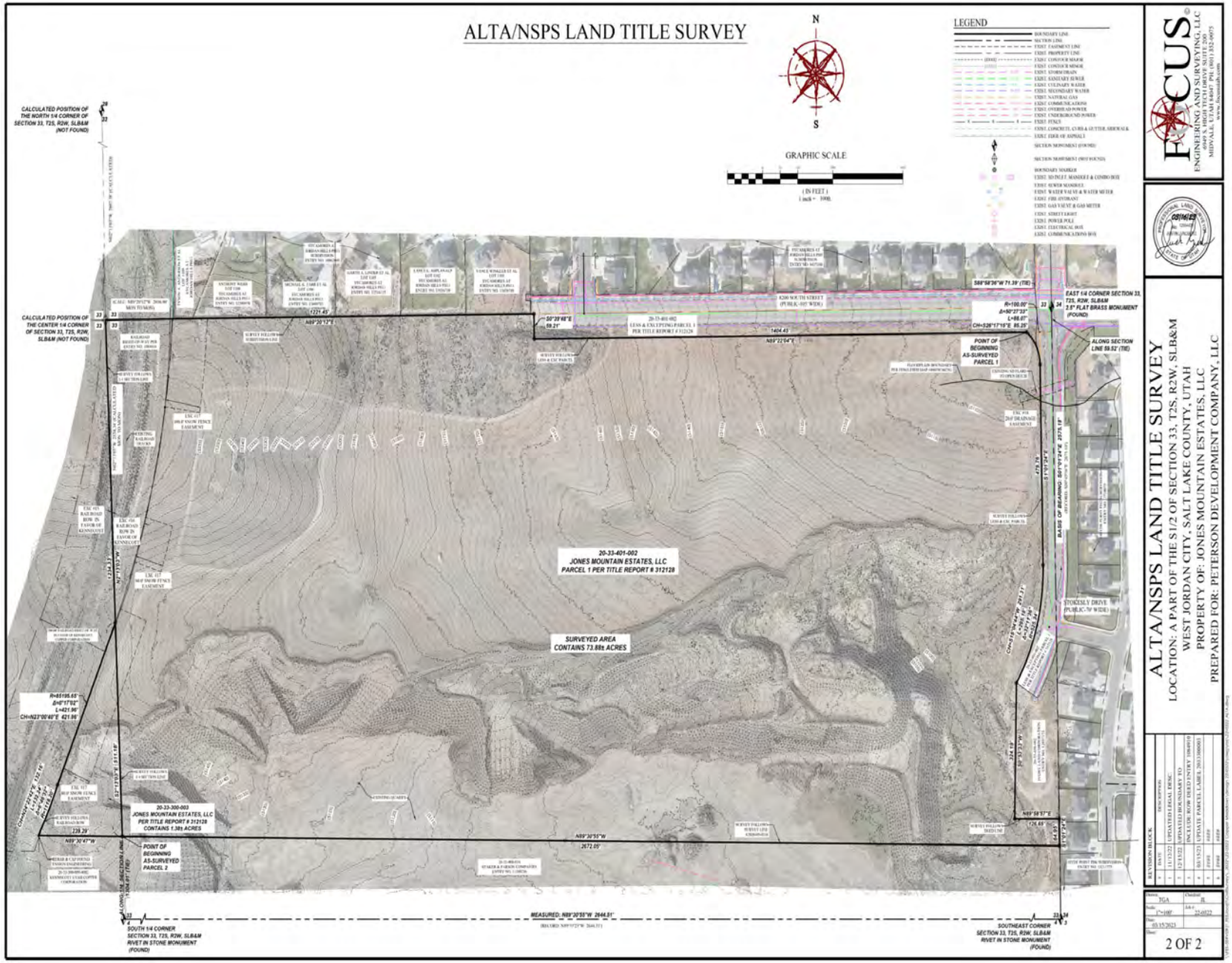
FOCUS
ENGINEERING AND SURVEYING, LLC
10363 S. JORDAN GATEWAY, SUITE 200
SOUTH JORDAN, UTAH 84095 | (801) 352-0075
www.focusutah.com

ALTA/NSPS LAND TITLE SURVEY
LOCATION: A PART OF THE S1/2 OF SECTION 33, T2S, R2W, SLB&M
WEST JORDAN CITY, SALT LAKE COUNTY, UTAH
PROPERTY OF: JONES MOUNTAIN ESTATES, LLC
PREPARED FOR: PETERSON DEVELOPMENT COMPANY, LLC

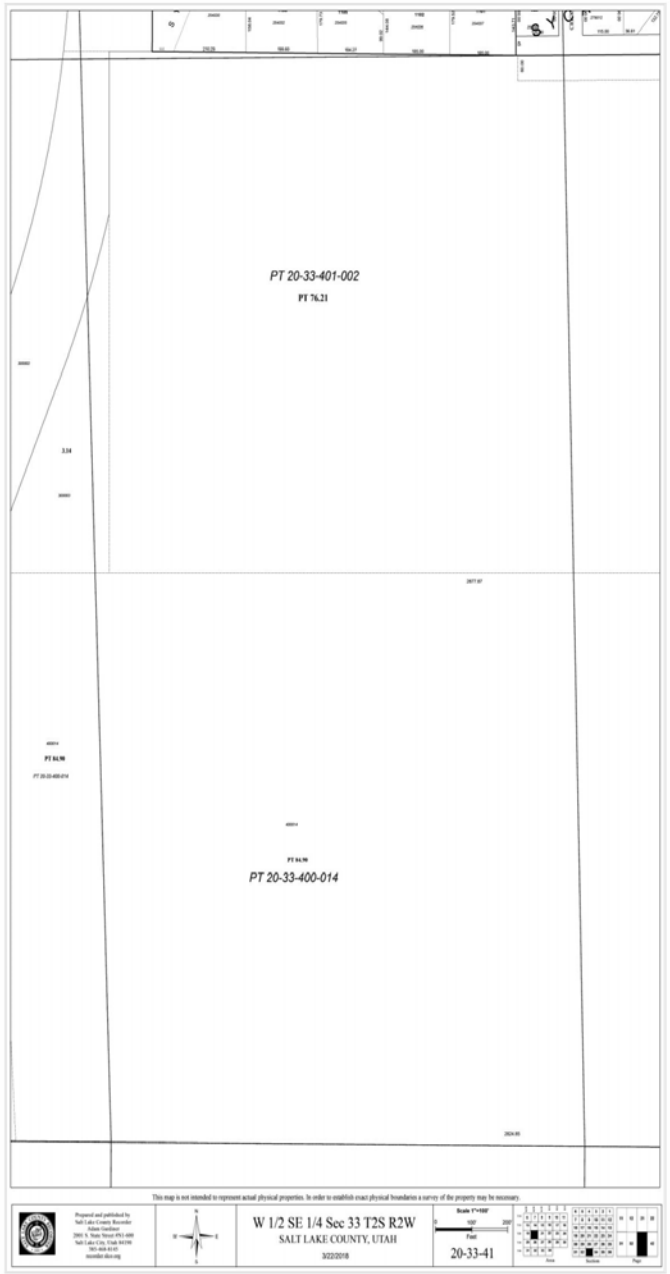
REVISIONS BY	DATE	DESCRIPTION
JL	03/16/22	UPDATED PARCEL LINES
JL	12/19/22	UPDATED BOUNDARY TO SURVEYED BOUNDARY

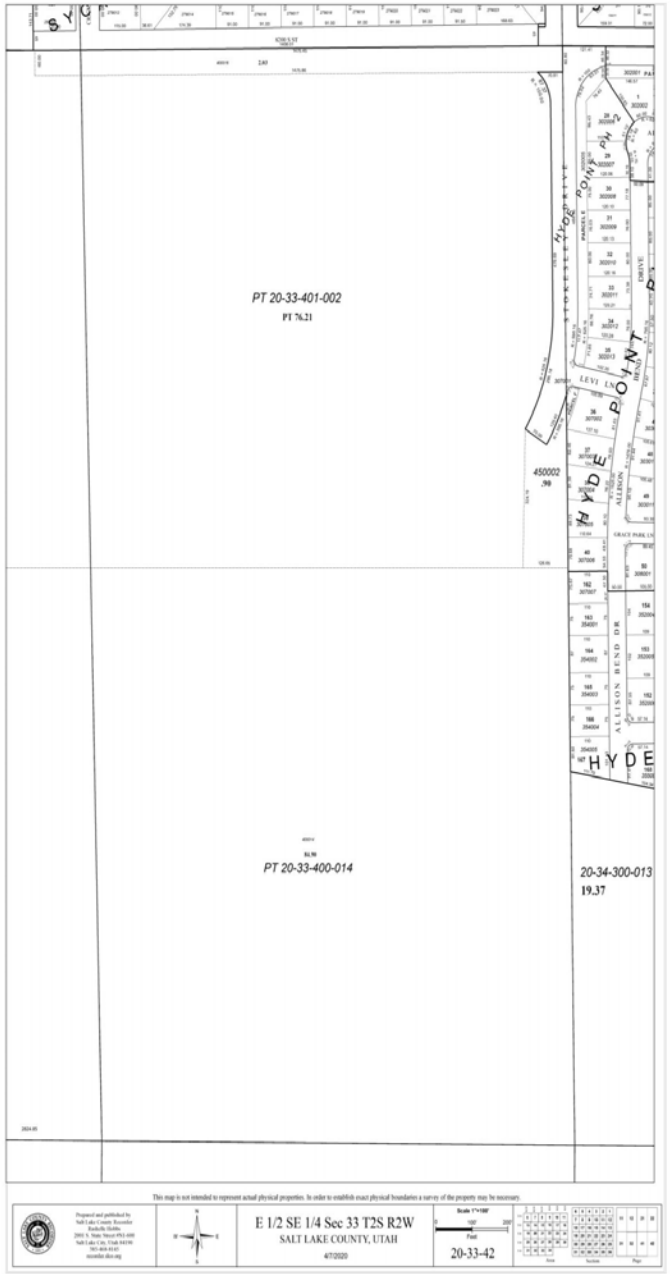
Drawn: JL | Checked: JL
Proj. No.: 4178 | Date: 3/28/22
Date: 03/15/2021
Sheet: 1 OF 2

Alta Survey (2 of 2)

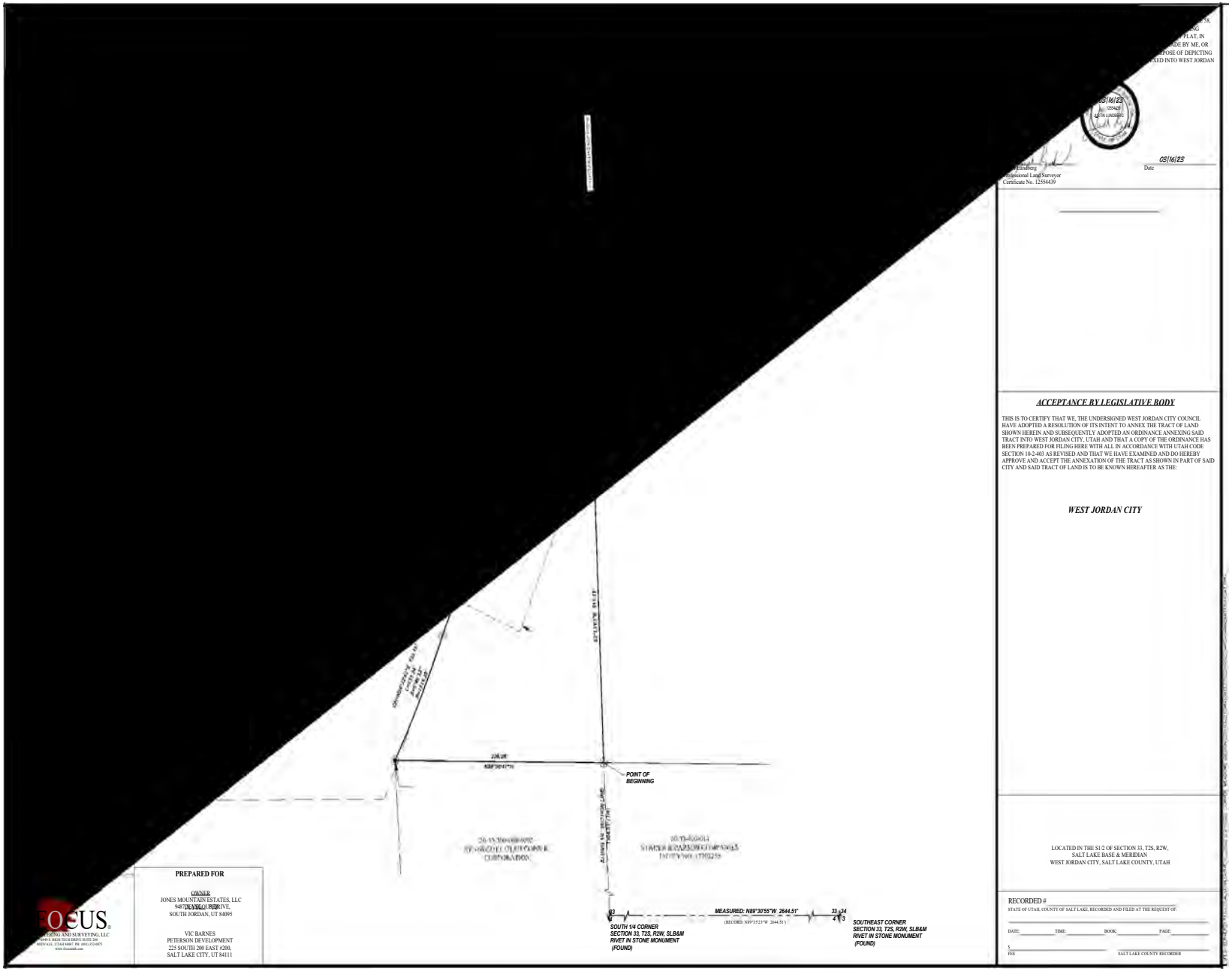


Plat Map


PT 20-33-401-002
PT 76.21
PT 20-33-400-014
W 1/2 SE 1/4 Sec 33 T2S R2W
SALT LAKE COUNTY, UTAH
3/22/2018
20-33-41


PT 20-33-401-002
PT 76.21
PT 20-33-400-014
20-34-300-013
19.37
HYDE POINT DR
ALLISON BEND DR
HYDE
E 1/2 SE 1/4 Sec 33 T2S R2W
SALT LAKE COUNTY, UTAH
4/7/2020
20-33-42

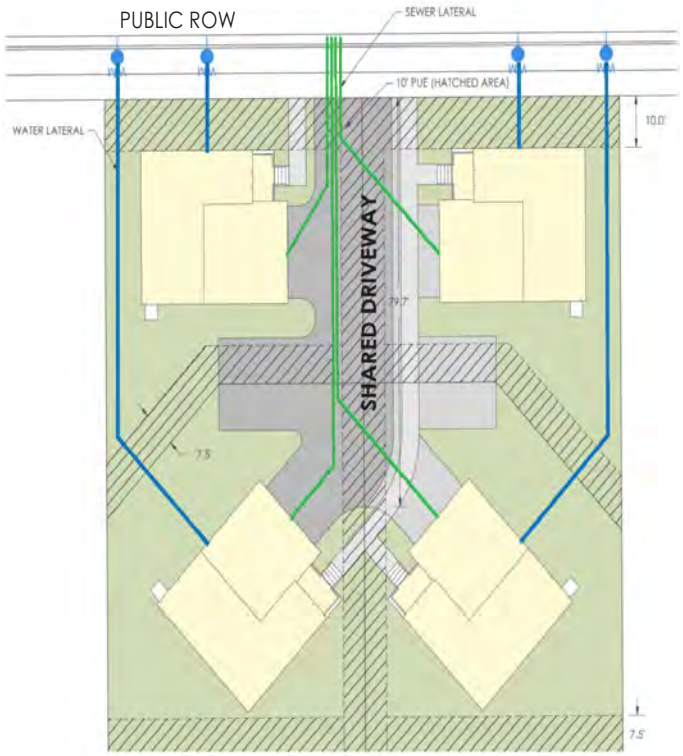
Annexation Plat Map



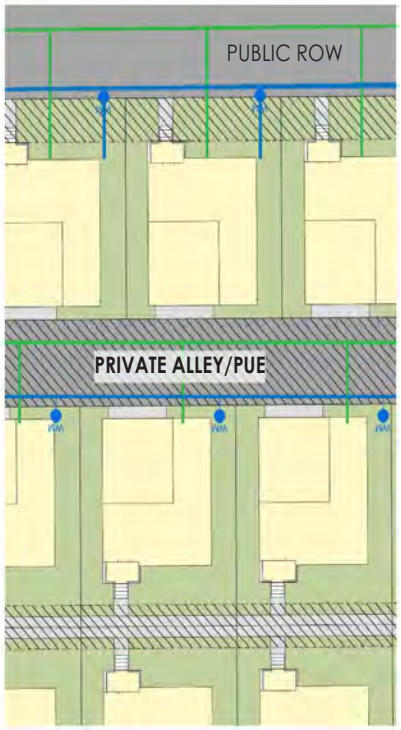
UTILITIES

Private Utility Exhibits

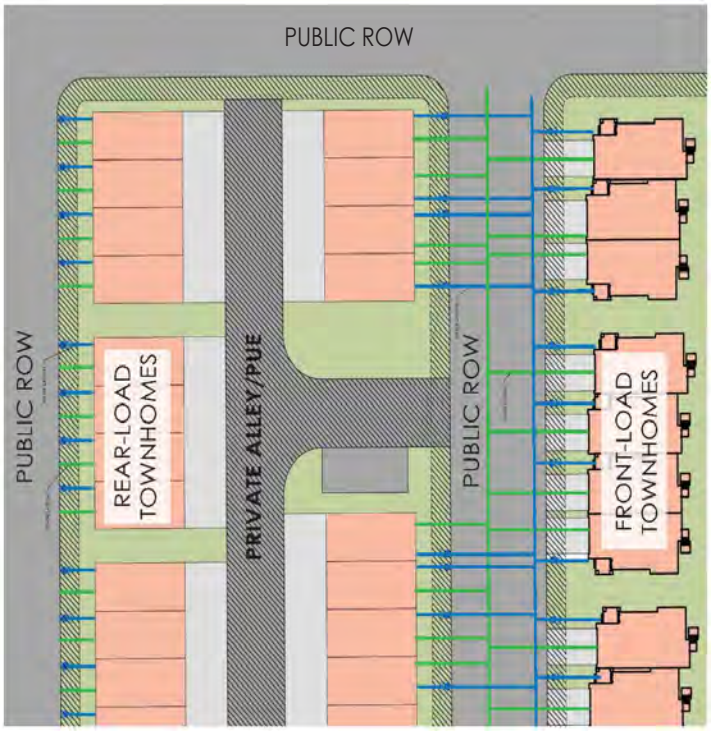
CLUSTER LAYOUT



ALTERNATIVE CLUSTER LAYOUT



TOWNHOMES



LEGEND

- WATER LATERAL - EXAMPLE LAYOUT
- SEWER LATERAL - EXAMPLE LAYOUT
- PUBLIC UTILITY EASEMENT
  10' UNLESS SPECIFIED OTHERWISE

NOTES

1. Layouts are conceptual and provided as an example for utility function. Final layout to be approved at preliminary plat approval.
2. All townhome driveways to be minimum 22' for front-load townhomes, or maximum 5' for rear-load townhomes.
3. Guest parking will be provided as well as on-street parking on adjacent public row.
4. See street sections for additional information on private alley function (pg. 59).
5. Off-street parking for cluster units will be provided at 1 stall per unit.
6. Private roads, alleys, shared driveways, and utilities within each to be owned and maintained by HOA.

SEWER



Notes

1. Refer to the sewer memorandum included in this section for capacity details.

EXISTING 12" SANITARY SEWER

EXISTING 10" SANITARY SEWER

MEMORANDUM

DATE: September 13, 2023

TO: Thomas Romney P.E.
FOCUS Engineering & Surveying, LLC
tromney@focus-es.com

FROM: Delmas W. Johnson, P.E.
Hansen, Allen & Luce, Inc. (HAL)
859 W. South Jordan Pkwy. Ste. 200
South Jordan, UT 84095

SUBJECT: Copper Meadows Wastewater Review

PROJECT NO.: 413.10.100

INTRODUCTION

As requested, we have reviewed of the proposed wastewater flows and infrastructure for the Copper Meadows development, located south of 8200 S. and west of Highway 111 in West Jordan, Utah. The review is based on the design drawings provided to Hansen, Allen & Luce (HAL) by FOCUS Engineering & Surveying, LLC, including the revised Concept F. This analysis has considered the requirements and Level of Service criteria as shown in the 2019 Sanitary Sewer Master Plan (Sewer Master Plan). The analysis concludes that the build-out sewer collection system downstream of the development would be adequate to convey the existing wastewater flows and the flows generated by the proposed Copper Meadows development with the installation of Project 4 from the Capital Improvements Plan in the Sewer Master Plan.

SUMMARY OF TECHNICAL CONCLUSIONS AND RECOMMENDATIONS

- The Development has a density that is higher than what was assumed in the current Sanitary Sewer Master Plan. The Development will add 258 equivalent residential units (ERUs) above what was assumed in the master plan.
- Capital Improvement Project #4 in the Sewer Master Plan would need to be installed to accommodate the addition of Copper Meadows to the build-out sanitary sewer system. See Figure 3 for this project location and corresponding sewershed area.

WASTEWATER SYSTEM

The Copper Meadows development is located south of 8200 S. and west of Highway 111 in West Jordan, Utah, and will include 376 residential units consisting of a mixture of single-family, cluster, and townhomes. Based on the drawing titled ‘Utility Tie-In’’ dated 12/14/2022 the developer will connect into the existing 12-inch gravity line in 8200 S. to the north and the existing 8-inch gravity

line in Stokesley Dr. to the east. The sewer loadings for the proposed developed were distributed in the model based on three scenarios, as advised by West Jordan City Staff. The loading distribution will be modeled at (1) 1/3 of the total sewer loadings going north into 8200 S. and the 2/3 going east into Stokesley Dr., (2) the total sewer loading going east into Stokesley Dr., and (3) the total sewer loading going southeast into U-111.

ESTIMATED WASTEWATER GENERATION

The proposed density is greater than what was assumed in the Sewer Master Plan. Wastewater generation for the development was estimated based on data currently available for the proposed development. Estimates are also based on an assumed average wastewater generation for a given land use, as specified in the Sewer Master Plan. Land uses were determined based on proposed dwelling units per acre, as shown in Table 1.

TABLE 1: CALCULATED ERUS FOR THE DEVELOPMENT

Unit Type	Units	Estimated Acres	Master Plan Land Use	Master Plan ERUs per Acre	Total ERUs
Single-Family (Cottage Homes/ Estate '3-Car' Homes)	141	20.7	Medium Density Residential	7.6	157
Carriage Homes	171	13.9	High Density Residential	10.92	151
Townhomes	64	3.9	Very High Density Residential	18.58	72
Total	**376**	**-**	**-**	**-**	**381**

The calculated number of ERUs proposed by the developer is 258 greater than what was originally planned for this area (originally planned as 123 ERUs) in the Sewer Master Plan.

The average wastewater generation was calculated based on the ERU values shown in Table 1 and the anticipated loadings as specified in the Sewer Master Plan. This value is peaked in the model analysis. Estimated wastewater generation is provided in Table 2.

TABLE 2: WASTEWATER FOR THE DEVELOPMENT

Unit Type	ERUs	Master Plan Loading (gpd/ERU)	Total Loading (gpd)
Single-Family	157	341	53,620
Cluster Homes	151	341	51,574
Townhomes	72	341	24,583
Total	**381**	-	**129,777**

WASTEWATER COLLECTION SYSTEM MODELING

The capacity of the wastewater collection system was analyzed in comparison with the anticipated flows to predict whether the system has capacity to accommodate these new flows. Given the increased density compared to the Sewer master Plan, the build-out model was used. The build-out sanitary sewer model was provided by the City for this analysis. The proposed sewer lines were added to a wastewater hydraulic model of the West Jordan system. Loadings were added to the model as specified by the developers plans. Additional wastewater loadings were added to the model based on the City's input in a recent discussion with them. Table 3 provides a summary of these additional ERUs that were added to the system based on future developments.

TABLE 3: ADDITIONAL ERUS ADDED TO THE MODEL

Development	Zoned ERUs	Max Allowed ERUs	ERUs in Model	ERUs Added to Model
Bowmans Arrow	326	1,000	238	762
Harper	307	500	158	342
Woods Ranch	912	912	1,238	-326[1]
Total	**1,545**	**2,412**	**1,633**	**779**

1. ERUs in this area north of the railroad are planned to be sent to the Kearns Improvement District (KID)

Sewers were evaluated to determine if the future capacity is adequate to convey the future and proposed flows. It is assumed that all pipes within the proposed development are sized and sloped in a sufficient manner to not exceed capacity within the development.

The criteria used to determine when a pipe has reached capacity is based on the level of service

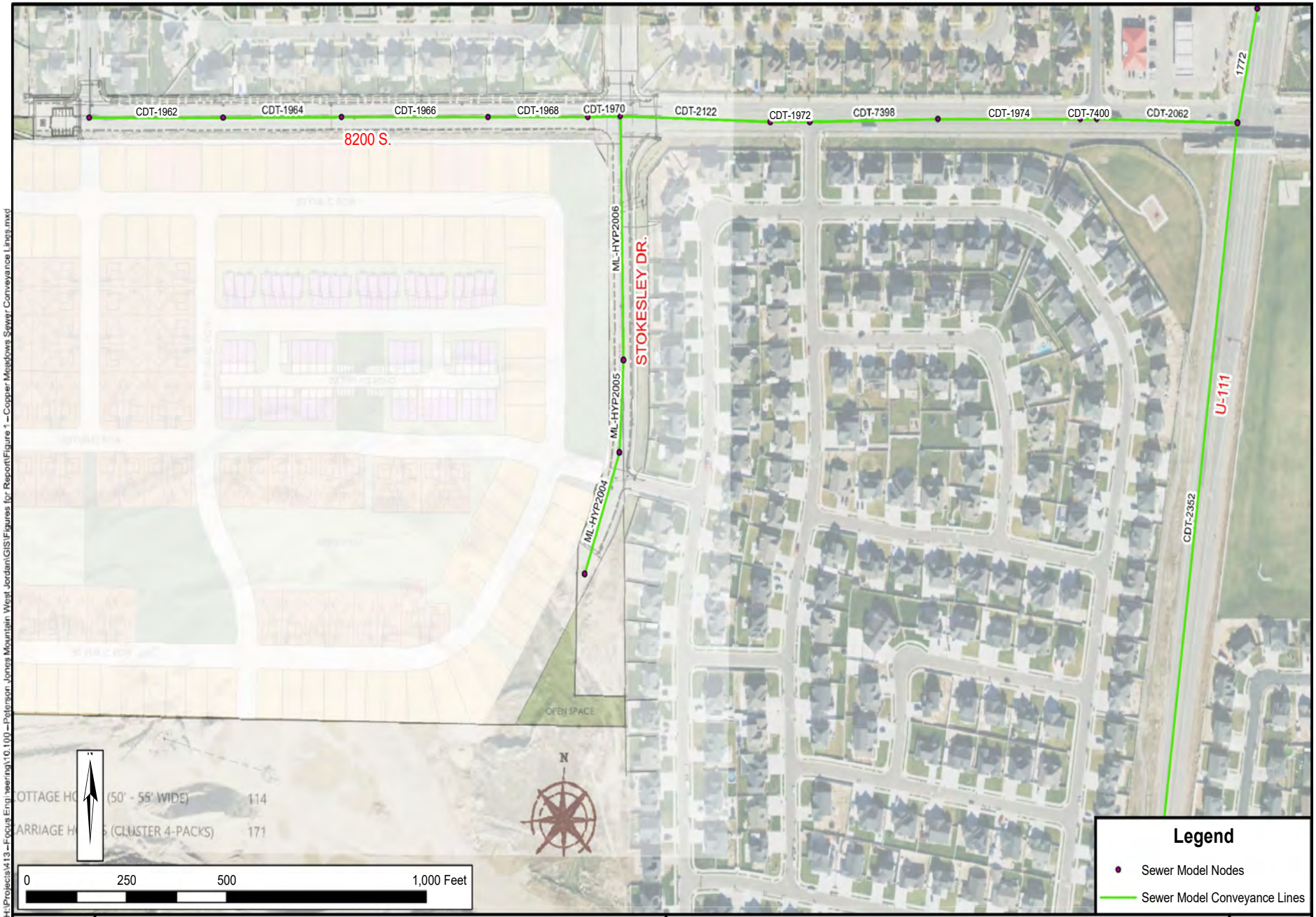
as specified in the Sewer Master Plan. These standards suggest a pipe, based on the diameter, has reached full capacity when the depth over diameter (d/D) has exceeded a certain specified ratio.

Calibration and Verification

The hydraulic model used in this evaluation was developed as part of the wastewater collection system master plan and was calibrated with flow monitoring records available at the time. No new specific calibration has been provided with this analysis. If further site-specific calibration is desired, this could be performed once additional flow monitoring data is available.

IMPACTS TO BUILD-OUT SYSTEM

A comparison was made between the capacities in the build-out model and the capacities with the loadings updated from the proposed plans to determine the development's impacts. A comparison of the d/D values showing the previously assumed densities versus the proposed development densities is shown below in Table 4. These sewer conveyance lines are shown in Figures 1 and 2. As directed by West Jordan City Staff, the modeling was completed with the addition of a 21-inch line instead of the existing 15-inch line in 7800 S. from Copper Rim Dr. to 5600 W. This is Project 4 of the Capital Improvement Projects (CIP) as specified in the Sewer Master Plan. The results for the capacity of the gravity lines in the streets nearing the development were based on the worst-case scenarios for each of the loading outfall locations.



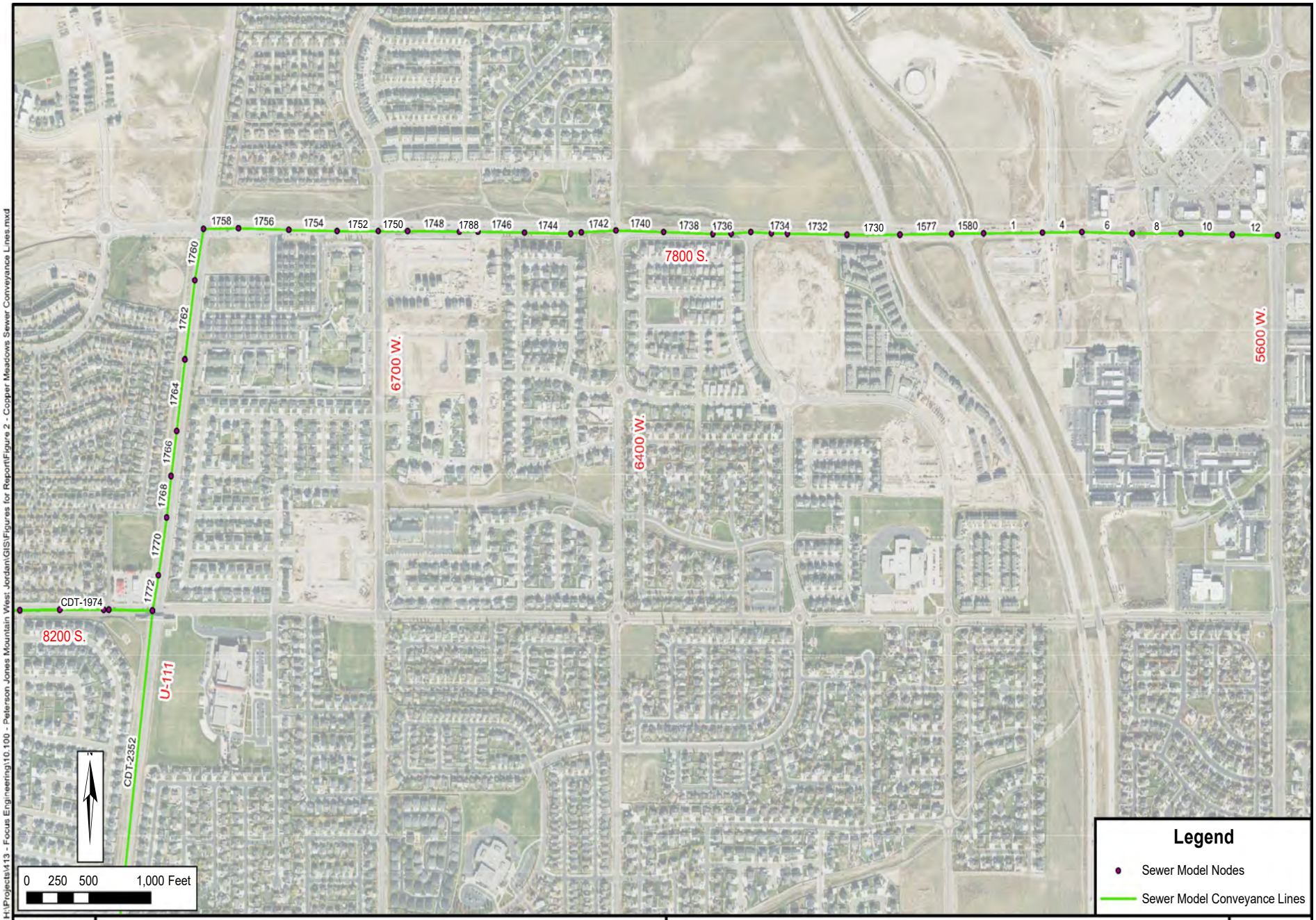
Date: 9/12/2023
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HANSEN ALLEN & LUCE inc ENGINEERS

WEST JORDAN CITY
COPPER MEADOWS DEVELOPMENT

COPPER MEADOWS SEWER CONVEYANCE LINES
8200 S., STOKESLEY DR., AND U-111

FIGURE
1



Date: 9/12/2023
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HANSEN ALLEN & LUCE INC ENGINEERS

WEST JORDAN CITY
COPPER MEADOWS DEVELOPMENT

COPPER MEADOWS SEWER CONVEYANCE LINES
U-111 AND 7800 S.

FIGURE
2

TABLE 4: SEWER LINE CAPACITY WITH PROPOSED DEVELOPMENT

Sewer Collection and Conveyance	Model Pipe ID	Dia. (inch)	d/D as previously assumed in Build-out Model	d/D with Build-out Model updated to reflect proposed development	Additional d/D impact from Copper Meadows	Percentage of d/D capacity from Copper Meadows	Maximum Allowed d/D[1]
8200 S, Circle Ln. to Stokesley Dr.[2]	CDT-1962	12	0.05	0.06	0.01	2%	0.60
	CDT-1964	12	0.08	0.11	0.03	5%	0.60
	CDT-1966	12	0.08	0.11	0.03	5%	0.60
	CDT-1968	12	0.09	0.12	0.03	5%	0.60
	CDT-1970	12	0.10	0.16	0.06	10%	0.60
Stokesley Dr., to 8200 S.[3]	ML-HYP2004	10	0.10	0.38	0.29	52%	0.55
	ML-HYP2005	10	0.11	0.43	0.32	59%	0.55
	ML-HYP2006	10	0.13	0.36	0.23	41%	0.55
8200 S., Stokesley to U-111	CDT-2122	12	0.14	0.24	0.10	17%	0.60
	CDT-1972	12	0.17	0.27	0.10	17%	0.60
	CDT-7398	12	0.18	0.24	0.06	10%	0.60
	CDT-1974	12	0.25	0.32	0.07	12%	0.60
	CDT-7400	12	0.28	0.35	0.07	12%	0.60
	CDT-2062	12	0.32	0.40	0.08	13%	0.60
U-111, 8575 S. to 8200 S.[4]	CDT-2352	10	0.24	0.44	0.20	37%	0.55
U-111, 8200 S. to 7800 S.	1772	12	0.40	0.50	0.10	17%	0.60
	1770	12	0.40	0.51	0.11	18%	0.60
	1768	12	0.38	0.49	0.11	18%	0.60
	1766	12	0.37	0.47	0.10	17%	0.60
	1764	12	0.38	0.48	0.10	17%	0.60
	1762	12	0.31	0.39	0.08	13%	0.60
	1760	12	0.39	0.44	0.05	8%	0.60

Sewer Collection and Conveyance	Model Pipe ID	Dia. (inch)	d/D as previously assumed in Build-out Model	d/D with Build-out Model updated to reflect proposed development	Additional d/D impact from Copper Meadows	Percentage of d/D capacity from Copper Meadows	Maximum Allowed d/D[1]
7800 S, U111 to 6700 W.	1758	15	0.43	0.46	0.03	5%	0.65
	1756	15	0.42	0.46	0.04	6%	0.65
	1754	15	0.39	0.42	0.03	5%	0.65
	1752	15	0.34	0.38	0.03	5%	0.65
7800 S, 6700 W. to 6400 W.	1750	15	0.31	0.34	0.02	4%	0.65
	1748	15	0.33	0.35	0.02	4%	0.65
	1788	15	0.34	0.36	0.02	4%	0.65
	1746	15	0.33	0.35	0.02	4%	0.65
	1744	15	0.34	0.37	0.02	4%	0.65
	CDT-7407	15	0.36	0.38	0.02	4%	0.65
	1742	15	0.40	0.43	0.03	5%	0.65

Sewer Collection and Conveyance	Model Pipe ID	Dia. (inch)	d/D as previously assumed in Build-out Model	d/D with Build-out Model updated to reflect proposed development	Additional d/D impact from Copper Meadows	Percentage of d/D capacity from Copper Meadows	Maximum Allowed d/D[1]
7800 S., 6400 W. to Copper Rim Dr.	1740	15	0.40	0.42	0.02	4%	0.65
	1738	15	0.44	0.47	0.03	5%	0.65
	1736	15	0.53	0.57	0.04	6%	0.65
	CDT-7406	15	0.50	0.53	0.03	5%	0.65
	CDT-2512	15	0.48	0.50	0.02	4%	0.65
	1734	15	0.52	0.54	0.02	4%	0.65
	1732	15	0.52	0.54	0.02	4%	0.65
	1730	15	0.50	0.54	0.03	5%	0.65
	1577	15	0.53	0.55	0.02	4%	0.65
	1580	15	0.50	0.53	0.02	4%	0.65
	1	15	0.55	0.58	0.02	4%	0.65
7800 S., Copper Rim Dr. to 5600 W.	4	21	0.45	0.46	0.01	2%	0.75
	6	21	0.44	0.45	0.01	2%	0.75

Sewer Collection and Conveyance	Model Pipe ID	Dia. (inch)	d/D as previously assumed in Build-out Model	d/D with Build-out Model updated to reflect proposed development	Additional d/D impact from Copper Meadows	Percentage of d/D capacity from Copper Meadows	Maximum Allowed d/D[1]
7800 S., Copper Rim Dr. to 5600 W.	8	21	0.38	0.39	0.01	2%	0.75
	10	21	0.34	0.34	0.01	1%	0.75
	12	21	0.38	0.39	0.01	2%	0.75

1. See Table 6-1 of the Sewer Master Plan.
2. The modeled d/D assumes 1/3 of the loading for the development goes north through 8200 S.
3. The modeled d/D assumes the full loading for the development goes east through Stokesley Dr.
4. The modeled d/D assumes the full loading of the development goes southeast through U-111.

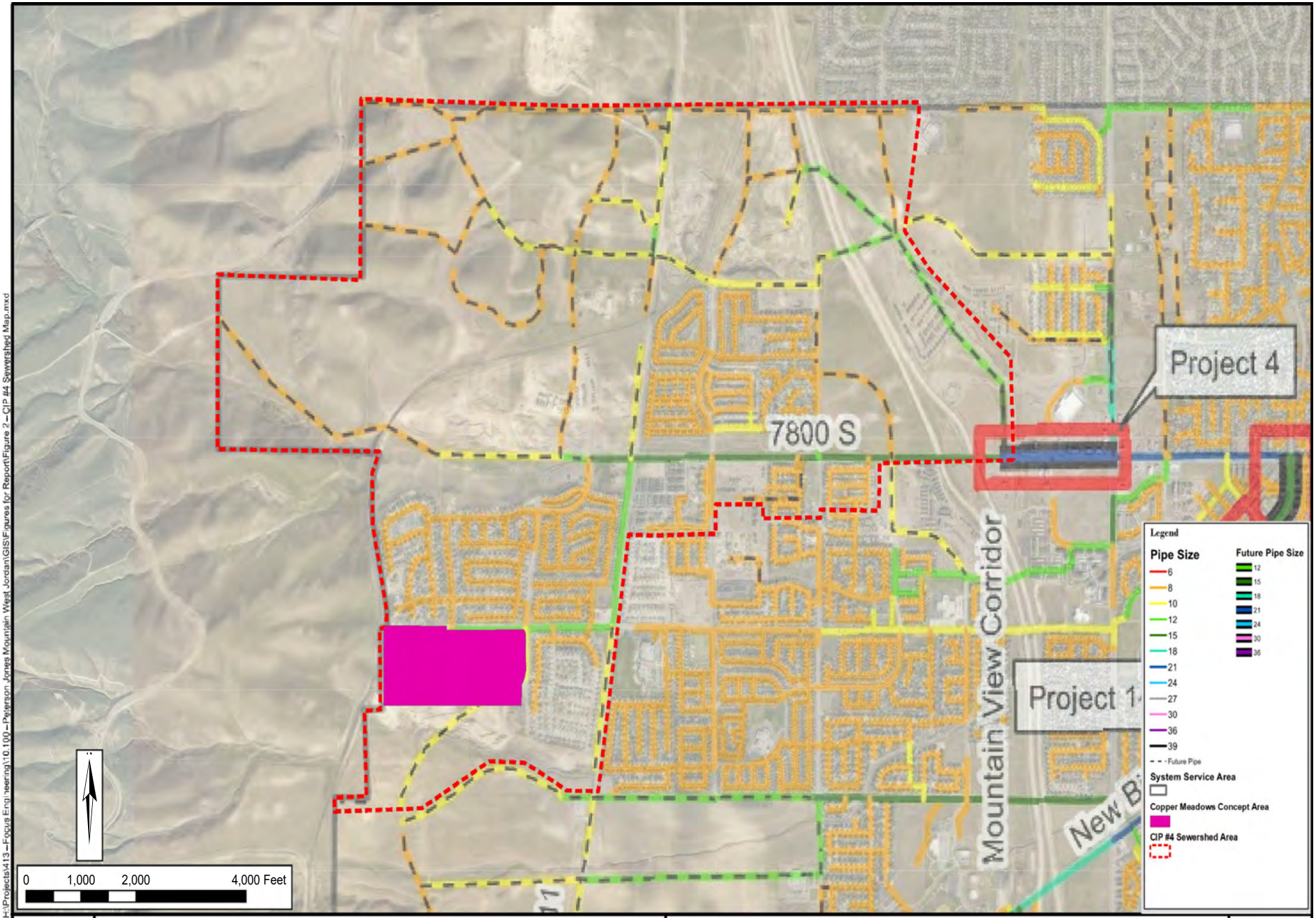
The addition of the proposed development increases the maximum d/D through several sewer collection lines downstream, as can be seen in Table 4. The wastewater loading increases do not exceed the maximum d/D value that is allowed by West Jordan City Standards.

Project 4 was entered into the build-out model with the proposed Copper Meadows development. It is still proposed that Project 4 of the CIP be installed as a 21-inch gravity line. This project location and corresponding sewershed is shown in Figure 3.

CONCLUSIONS AND RECOMMENDATIONS

The proposed and existing sewers are adequate to collect and convey the build-out wastewater flows and specifically the flows generated by the Copper Meadows. This analysis confirms and it is recommended that Project 4 of the CIP in the Sewer Master Plan be completed as a 21-inch as to not allow exceedance of West Jordan's maximum d/D criteria. It is also recommended that the developer install the proper infrastructure within the development to adequately convey the wastewater flows, with a minimum pipe size of 8-inches. Further, the developer can assist in the cost of Project 4 through assessed impact fees.

Project #4 was also tested in the model with the addition of other currently proposed developments to determine the adequacy of the 21-inch line. Increases in flow depths are noted while satisfying the City's design criteria.



Date: 9/12/2023
Document Path: H:\Projects\413--Focus Engineering\10.100--Peterson, Jones Mountain West Jordan\GIS\Figures for Report\Figure 2--CIP #4 Sewershed Map.mxd

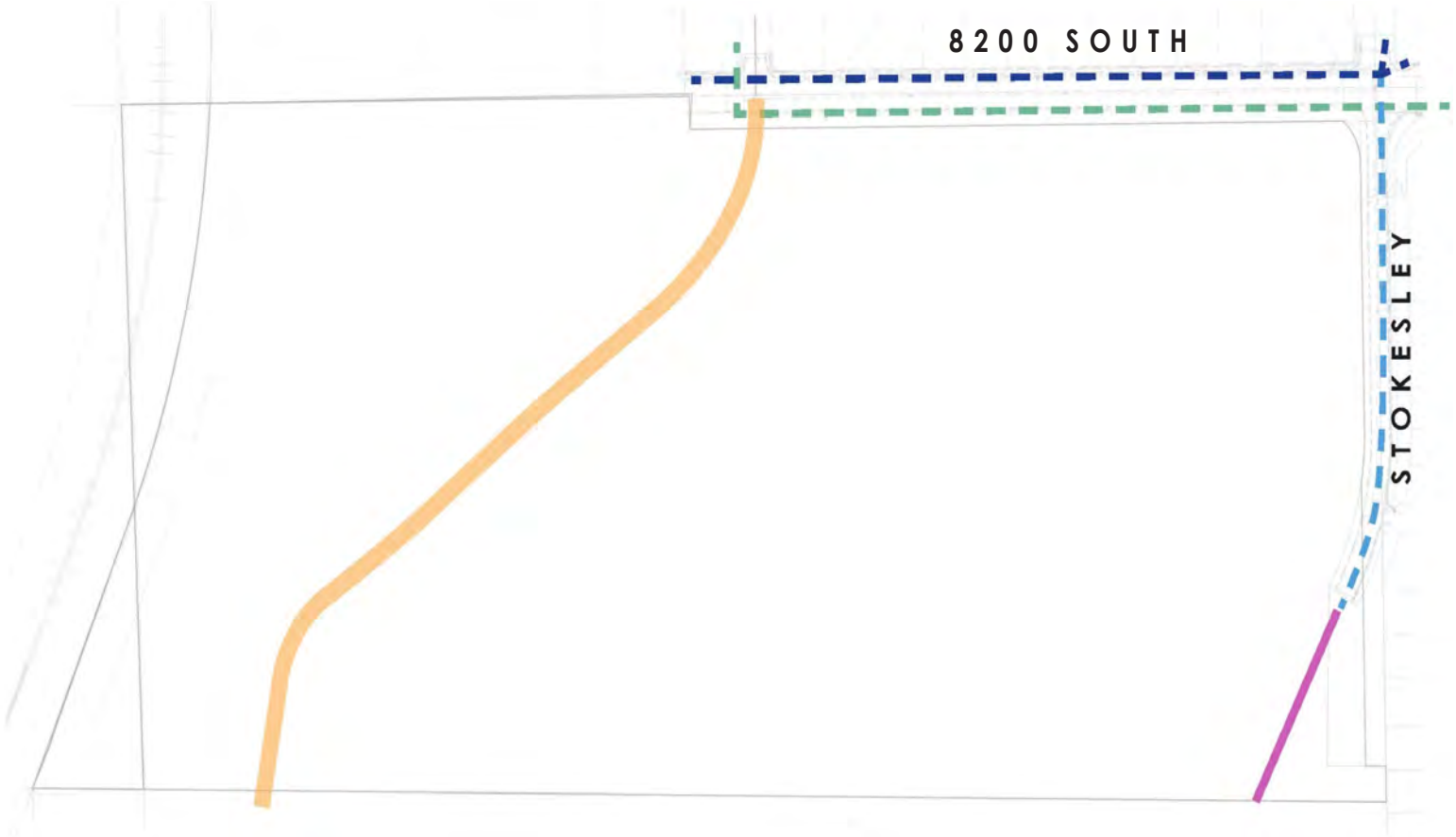
HANSEN ALLEN & LUCE INC ENGINEERS

WEST JORDAN CITY
BUILD-OUT SANITARY SEWER CONCEPT

CAPITAL IMPROVEMENT PROJECT #4 SEWERSHED

FIGURE
3

WATER



Notes

1. Refer to the water memorandum included in this section for storage capacity details.
2. Interior proposed water lines shall be designed with preliminary. Project phasing shall have required flow and pressure.
3. Distinction between public and private water lines shall be shown with preliminary.

EXISTING 12" CULINARY WATER

EXISTING 10" CULINARY WATER

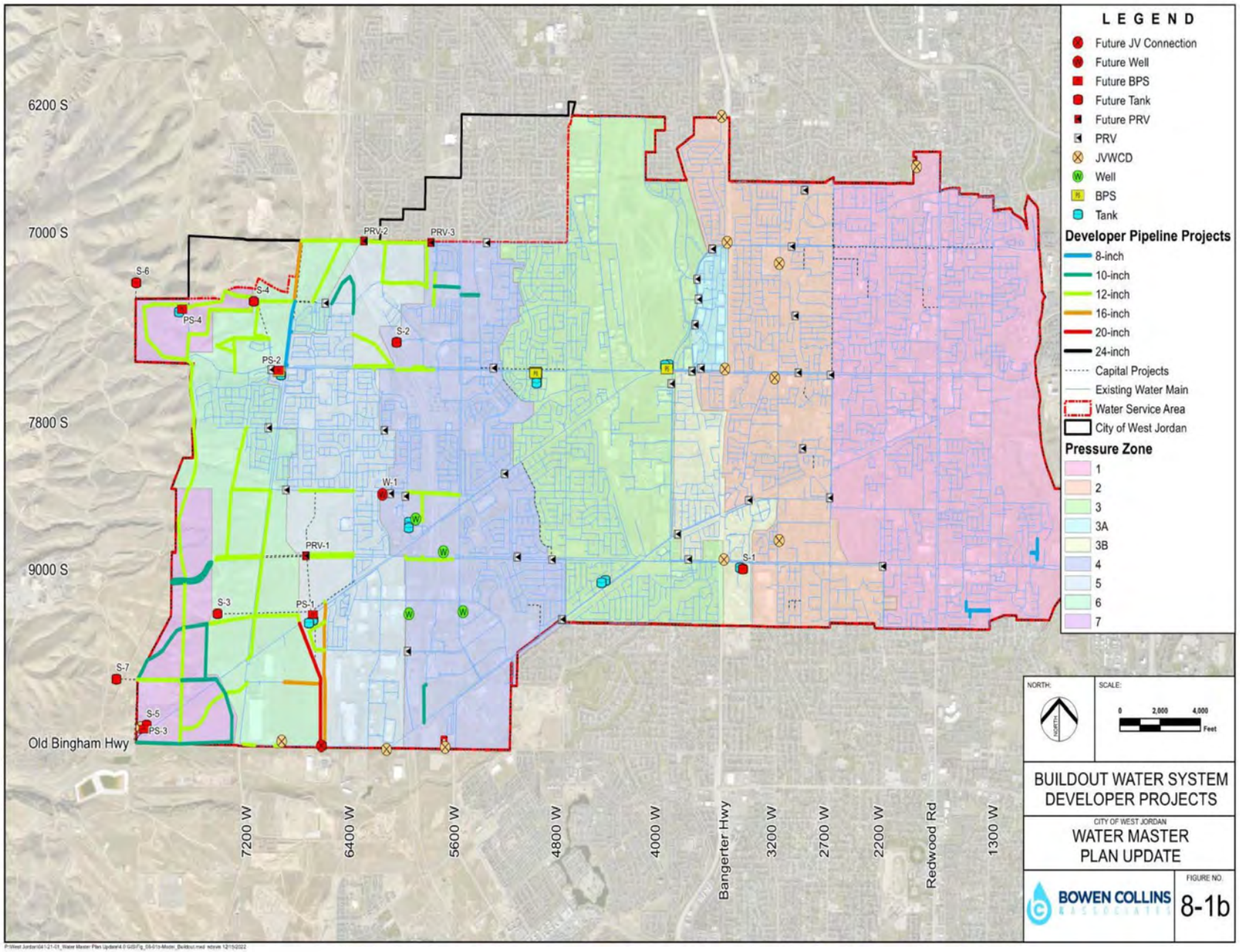
EXISTING IRRIGATION LINE

PROPOSED 12" CULINARY WATER

APPROX. PRESSURE ZONES 6/7 BOUNDARY LINE
& FUTURE 12" MASTER-PLANNED ZONE 7 TRANMISSION LINE

Final zone boundary and transmission line location to be determined at preliminary plat.

West Jordan City Water Master Plan



MEMORANDUM

DATE: October 17, 2023

TO: Thomas Romney, P.E
FOCUS Engineering & Surveying, LLC
tromney@focus-es.com

FROM: Delmas W. Johnson, P.E.
Katie Gibson Jacobsen, P.E.
Hansen, Allen & Luce, Inc. (HAL)
859 West South Jordan Parkway, Suite 200
South Jordan, Utah 84095

SUBJECT: Copper Meadows Community
Drinking Water Hydraulic Modeling Review

PROJECT NO.: 413.10.100

This memorandum is a summary of a hydraulic modeling review of the Copper Meadows Community development (Development) in the West Jordan City (City) drinking water system. The recommendations are based on City level of service requirements, extended-period hydraulic modeling, and conceptual land use information about the Copper Meadows development. The West Jordan existing and build-out drinking water models were provided by Bowen Collins & Associates (BC&A).

SUMMARY OF TECHNICAL CONCLUSIONS AND RECOMMENDATIONS

- The Development proposes 376 equivalent residential connections (ERCs). The water supply requirements for the Development are as follows:
    - 461 gpm peak day source flow capacity,
    - 274 acre-feet (AF) of annual source volume capacity,
    - 0.25 million gallons (MG) of storage capacity.
- The Development has a density that is higher than what was assumed in the current drinking water master plan. The Development will add 222 ERCs above what was assumed in the master plan which increases the water supply requirements and the required drinking water infrastructure above the master plan requirements, as follows:
    - An additional 272 gpm peak day source flow capacity,
    - An additional 162 acre-feet (AF) of annual source volume capacity,
    - An additional 0.14 million gallons (MG) of storage capacity.
- Master planned transmission line sizes are not required to be increased outside the development.
- The model predicts the existing water distribution system could accommodate the Copper Meadows development while still meeting current pressure and fire flow level of service requirements.
- The build-out water system could accommodate the Copper Meadows development while still meeting current pressure and fire flow level of service requirements.
    - The City is currently deficient in storage level of service in combined Zones 5 and 6 before the Copper Meadows development. The Zone 6 storage tank under

construction will provide storage volume for the existing zoning of Copper Meadows, but storage for additional density will need to be allocated for the Development in future tanks.

PROPOSED DEVELOPMENT

The Copper Meadows development is located on approximately 76.7 acres south of 8200 South and west of the Bacchus Highway (U-111) in West Jordan. FOCUS Engineering has provided unit counts based on proposed density within the development. The 76.7-acre parcel is currently zoned for fewer units than what has been proposed for the development. The proposed density is compared with the density considered in the City's 2022 Master Plan in Table 1.

TABLE 1: COPPER MEADOWS MASTER PLANNED AND PROPOSED DENSITY

Acres	ERCs		
	Master Planned	Proposed	Additional
76.7	154	376	222

DRINKING WATER SYSTEM

The West Jordan City drinking water system supplies water for both indoor and outdoor use.

Based on City level of service for source and storage, the following source and storage capacities are required for the Copper Meadows development. These values are shown in Table 2 and based on the City's minimum sizing requirement specified in the 2022 Drinking Water Master Plan (DWMP).

TABLE 2: DRINKING WATER SYSTEM REQUIREMENTS COPPER MEADOWS DEVELOPMENT

ERCs	Peak Day Source[1]	Annual Source[2]	Equalization Storage[3]
376	461 gpm	274 AF	0.25 MG

1. Source Peak Day Demand – 1,764 gpd per ERC
2. Average Yearly Demand – 0.7281 acre-feet per ERC
3. Equalization Storage Capacity – 650 gallons per ERC

It is anticipated that a portion of the Development will be located in the city's drinking water Pressure Zone 7. There is currently no water system infrastructure in Zone 7. The area included in Pressure Zone 7 will be determined at a later time.

STORAGE

The proposed development is primarily located in Pressure Zone 6 of the existing water system. It is anticipated that a portion of the Development will be located in Pressure Zone 7. The 2022 DWMP indicates that the existing system with approved developments prior to adding the Copper Meadows development to the system has a deficit of equalization storage for pressure zones 5 and 6 combined. There are currently no storage facilities for Zone 7. The Zone 6 storage tank under construction will provide storage volume for the existing zoning of the Zone 6 portion of Copper Meadows, but storage for additional density will need to be allocated for the Development in future tanks.

SOURCE

As shown in Table 2, source capacity capable of providing 461 gpm peak day and 274 AF annual volume must be provided. All required source capacity will likely be provided from increased flow at the City's existing Jordan Valley Water Conservancy District (JVWCD) connections.

FIRE FLOW

No specific building plans have been submitted for the Copper Meadows development. The City typically requires residential areas to be evaluated for fire flows of 1,500 gpm. For both existing and build-out conditions, the model predicts that when restricting transmission velocity to 10 feet per second, fire flow of 2,250 gpm is available throughout the Development. In our engineering opinion, the fire flow modeling results are demonstrating reasonable and appropriate levels of service. Buildings within the Copper Meadows development must be constructed to meet these requirements, or a more detailed study can be performed to evaluate higher requirements at specific locations within the Development. The Zone 6 storage tanks allocate a volume of 1.2 million gallons for fire flow, sufficient to provide 5,000 gpm for 4 hours.

TRANSMISSION AND MODELING

The West Jordan drinking water system was evaluated beginning with the hydraulic computer model of the existing city. The existing and future models were provided by BC&A and are assumed to include all of the relevant demands projected by the City. Performance of the system was evaluated using the computer model by examining tank levels, flow rates at JVWCD connections, and pressures and velocities throughout the system.

Water demand and internal piping for the Copper Meadows development were added to the model. Piping was assumed based on information provided from FOCUS (Figure 'Utility Tie-In' dated 12/14/2022). The Development proposes connecting into the existing 12-inch in 8200 South to the north of the development as well as the existing 10-inch in Stokesley Drive to the east. An 8-inch line size was assumed through the development with locations being based on the concept plan.

Proposed elevations were taken from information provided by FOCUS ('Concept Grading Exhibit' dated 12/22/2022). The 2022 DWMP indicates the highest elevation in pressure Zone 6 is 5218 feet, with a nominal elevation for the upper zone boundary of elevation 5200. The current grading plan proposed by the developer places the entire development in pressure Zone 6 by cutting and holding elevations below 5200. This represents the maximum number of ERCs for the Copper Meadows development that could be included in Zone 6 and represents a conservative modeling scenario. If modified grading plans extend above elevation 5200, a portion of the development will need to be servicedby future pressure Zone 7, which will require new source capacity, storage, and transmission for Zone 7.

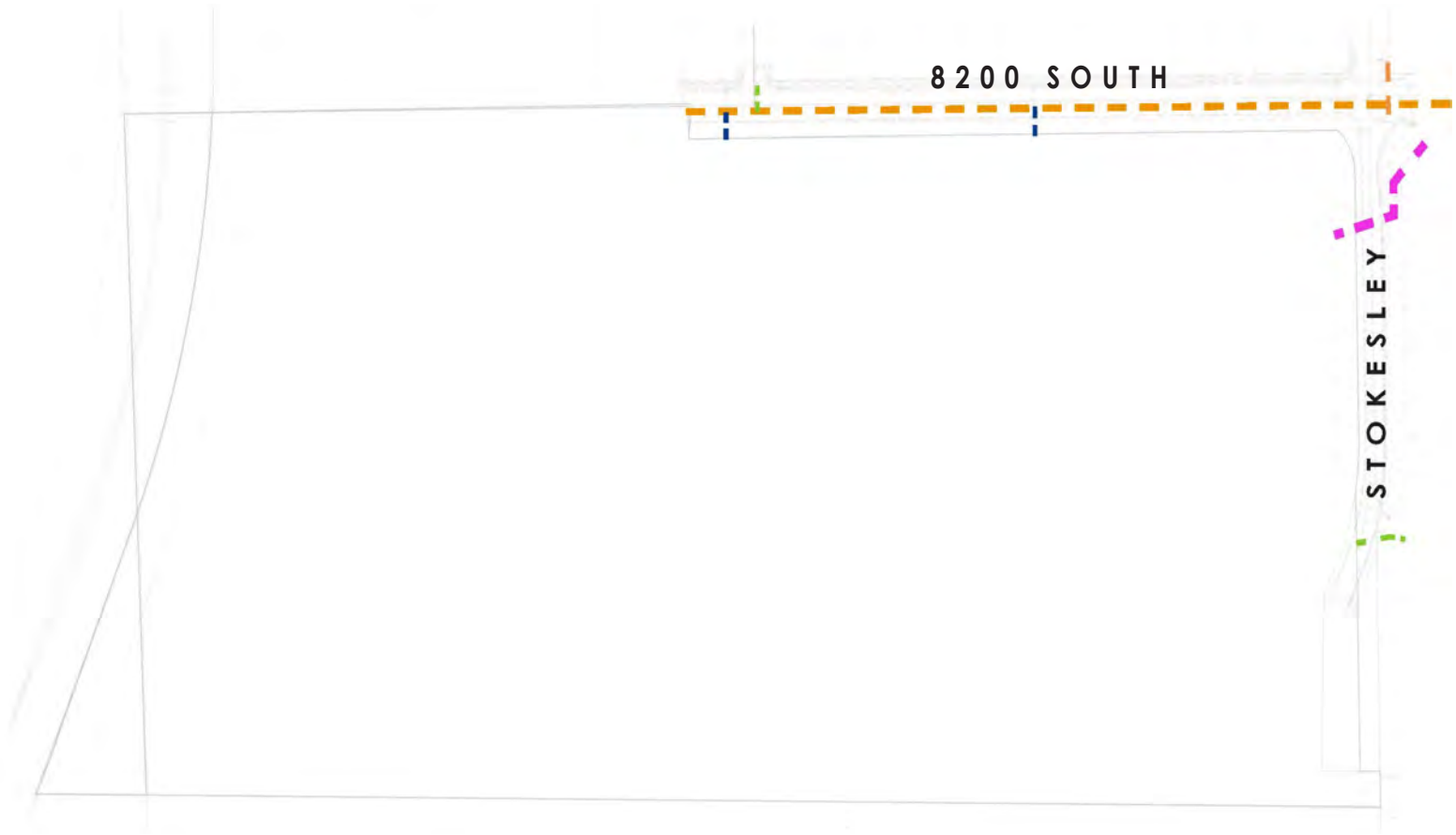
Existing Conditions

Peak day pressures meet the level of service requirements, ranging from 60 to 111 psi. We anticipate this meets the level of service requirements as proposed. Velocities in surrounding pipelines increase slightly, not exceeding 5 feet per second. Zone 6 tanks and sources operate within expected ranges as specified by the 2022 DWMP.

Build-out Conditions

Peak day pressures meet all level of service requirements, ranging from 53 to 108 psi. We anticipate this meets the level of service requirements as proposed. Velocities in surrounding pipelines increase slightly, not exceeding 5 feet per second. Zone 6 tanks and sources operate within expected ranges as specified by the 2022 DWMP.

STORM DRAIN



See stormdrain narrative on page 25 for further details.

EXISTING 30" STORM DRAIN

EXISTING 24" STORM DRAIN

EXISTING 18" STORM DRAIN

EXISTING 15" STORM DRAIN

Conceptual Detention Pond Calculations

Detention Pond

Project: COPPER MEADOWS
Location WEST JORDAN, Utah
Date: 10/27/2023
Designer: MAT W.

FOCUS ENGINEERING & SURVEYING

100-Year Detention Sizing

Design Criteria

Intensity Table: Per NOAA Atlas 14
Return Period: **100 year**
Allowable Discharge: **0.10 cfs/acre** Per WJC Standards

Allowable Discharges

Storm Drain Discharge: 7.55 cfs
Other Discharge: 0.00 cfs Source:
Total Discharge: **7.546 cfs**

Weighted "C" Value

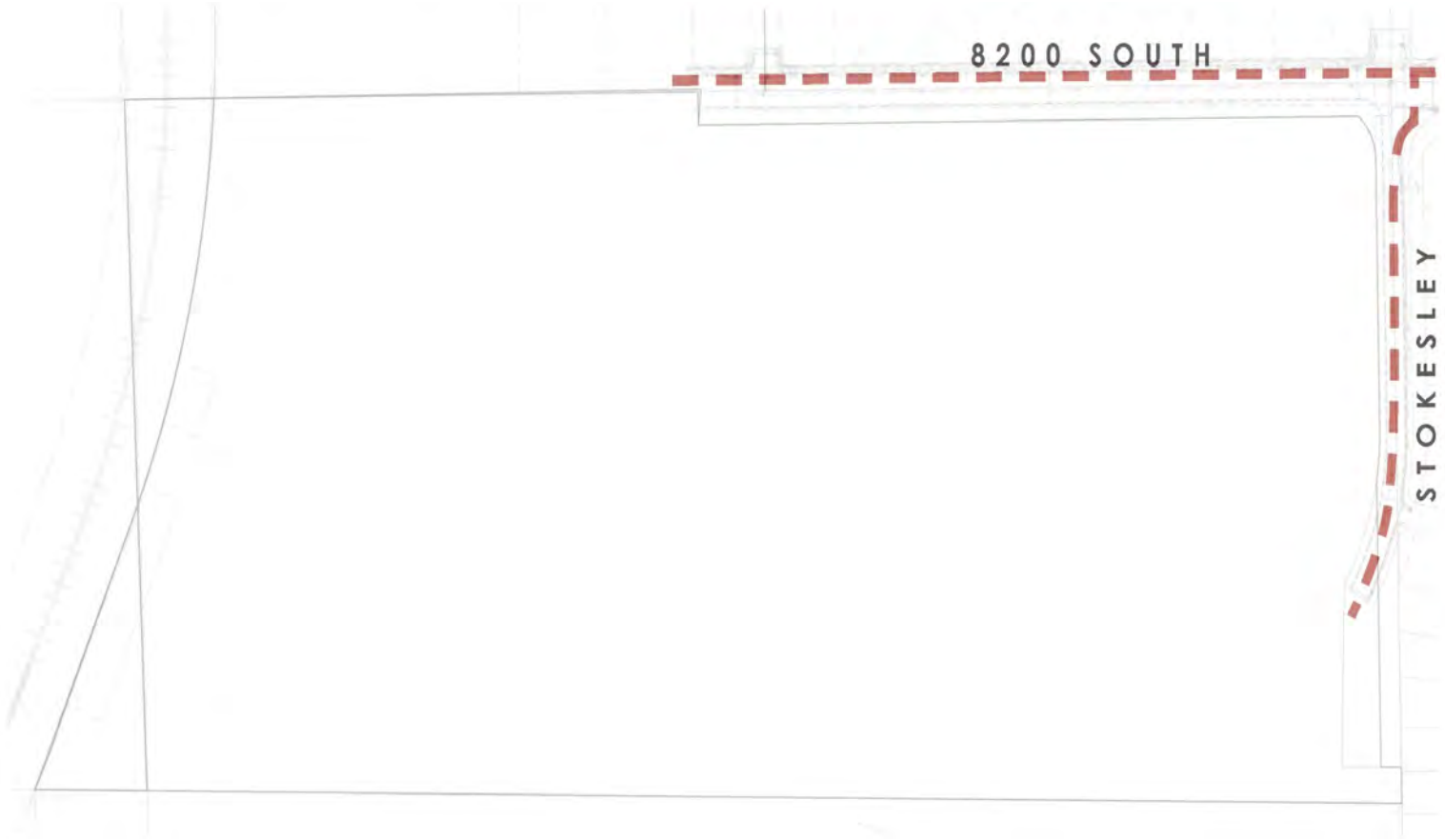
Surface Type	*Area (sf)*	*"C" Value*	*C*A*
Building	592,530	0.85	503,651
Drives	208,178	0.85	176,951
Roadway and Sidewalk	600,593	0.90	540,534
Landscape	1,885,682	0.20	377,136
Totals	3,286,983		1,598,272
Weighted "C" Value		**0.49**	

Drainage Calculations

Duration	Intensity	Runoff C	Area	Rainfall	Accumulated Flow	Allowable Discharge	Discharge	Required Storage
min	*in/hr*		*Ac*	*cfs*	*cf*	*cfs*	*cf*	*cf*
15.0	3.60	0.49	75.46	132.09	118,880	7.55	6,791	112,088
30.0	2.50	0.49	75.46	91.73	165,111	7.55	13,583	151,528
60.0	1.45	0.49	75.46	53.20	191,528	7.55	27,165	164,363
120.0	0.93	0.49	75.46	34.23	246,477	7.55	54,330	192,147
180.0	0.64	0.49	75.46	23.37	252,421	7.55	81,495	170,926
360.0	0.33	0.49	75.46	12.11	261,535	7.55	162,991	98,545
720.0	0.23	0.49	75.46	8.26	356,639	7.55	325,982	30,657
1440.0	0.01	0.49	75.46	0.46	39,627	7.55	651,964	-612,337

Maximum Storage Requirement: **192,147**
Maximum Storage Requirement (ac-ft): 4.41

POWER

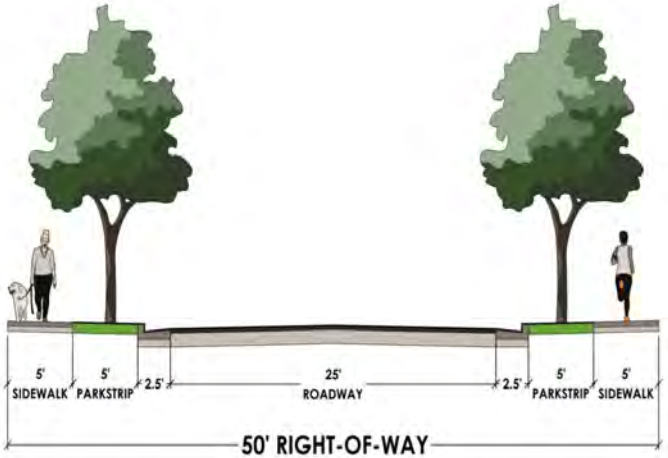


Existing power is located within reach of the project and the power plan for the project will be designed by Rocky Mountain Power at the final design stage.

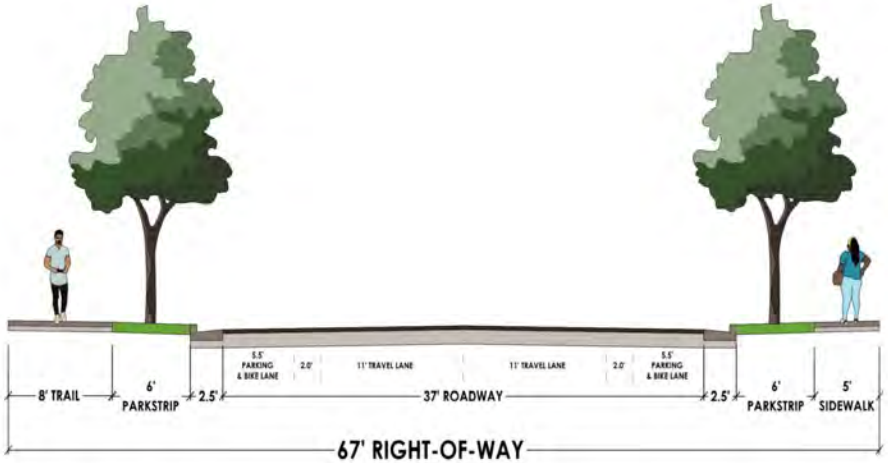
EXISTING UNDERGROUND POWER

TRANSPORTATION

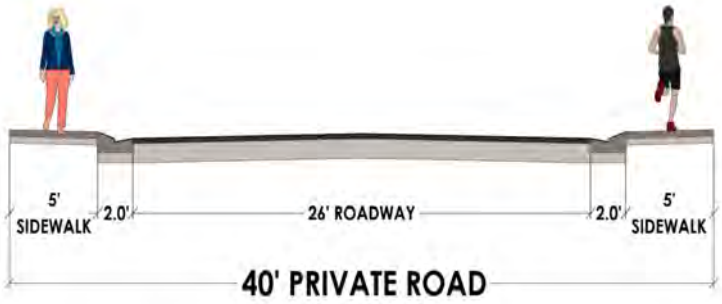
Cross Sections



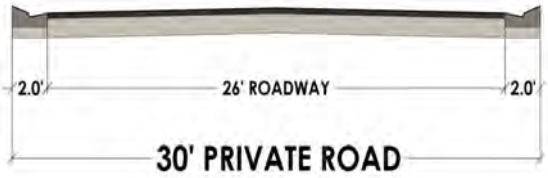
CITY STANDARD RIGHT-OF-WAY



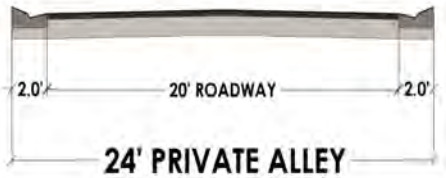
STOKESLEY DRIVE



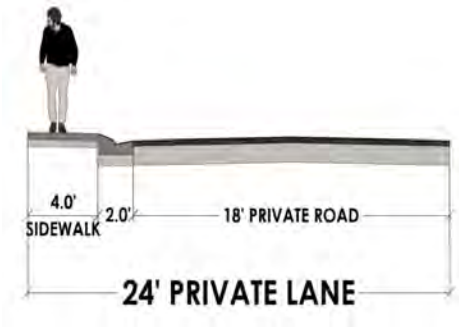
(FOR FRONT-LOAD TOWNHOMES)



(FOR REAR-LOAD TOWNHOMES
AND REAR-LOAD SINGLE FAMILY)



(FOR DEAD-ENDS OF LESS THAN 150' ON REAR-LOAD TOWNHOMES)



(FOR CLUSTER HOMES)

Note: West Jordan City master-planned roadways from the WJC Master Transportation Plan will be followed as a part of the Copper Meadows development and will be approved at preliminary plat approval.

Traffic Memo

West Jordan City's existing infrastructure is sufficient to support the additional residential units in Copper Meadows. The Traffic Memorandum included here concludes that mitigation would not be required for roadway networks surrounding the site.

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To: West Jordan City

From: Kevin Croshaw, PE

Date: November 8, 2022 **Memorandum**

Subject: West Jordan Travel Demand Model Update for Copper Meadows

The following includes the analysis to update the future traffic volume projections in West Jordan to incorporate approximately 70 acres of land for the residential development to the south of 8200 South and west of Stokesly Drive. This update modifies the land use for the future plans to rezone the Copper Meadows and build additional single-family homes.

Updated Data Used for Analysis

The Wasatch Front Regional Council (WFRC) Travel Demand Model (TDM) was updated to include the new planned land use for this area to include the additional single family residential homes. The model was updated to show a change in zoning from previous model to increase the number of homes. According to West Jordan City, the area that may be approved for rezoning as low density residential.

The site location is shown in **Figure 1**. A TDM analysis analyzed the differences between the previous traffic projections with the previous Ivory Homes site and the proposed zone changes for Copper Meadows. The comparison investigated changes to the future roadway network including Level of Service (LOS) to determine if the proposed increase in dwelling units has impact to the adjacent road network. The future roadway network, as shown in Figure 8 of the 2015 TMP, has been included here **Figure 2**. Additionally, the original 2040 LOS that was included in Figure 9 of the 2015 TMP can be seen in **Figure 3**.

The socioeconomic data was updated from the original WFRC TDM to match what is proposed at the site. The existing data mainly consisted of residential units, which is a large trip generator. Implementing the proposed site plan, trips being generated at the site decreased, resulting in minimal traffic increase on the roadway network.

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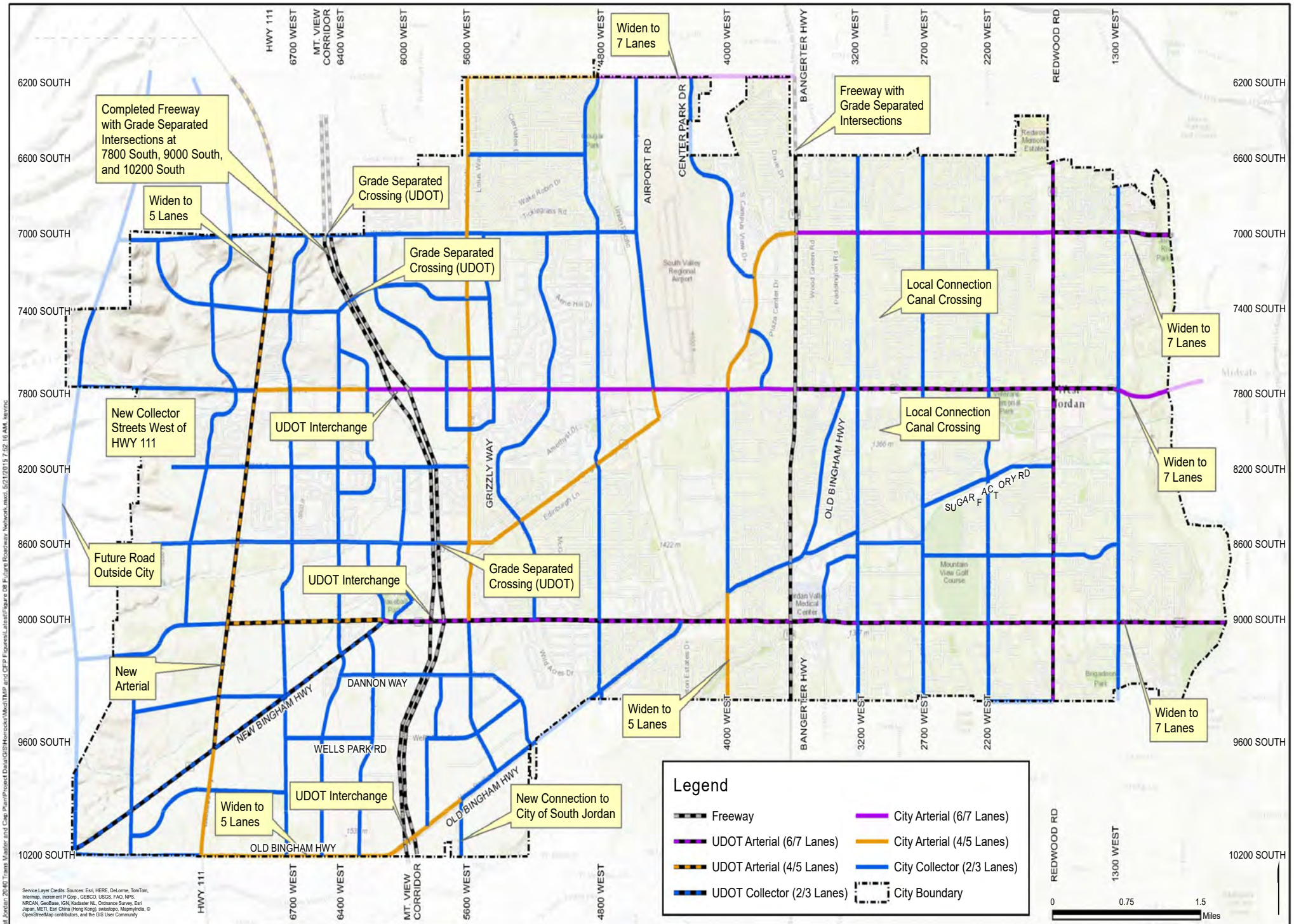
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Figure 1: Copper Meadows Site Location





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West Jordan City Transportation Master Plan

Future Roadway Network (2040)

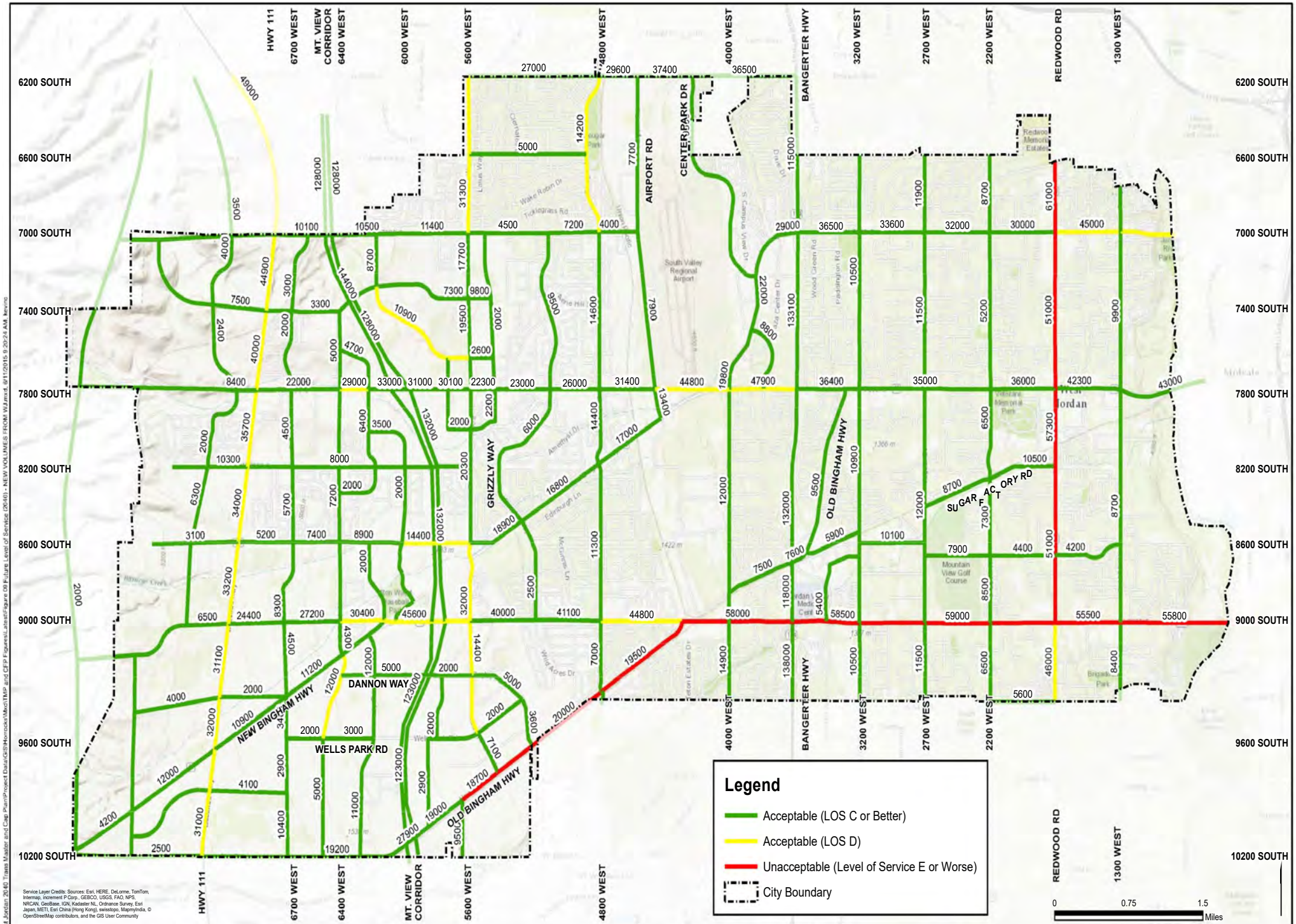
DATE 5/21/2015

DRAWN

Copper Meadows | Development Plan | West Jordan, UT 65

6.b

Figure 8



Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

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West Jordan City Transportation Master Plan

Future Level of Service (2040)

DATE 6/11/2015

DRAWN

Copper Meadows | Development Plan | West Jordan, UT 6.b 66

Figure 9

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Future Level of Service

Future TDM Model

Roadway LOS is used as a planning tool to quantitatively represent the ability of a particular roadway to accommodate the travel demand. **Table 1** shows LOS traffic volume thresholds for each of the major roadways in the City included in the 2015 West Jordan TMP. Roadway segment LOS can be mitigated with geometry improvements, additional lanes, two-way-left turn lanes, and access management.

Table 1: Summary of West Jordan LOS Capacity Criteria in Vehicles per Day (Per TMP)

Table 4 Suburban Freeway LOS Capacity Criteria in Vehicles per Day

Lanes	LOS C	LOS D	LOS E
4	60,000	70,000	89,000
6	95,000	110,000	140,000

Table 5 Suburban Arterial LOS Capacity Criteria in Vehicles per Day

Lanes	LOS C	LOS D	LOS E
5	28,500	32,800	40,300
7	43,000	50,500	63,400

Table 6 Suburban Collector LOS Capacity Criteria in Vehicles per Day

Lanes	LOS C	LOS D	LOS E
2	9,700	12,100	14,500
3	10,800	13,400	16,100

A standard of LOS D for system streets (collectors, arterials, and freeways) is used in West Jordan and is typical for future planning. Attaining LOS C or better on these streets would be potentially cost prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free flow speed.

Future (2040) Level of Service

Analysis of the roadways affected by the land use change, as shown in **Table 2**, show minimal volume increases with no major impact to future LOS. Horrocks has performed similar analysis recently for other developments in the surrounding area and this analysis includes the updated land use data from those studies.

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Table 2: Volume Changes to Significant Roadways

Roadway Segment	2040 Number of Lanes	2040 TDM Volume	Volume Change	New 2040 Volume	Master Plan Recommendation Changes?
SR-111 – Old Bingham Hwy to New Bingham Hwy	5	32,700	+20	32,720	No
SR-111 – 9000 S to 8600 S	5	33,800	+120	33,920	No
SR-111 –8600 S to 8200 S	5	34,400	+150	34,550	No
SR-111 – 8200 S to 7800 S	5	36,250	+150	36,400	No
9000 S – SR-111 to 6700 W	5	29,800	+120	29,920	No
Prosperity Rd - Old Bingham Hwy to New Bingham Hwy	5	12,150	+80	12,230	No
Old Bingham Hwy – SR-111 to Prosperity	5	19,700	+10	19,710	No

Conclusions

The future traffic volume projections were updated to include 41 additional homes at the proposed Copper Meadows development. A WFRC TDM analysis was completed to compare future traffic projections before and after completion of the additional homes. Minimal increases in traffic volumes show no mitigations to the proposed 2040 TMP roadway network are required.

Analysis using the WFRC TDM provides a macro analysis and is typically used for large scale areas such as cities and counties. For specific items directly surrounding the site such as access locations, turn pocket analysis, and intersection mitigations, it is recommended a traffic impact study for the specific site be completed before development.

There are also many other developments along the U-111 Corridor that may or may not be in the travel demand model. It is recommended to work with adjacent Cities, WFRC, Salt Lake County, and the Municipal Services District that oversees the rural Salt Lake County transportation system.

COPPER MEADOWS

TRAFFIC IMPACT STUDY

WEST JORDAN, UTAH



FOCUS
ENGINEERING & SURVEYING, LLC

October 2023

6949 South High Tech Drive, Suite 200, Midvale, Utah 84047 p 801.352.0075

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1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis for the Copper Meadows development, located west of U-111 (Bacchus Highway) and south of 8200 South in West Jordan, Utah. The Copper Meadows development is planned for 312 single-family residential homes and 64 townhomes. The proposed site is planned with two accesses, one to the north onto 8200 South and the second access to the east onto Stokesley Drive.

The proposed parcel of land for the Copper Meadows development is currently undeveloped land that is currently operating as a gravel mining operation. This development is surrounded by existing residential homes to the north and east. To the west are the Oquirrh Mountains and future residential is planned to the south. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network.

For purposes of this study, and following West Jordan City's guidelines for a Level III traffic impact study, the analysis will consist of the following intersections all of which are within ½ mile of the proposed development:

- Cricket Lane & 8200 South
- Stokesley Drive & 8200 South
- SR-111 (Bacchus Hwy) & 8200 South

The two proposed accesses to the development are also included in the analysis. The proposed development is planned to be built out by the end of 2025. Refer to Figure 2 for the overall site plan of the Copper Meadows development and the proposed access locations.

The traffic associated with this development is generated using the Trip Generation Manuals published by the Institute of Transportation Engineers (ITE). It is anticipated the 312 single-family homes and 64 townhomes planned for this development will generate 249 AM peak hour trips (63 entering the site and 186 exiting the site) and 329 PM peak hour trips (207 entering the site and 122 exiting the stie) on an average weekday, with an Average Daily Traffic (ADT) volume of 3,403 trips generated on an average day.

1.2 FINDINGS

Following the West Jordan City guidelines, the Existing Year, Opening Year of the proposed development, five years after Opening Year and twenty years after Opening Year are all scenarios that need to be analyzed. Based on the analysis performed in this traffic impact study, the following tables present the findings under the study scenarios for the 2023 Existing, 2025 Opening Year, 2030 Future Year and 2045 Future Year scenarios.

Table E1 – Existing, Opening & Future Year Level of Service

INTERSECTION	EXISTING, OPENING & FUTURE LEVEL OF SERVICE							
YEAR	2023 EXISTING YEAR		2025 OPENING YEAR		2030 FUTURE YEAR		2045 FUTURE	
	AM	PM	AM	PM	AM	PM	AM	PM
U-111 & 8200 S	B(12.2)	B(12.5)	B(12.2)	B(12.4)	B(12.1)	B(12.3)	B(11.9)	B(12.1)
Stokesley Dr & 8200 S	a(9.7)	a(9.5)	a(9.7)	a(9.6)	a(9.8)	a(9.7)	b(10.5)	b(10.3)
Cricket Ln & 8200 S	a(0.0)	a(0.0)	a(0.0)	a(0.0)	a(0.0)	a(0.0)	a(0.0)	a(0.0)
*Values represent the overall LOS for all signalized intersections (uppercase letters) and the worst movement for all unsignalized intersections (lowercase letters)								

As seen in Table E1, all intersections currently function at acceptable levels of service (LOS). With the project growth in this area, the Opening Year and Future Years are projected to continue to function at an acceptable LOS.

With the addition of the traffic generated by the Copper Meadows development at full build-out, the following table represents the LOS at the study area intersections.

Table E2 – Opening & Future Year with Project Level of Service

INTERSECTION	OPENING & FUTURE YEAR W/ PROJECT LEVEL OF SERVICE					
	2025 OPENING w/ PROJ		2030 FUTURE w/ PROJ		2045 FUTURE w/ PROJ	
	AM	PM	AM	PM	AM	PM
U-111 & 8200 S	B(12.0)	B(12.0)	B(11.9)	B(12.0)	B(12.2)	B(11.9)
Stokesley Dr & 8200 S	b(13.2)	b(14.7)	b(13.5)	c(15.1)	c(15.2)	c(16.6)
Cricket Ln /Access 1 & 8200 S	a(7.3)	a(7.5)	a(7.3)	a(7.5)	a(7.3)	a(7.5)
Access 2 & Stokesley Dr	a(0.0)	a(0.0)	a(0.0)	b(0.0)	a(0.0)	a(0.0)
*Values represent the overall LOS for all signalized intersections (uppercase letters) and the worst movement for all unsignalized intersections (lowercase letters)						

As illustrated in Table E2, all intersections, including the two proposed accesses, will function at acceptable levels of service for each scenario with the addition of the Copper Meadows development.

1.3 RECOMMENDATIONS

Using the existing and projected traffic volumes at each of the study area intersections, both with and without the Copper Meadows development traffic, the following are the recommendations to improve the flow of traffic.

2023 Existing Scenario

All intersections within the study area currently function with acceptable levels of service. No recommendations are needed.

2025 Opening Year Scenario

With the projected 2% growth in traffic along 8200 South and 5% growth in traffic along U-111 to the 2025 Opening Year, it is anticipated traffic will continue to function with acceptable levels of service with the existing lane configurations. No recommendations are needed.

2025 Opening Year with Project Scenario

With the full build-out of the Copper Meadows development by 2025, all intersections within the study area will continue to function with acceptable levels of service. The following recommendations are to help improve the flow of traffic at the proposed accesses:

<u>Access 1/Cricket Lane & 8200 South</u>

- Construct a single lane entering the project site with a single lane exiting the project site onto 8200 South.
- Restripe the westbound left turn lane along 8200 South to provide a separate left turn lane.

<u>Access 2 & Stokesley Drive</u>

- Construct a single lane entering the proposed site and a single lane exiting the proposed site onto Stokesley Drive.

2030 Future Year Scenario

With the continued projected growth of 2% along 8200 South and a 5% growth along U-111 for the next 5 years after Opening Year, all study area intersections will continue to function with acceptable levels of service and no additional improvements are needed.

2030 Future Year with Project Scenario

With the addition of the Copper Meadows development traffic volumes under the 2030 Future Year scenario, the study area intersections will continue to function with acceptable levels of service. The two proposed accesses to the development will also continue to function with acceptable levels of service at each of the traffic movements with the proposed recommendations as outlined under the 2025 Opening Year with Project scenario. No additional improvements are needed.

2045 Future Year Scenario

It is assumed the aggressive growth along U-111 will taper down from 2030 to 2045 to a 2% growth. Continuing this 2% growth to 2045, all intersection will continue to function with acceptable levels of service and no additional improvements are needed.

2045 Future Year with Project Scenario

With the addition of the Copper Meadows development traffic volumes under the 2045 Future Year scenario, the study area intersections and proposed project accesses will continue to function with acceptable levels of service. No additional improvements are needed.

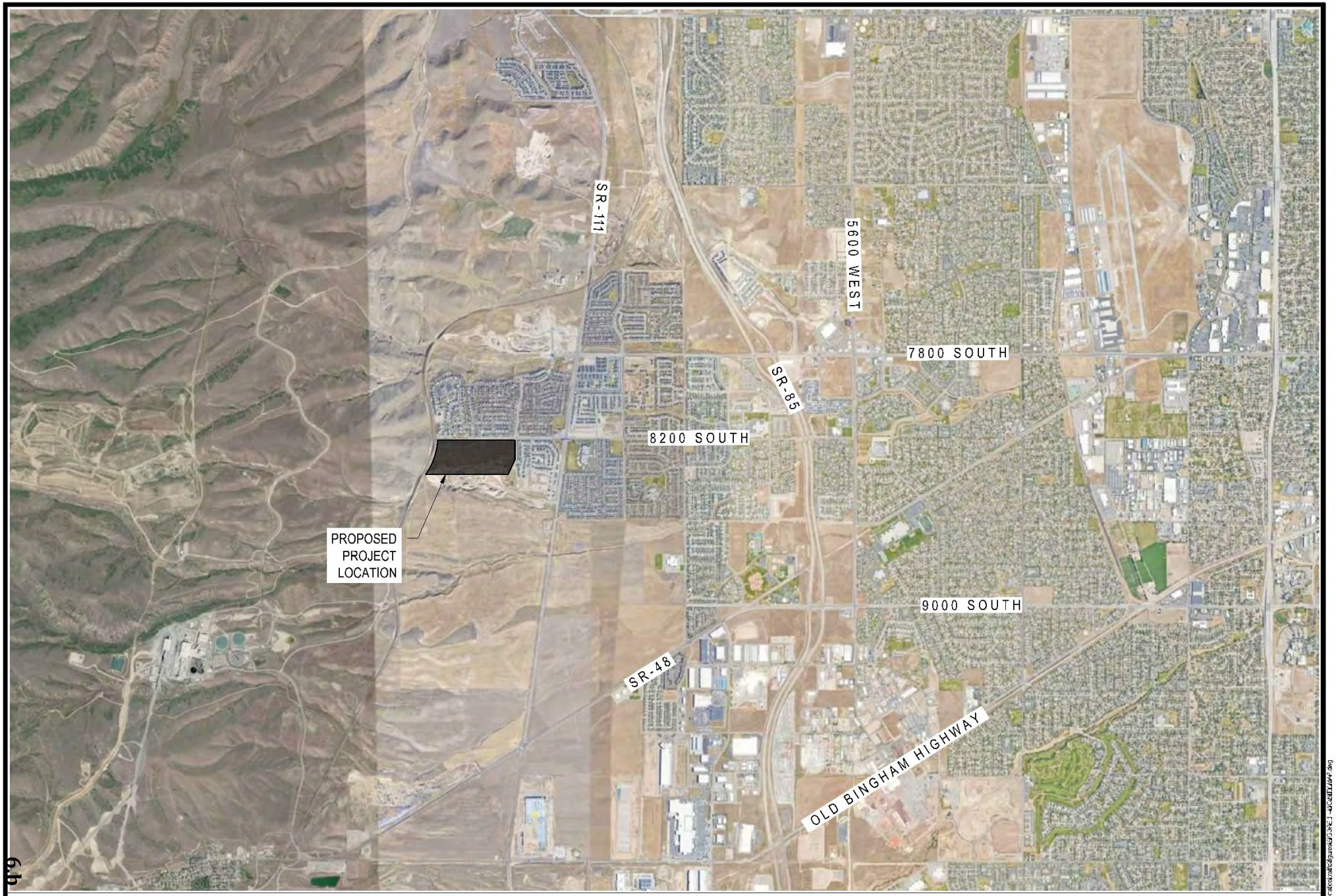
2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

The proposed Copper Meadows development is situated on roughly 70 acres of land located west of U-111 and south of 8200 South in West Jordan. This proposed development will consist of 312 single-family homes and 64 townhomes, expected to be completed by 2025.

The Copper Meadows development is planned for two accesses. Access 1 is located to the north onto 8200 South and aligns with the existing Cricket Lane intersection. Access 2 is located to the east of the development onto Stokesley Drive and aligns with Levi Lane. All accesses will be used for all vehicles accessing the site. Each access is planned with one egress lane and ingress lane.

Refer to the Vicinity Map and Site Plan in Figures 1 and 2, respectively, for the location of the new development and the layout of the site and location of the proposed accesses onto 8200 South and Stokesley Drive.



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FIGURE 1 - VICINITY MAP

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Date: 2022/12/27 0327 C:\Users\Matthew\Documents\Projects\Copper Meadows\Transportation\Graphics\Figure 1 - Vicinity Map.dwg



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FIGURE 2 - SITE PLAN

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3.0 Existing Conditions

3.1 ROADWAYS

U-111 (Bacchus Hwy): U-111 is a north/south Arterial roadway that is owned and maintained by the Utah Department of Transportation (UDOT). This roadway currently consists of two lanes in each direction with separate turn lanes at major intersections within the vicinity of the Copper Meadows development. U-111 is planned to remain as a 4-lane highway. The posted speed limit is 50 mph.

8200 South: 8200 South is a city owned and maintained Collector roadway. Currently 8200 South consists of one lane in each direction with a center two-way left turn lane. 8200 South currently terminates just west of Cricket Lane and does not have any future plans to extend further west. 8200 South primarily provides access to the residential subdivisions in this area. 8200 South has a posted speed limit of 35 mph.

Stokesley Drive: Stokesley Drive is a Collector roadway that is owned and maintained by West Jordan City. Stokesley Drive consists of one lane in northbound direction and one lane in the southbound direction with a center two-way left turn lane. Currently Stokesley Drive intersects New Sycamore Drive to the north and ends just south of Levi Lane to the south. Stokesley Drive is planned to extend further south as future development occurs. Stokesley Drive is assumed to have a speed limit of 35 mph, however it is not posted.

3.2 EXISTING TRAFFIC VOLUMES

Using West Jordan's Traffic Study Guidelines for a Level III Traffic Study, it was determined existing traffic counts would be collected at the following intersections which fall within ½ mile of the proposed project boundary:

- Cricket Lane & 8200 South
- Stokesley Drive & 8200 South
- U-111 & 8200 South

Existing AM and PM peak hour traffic counts were collected between 7 AM and 9 AM and 4 PM and 6 PM at the Stokesley Drive and 8200 South intersection on September 26, 2023 and September 28, 2023, respectively. Traffic volumes at Cricket Lane were determined from the counts collected at Stokesley Drive. UDOT's Automated Traffic Signal Performance Measures on these same dates was used to gather volumes along U-111 and 8200 South. From the existing counts that were collected, it was determined the peak hours at these intersections are from 7:00 AM to 8:00 AM and from 4:30 PM to 5:30 PM. These volumes are illustrated in Figure 3.



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FIGURE 3 - 2023 EXISTING YEAR TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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24_0027x027 Copper Meadows\transportation\traffic\figures\Figure 3 - 2023 EXISTING VOLUMES.dwg

4.0 Opening and Future Year Traffic Conditions

Opening Year traffic, also known as Background traffic, is the traffic that is on the roadways within the study area regardless if the proposed development is constructed or not. These traffic volumes are a projection of growth within the study area based on current land available and opportunities for future development within this area. There are no planned improvements for future development to the west. To the north of Copper Meadows is mostly built out for vehicles that will be using 8200 South. There is future development planned to the south, however it is assumed minimal amount of that traffic will use 8200 South as they will have access at 8600 South and 9000 South to U-111.

It is assumed an average growth of 2% will occur along 8200 South and a more aggressive growth rate of 5% along U-111 from 2023 to 2030. After 2030, the growth along U-111 will taper back to an average 2% growth each year as future developments will be constructed. This 2% growth was continued from 2030 to 2045. Applying the assumed growth rate to the existing traffic volumes, the projected traffic volumes for the 2025 Opening Year traffic volumes are illustrated in Figure 4.

Following the city's Traffic Impact Study Guidelines, a Level III traffic study will also look at five years after Opening Year and twenty years after Opening Year. Applying the growth rate described above to the Existing and Opening Year traffic volumes, the 2030 Future Year traffic volumes and 2045 Future Year traffic volumes are generated. These volumes can be found in Figures 5 and 6, respectively.



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FIGURE 4 - 2025 OPENING YEAR TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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24_002627 0327 Copper Meadows\transportation\traffic\figures\Figure 4 - 2025 OPENING YEAR VOLUMES.dwg



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FIGURE 5 - 2030 FUTURE YEAR TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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24_0027 0027 Copper Meadows\transportation\traffic\figures\FIGURE 5 - 2030 FUTURE VOLUMES.dwg



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FIGURE 6 - 2045 FUTURE YEAR TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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5.0 Trip Generation and Trip Distribution

The full build-out of the proposed Copper Meadows development will consist of 312 single-family homes and 64 townhomes. Using land use code 210 for Single-family Detached Housing and land use code 215 for Single-family Attached Housing, trip generation rates were determined using the 11_{th} Edition of the Trip Generation Manual. This manual is an ITE information report, published by the Institute of Transportation Engineers. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes based on the number of Dwelling Units (D.U.). The trips generated from the Copper Meadows development are presented in Table 1.

Table 1 - Trip Generation

ITE Land Use Code	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
				Enter	Exit	Enter	Exit
210	Single-family Detached Housing	312 D.U.	2942	55	163	185	108
215	Single-family Attached Housing	64 D.U.	461	8	23	22	14
Internal Capture			-	0	0	0	0
Pass-By Trips			-	0	0	0	0
Total			3403	63	186	207	122

5.1 PASS-BY TRIP & INTERNAL CAPTURE REDUCTION

Pass-by trips are represented as traffic that is already on the surrounding roadways and not a new trip generated by the proposed development. For instance, someone on their way home from work and stops by the gas station, but then continues on to their final destination, i.e., home. Internal Capture trips are vehicles that will enter the site and visit more than one land use in their visit. For instance, someone enters the development to visit a retail store, and also stops at a gas station. The internal capture helps so trips generated by one vehicle that visit multiple land uses, aren't counted multiple times. Since the Copper Meadows development will only consist of residential land uses, there is no pass-by trip reduction or internal capture applied in this analysis.

5.2 SITE TRAFFIC DISTRIBUTION

Site ingress/egress traffic at the proposed accesses were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current traffic patterns and also current land uses within the proximity of the proposed development, mainly access to highways, employment districts, shopping area, schools, etc. With direct access to U-111 along 8200 South, it is anticipated all the traffic will travel east to U-111 where they will travel north, south or continue east. Figure 7 illustrates the site traffic distribution percentages throughout the study area.

Using the distribution percentages along with the projected traffic volumes outlined in Table 1, Figure 8 illustrates the site traffic volumes anticipated at the study area intersections.



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FIGURE 7 - PROJECT DISTRIBUTION PERCENTAGES

XX% = PROJECT DISTRIBUTION PERCENTAGE

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FIGURE 8 - TRIP DISTRIBUTION VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

N

S

24, 2026/27 0327 C:\Users\Matthew\Documents\Projects\Copper Meadows\Transportation\Traffic\Figures\FIGURE 8 - TRIP DISTRIBUTION VOLUMES.dwg

6.0 Opening and Future Year with Project Traffic Conditions

The Opening and Future Year with Project traffic volumes represent the traffic that will be added to the study area with the addition of the Copper Meadows development. Using the 2025 Opening Year traffic volumes (Figure 4) and the site generated traffic volumes (Figure 8), the 2025 Opening Year with Project traffic volumes are generated. Per the developer's schedule, it is anticipated the Copper Meadows development will be built out in 2025. The 2025 Opening Year with Project traffic volumes, which illustrates the full build-out of the development, are illustrated in Figure 9.

Applying this same approach, using the 2030 Future Year traffic volumes (Figure 5) and the site generated traffic volumes (Figure 8), the 2030 Future Year with Project traffic volumes are generated. These volumes are found in Figure 10. Using the 2045 Future Year traffic volumes (Figure 6) and the site generated traffic volumes (Figure 8), the 2045 Future Year with Project traffic volumes are generated. These volumes are found in Figure 11.



6.b

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FIGURE 9 - 2025 OPENING YEAR W/ PROJECT TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

N

S

24_0027 0027 Copper Meadows\transportation\traffic\figures\FIGURE 9 - 2025 OPENING YEAR W PROJECT TRAFFIC.dwg



6.b

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FIGURE 10 - 2030 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

N

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FIGURE 11 - 2045 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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7.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the Copper Meadows development. Synchro Version 11 was used to analyze the study intersections for the proposed trip conditions according to methods put forth by the Transportation Research Board's Highway Capacity Manual (HCM 6th Edition).

The Level of Service (LOS) of an intersection range from A to F, where LOS A has a low vehicular delay indicating smooth free-flowing traffic. LOS F has a high vehicular delay and indicates the worst-case scenario with high congestion and a complete breakdown of traffic flow. Although LOS A through C are the desired levels, LOS D is considered acceptable in urban conditions. Traffic conditions with LOS of E or F are generally deemed unacceptable and represent significant travel delay, increased accident potential, and inefficient motor vehicle operation. Table 2 shows the relation between LOS and vehicular delay for signalized and unsignalized intersections.

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

Level of Service (LOS)	Vehicular Delay (seconds/vehicle)	
	Signalized Intersection	Stop Controlled Approach
A	0.0 ≤10.0	0.0 < 10.0
B	>10.0 ≤ 20.0	> 10.0 < 15.0
C	> 20.0 ≤ 35.0	> 15.0 < 25.0
D	> 35.0 ≤ 55.0	> 25.0 < 35.0
E	> 55.0 ≤ 80.0	> 35.0 < 50.0
F	> 80.0	> 50.0

The 2023 Existing traffic volumes at the study area intersections were analyzed using Synchro. The levels of service at each of the turning movements can be seen in the following table.

Table 3 – 2023 Existing Traffic LOS

Intersection	2023 Existing Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: U-111 & 8200 South					
AM Peak Hour	A(8.7)	A(4.6)	A(4.8)	B(12.2)	B(11.3)
PM Peak Hour	A(7.3)	A(3.7)	A(3.9)	B(12.5)	B(12.3)
2: Stokesley Drive & 8200 South					
AM Peak Hour	-	A(8.7)	A(9.7)	A(0.0)	A(0.5)
PM Peak Hour	-	A(8.9)	A(9.5)	A(0.0)	A(1.2)
3: Cricket Lane & 8200 South					
AM Peak Hour	-	-	A(0.0)	A(0.0)	A(0.0)
PM Peak Hour	-	-	A(0.0)	A(0.0)	A(0.0)

As can be seen in Table 3, under the existing traffic conditions, the traffic movements at each intersection currently function at an acceptable level of service.

With the projected growth to the Opening Year of 2025 and the Future Years of 2030 and 2045, the following tables illustrate the LOS for the study area intersections under these scenarios.

Table 4 – 2025 Opening Year Traffic LOS

Intersection	2025 Opening Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: U-111 & 8200 South					
AM Peak Hour	A(8.6)	A(4.7)	A(5.0)	B(12.2)	B(11.3)
PM Peak Hour	A(7.3)	A(3.8)	A(4.0)	B(12.4)	B(12.3)
2: Stokesley Drive & 8200 South					
AM Peak Hour	-	A(8.7)	A(9.7)	A(0.0)	A(0.5)
PM Peak Hour	-	A(8.9)	A(9.6)	A(0.0)	A(1.3)
3: Cricket Lane & 8200 South					
AM Peak Hour	-	-	A(0.0)	A(0.0)	A(0.0)
PM Peak Hour	-	-	A(0.0)	A(0.0)	A(0.0)

As seen in Table 4, all traffic movements will function at an acceptable level of service for the 2025 Opening Year scenario.

Table 5 – 2030 Future Year Traffic LOS

Intersection	2030 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: U-111 & 8200 South					
AM Peak Hour	A(8.6)	A(5.2)	A(5.5)	B(12.1)	B(11.1)
PM Peak Hour	A(7.3)	A(4.1)	A(4.5)	B(12.3)	B(12.1)
2: Stokesley Drive & 8200 South					
AM Peak Hour	-	A(8.7)	A(9.8)	A(0.0)	A(0.4)
PM Peak Hour	-	A(8.9)	A(9.7)	A(0.0)	A(1.2)
3: Cricket Lane & 8200 South					
AM Peak Hour	-	-	A(0.0)	A(0.0)	A(0.0)
PM Peak Hour	-	-	A(0.0)	A(0.0)	A(0.0)

Table 5 illustrates all traffic movements will continue to function at an acceptable level of service for the 2028 Future Year scenario.

Table 6 – 2045 Future Year Traffic LOS

Intersection	2045 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: U-111 & 8200 South					
AM Peak Hour	A(9.4)	A(6.9)	A(7.5)	B(11.9)	B(10.6)
PM Peak Hour	A(7.9)	A(5.1)	A(5.8)	B(12.1)	B(11.7)
2: Stokesley Drive & 8200 South					
AM Peak Hour	-	A(8.9)	A(10.5)	A(0.0)	A(0.6)
PM Peak Hour	-	A(9.2)	B(10.3)	A(0.0)	A(1.2)
3: Cricket Lane & 8200 South					
AM Peak Hour	-	-	A(0.0)	A(0.0)	A(0.0)
PM Peak Hour	-	-	A(0.0)	A(0.0)	A(0.0)

With the addition of the Copper Meadows development within this study area, the following tables illustrates the projected levels of service at the study area intersections under the 2025 Opening Year with Project, 2030 Future Year with Project and the 2045 Future Year with Project scenarios.

Table 7 – 2025 Opening Year w/ Project LOS

Intersection	2025 Opening Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: U-111 & 8200 South					
AM Peak Hour	A(9.5)	A(6.3)	A(6.6)	B(12.0)	B(10.4)
PM Peak Hour	A(8.6)	A(5.6)	A(5.9)	B(12.0)	B(11.5)
2: Stokesley Drive & 8200 South					
AM Peak Hour	-	A(9.8)	B(13.2)	A(0.0)	A(1.6)
PM Peak Hour	-	A(9.5)	B(14.7)	A(0.0)	A(2.0)
3: Cricket Lane/Access 1 & 8200 South					
AM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(4.9)
PM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(5.8)
4: Access 2 & Stokesley Drive					
AM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(0.0)
PM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(0.0)

With the addition of the Copper Meadows development under the 2025 Opening Year with Project scenario, all traffic movements at the study area intersections will continue to function with acceptable levels of service.

Table 8 – 2030 Future Year w/ Project LOS

Intersection	2030 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: U-111 & 8200 South					
AM Peak Hour	A(9.6)	A(6.9)	A(7.2)	B(11.9)	B(10.3)
PM Peak Hour	A(8.6)	A(6.0)	A(6.4)	B(12.0)	B(11.4)
2: Stokesley Drive & 8200 South					
AM Peak Hour	-	A(9.9)	B(13.5)	A(0.0)	A(1.5)
PM Peak Hour	-	A(9.5)	C(15.1)	A(0.0)	A(1.9)
3: Cricket Lane/Access 1 & 8200 South					
AM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(4.7)
PM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(5.7)
4: Access 2 & Stokesley Drive					
AM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(0.0)
PM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(0.0)

With the addition of the Copper Meadows development under the 2030 Future Year with Project scenario, all traffic movements at the study area intersections will continue to function with acceptable levels of service.

Table 9 – 2045 Future Year w/ Project LOS

Intersection	2045 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: U-111 & 8200 South					
AM Peak Hour	B(10.4)	A(8.7)	A(9.3)	B(12.2)	A(9.9)
PM Peak Hour	A(9.4)	A(7.4)	A(8.1)	B(11.9)	B(11.0)
2: Stokesley Drive & 8200 South					
AM Peak Hour	-	B(10.1)	C(15.2)	A(0.0)	A(1.4)
PM Peak Hour	-	B(10.0)	C(16.5)	A(0.0)	A(1.9)
3: Cricket Lane/Access 1 & 8200 South					
AM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(4.2)
PM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(5.3)
4: Access 2 & Stokesley Drive					
AM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(0.0)
PM Peak Hour	-	A(0.0)	A(0.0)	A(0.0)	A(0.0)

With the addition of the Copper Meadows development under the 2045 Future Year with Project scenario, all traffic movements at the study area intersections will continue to function with acceptable levels of service.

8.0 Recommendations

Based on the information and findings presented in this report, the following recommendations are proposed under the different study scenarios.

2023 Existing Scenario

All study area intersections and their appropriate traffic movements currently function at acceptable levels of service "B" or better under the 2023 Existing conditions and lane configurations. No improvements are needed under the 2023 Existing scenario.

2025 Opening Year Scenario

All study area intersections and their appropriate traffic movements will continue to function at acceptable levels of service "B" or better under the 2025 Opening Year conditions and existing lane configurations. No additional improvements are recommended within the study area.

2025 Opening Year w/ Project Scenario

All study area intersections and their appropriate traffic movements will continue to function at acceptable levels of service "B" or better under the 2025 Opening Year with Project conditions.

With the addition of the two proposed accesses to the Copper Meadows development, it is recommended that each access be designed and constructed to meet appropriate city standards.

It is recommended Access 1 be built with one egress lane and one ingress lane. It is recommended the two-way left turn striping for the westbound left turn into Access 1 be restriped to a left turn pocket with 100 feet of storage. It is recommended Access 2 be constructed with one egress lane and one ingress lane.

2030 Future Year Scenario

All study area intersections and their appropriate traffic movements will continue to function at acceptable levels of service "B" or better under the 2030 Future Year conditions and lane configurations. No additional improvements are needed within the study area.

2030 Future Year with Project Scenario

With the addition of the Copper Meadows development and the improvements listed above, all intersections will function with acceptable levels of service under the 2030 Future Year with Project scenario. All accesses to the proposed development will also continue to function with acceptable levels of service.

2045 Future Year Scenario

All study area intersections and their appropriate traffic movements will continue to function at acceptable levels of service "B" or better under the 2045 Future Year conditions and lane configurations. No additional improvements are needed within the study area.

2045 Future Year with Project Scenario

With the addition of the Copper Meadows development and the improvements listed above, all intersections will function with acceptable levels of service under the 2045 Future Year with Project scenario. All accesses to the proposed development will also continue to function with acceptable levels of service.

Appendix

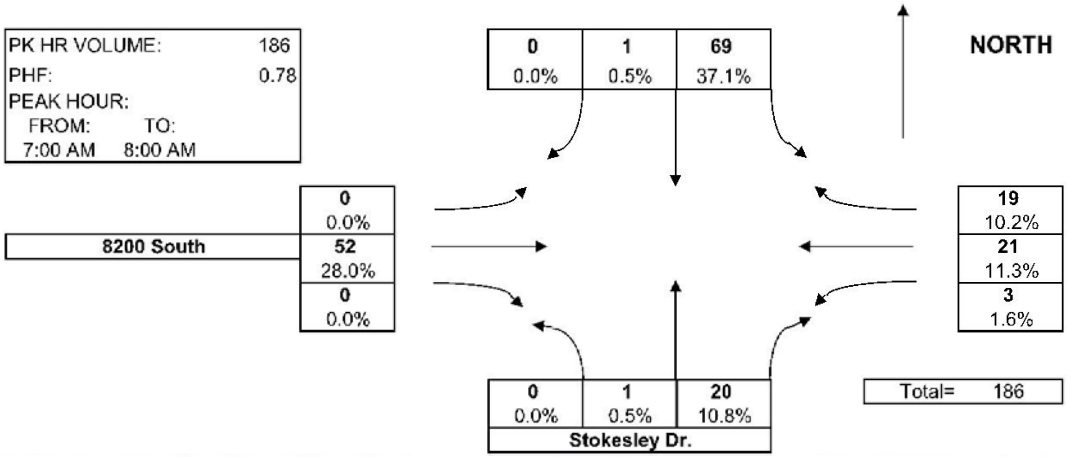
Existing Traffic Counts

TURNING MOVEMENT COUNT SUMMARY

LLC

INTERSECTION:	Stokesley Dr. and 8200 South
N-S STREET:	Stokesley Dr.
E-W STREET:	8200 South
FOCUS PROJ. NO.:	23-0322
COUNT DATE:	26-Sep-23
NOTES:	
COUNT TIME:	
FROM:	7:00 AM
TO:	9:00 AM

PK HR VOLUME:	186
PHF:	0.78
PEAK HOUR:	
FROM:	TO:
7:00 AM	8:00 AM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	0	0	5	0	17	0	24	0	0	0	0	2	48
7:15 AM	7:30 AM	0	0	5	0	7	0	10	0	0	1	3	4	30
7:30 AM	7:45 AM	0	1	8	0	13	0	16	1	0	1	6	2	48
7:45 AM	8:00 AM	0	0	2	0	15	0	19	0	0	1	12	11	60
8:00 AM	8:15 AM	0	1	1	0	7	0	13	0	0	0	3	5	30
8:15 AM	8:30 AM	0	0	2	0	7	1	13	0	0	1	2	6	32
8:30 AM	8:45 AM	0	0	3	0	8	0	12	0	0	0	3	1	27
8:45 AM	9:00 AM	0	0	3	0	4	0	7	0	0	1	1	6	22

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	0	1	20	0	52	0	69	1	0	3	21	19	186
7:15 AM	8:15 AM	0	2	16	0	42	0	58	1	0	3	24	22	168
7:30 AM	8:30 AM	0	2	13	0	42	1	61	1	0	3	23	24	170
7:45 AM	8:45 AM	0	1	8	0	37	1	57	0	0	2	20	23	149
8:00 AM	9:00 AM	0	1	9	0	26	1	45	0	0	2	9	18	111

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

6.b

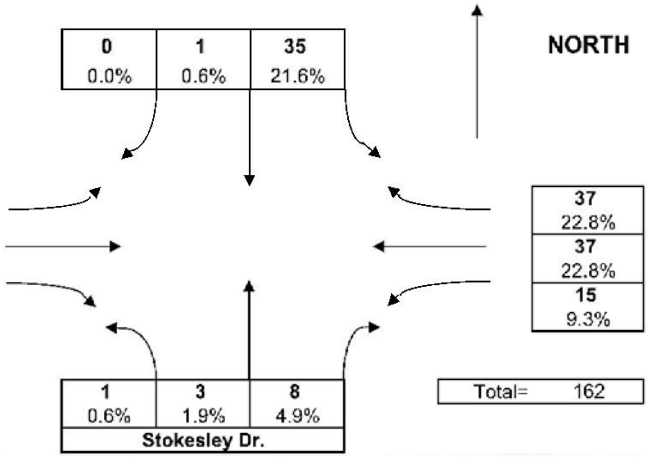
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	Stokesley Dr. and 8200 South
N-S STREET:	Stokesley Dr.
E-W STREET:	8200 South
FOCUS PROJ. NO.:	23-0322
COUNT DATE:	28-Sep-23
NOTES:	
COUNT TIME:	
FROM:	4:00 PM
TO:	6:00 PM

PK HR VOLUME:	162
PHF:	0.90
PEAK HOUR:	
FROM:	TO:
4:30 PM	5:30 PM

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM	2	1	7	1	7	1	1	2	1	3	6	2	34
4:15 PM	4:30 PM	1	0	1	0	4	0	4	0	0	5	7	10	32
4:30 PM	4:45 PM	1	0	1	0	8	1	6	0	0	3	12	8	40
4:45 PM	5:00 PM	0	0	5	0	3	0	7	1	0	3	10	15	44
5:00 PM	5:15 PM	0	1	0	0	6	0	8	0	0	4	6	8	33
5:15 PM	5:30 PM	0	2	2	0	6	1	14	0	0	5	9	6	45
5:30 PM	5:45 PM	1	0	0	0	8	0	5	0	0	5	9	9	37
5:45 PM	6:00 PM	0	0	1	0	6	0	9	0	0	4	12	4	36
														301

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	4	1	14	1	22	2	18	3	1	14	35	35	150
4:15 PM	5:15 PM	2	1	7	0	21	1	25	1	0	15	35	41	149
4:30 PM	5:30 PM	1	3	8	0	23	2	35	1	0	15	37	37	162
4:45 PM	5:45 PM	1	3	7	0	23	1	34	1	0	17	34	38	159
5:00 PM	6:00 PM	1	3	3	0	26	1	36	0	0	18	36	27	151

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

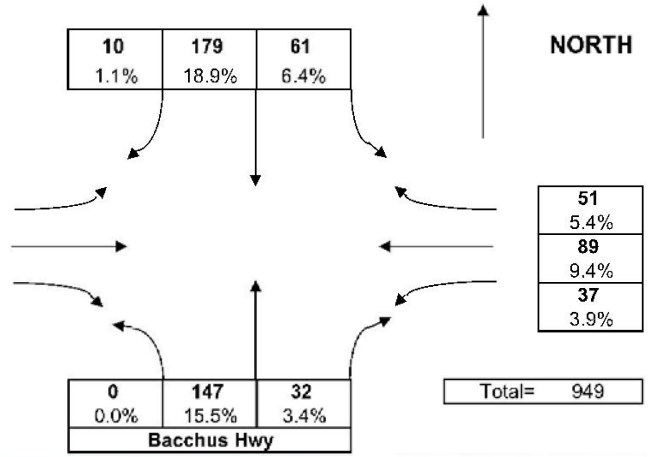
6.b

TURNING MOVEMENT COUNT SUMMARY

LLC

INTERSECTION:	Bacchus Hwy and 8200 South
N-S STREET:	Bacchus Hwy
E-W STREET:	8200 South
FOCUS PROJ. NO.:	23-0322
COUNT DATE:	26-Sep-23
NOTES:	
COUNT TIME:	
FROM:	7:00 AM
TO:	9:00 AM

PK HR VOLUME:	949
PHF:	0.78
PEAK HOUR:	
FROM:	TO:
7:00 AM	8:00 AM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	0	29	5	38	36	25	1	34	1	6	8	11	194
7:15 AM	7:30 AM	0	25	14	30	19	16	7	46	4	6	11	9	187
7:30 AM	7:45 AM	0	52	7	41	32	11	23	50	1	11	26	9	263
7:45 AM	8:00 AM	0	41	6	26	54	15	30	49	4	14	44	22	305
8:00 AM	8:15 AM	0	31	1	29	24	21	7	46	7	3	10	11	190
8:15 AM	8:30 AM	0	17	2	13	12	12	2	43	4	5	9	15	134
8:30 AM	8:45 AM	0	27	2	20	38	14	10	37	1	4	7	7	167
8:45 AM	9:00 AM	0	31	3	16	19	7	5	30	1	2	12	5	131

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	0	147	32	135	141	67	61	179	10	37	89	51	949
7:15 AM	8:15 AM	0	149	28	126	129	63	67	191	16	34	91	51	945
7:30 AM	8:30 AM	0	141	16	109	122	59	62	188	16	33	89	57	892
7:45 AM	8:45 AM	0	116	11	88	128	62	49	175	16	26	70	55	796
8:00 AM	9:00 AM	0	106	8	78	93	54	24	156	13	14	38	38	622

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

6.b

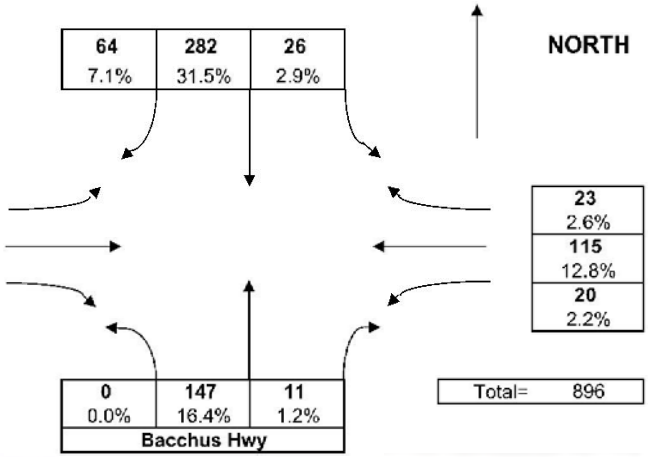
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	Bacchus Hwy and 8200 South
N-S STREET:	Bacchus Hwy
E-W STREET:	8200 South
FOCUS PROJ. NO.:	23-0322
COUNT DATE:	28-Sep-23
NOTES:	
COUNT TIME:	
FROM:	4:00 PM
TO:	6:00 PM

PK HR VOLUME:	896
PHF:	0.90
PEAK HOUR:	
FROM:	TO:
4:45 PM	5:45 PM

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM	0	43	2	16	21	14	5	57	18	3	26	5	210
4:15 PM	4:30 PM	0	36	2	18	8	14	6	55	10	8	16	7	180
4:30 PM	4:45 PM	0	42	2	7	15	6	6	59	11	6	18	6	178
4:45 PM	5:00 PM	0	40	4	17	24	13	9	70	15	1	28	7	228
5:00 PM	5:15 PM	0	32	3	18	24	10	2	64	17	7	25	4	206
5:15 PM	5:30 PM	0	32	0	12	26	10	10	64	13	7	29	10	213
5:30 PM	5:45 PM	0	43	4	13	20	21	5	84	19	5	33	2	249
5:45 PM	6:00 PM	0	27	5	9	21	13	3	57	10	6	22	4	177
														1,641

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	0	161	10	58	68	47	26	241	54	18	88	25	796
4:15 PM	5:15 PM	0	150	11	60	71	43	23	248	53	22	87	24	792
4:30 PM	5:30 PM	0	146	9	54	89	39	27	257	56	21	100	27	825
4:45 PM	5:45 PM	0	147	11	60	94	54	26	282	64	20	115	23	896
5:00 PM	6:00 PM	0	134	12	52	91	54	20	269	59	25	109	20	845

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

6.b

Trip Generation Reports

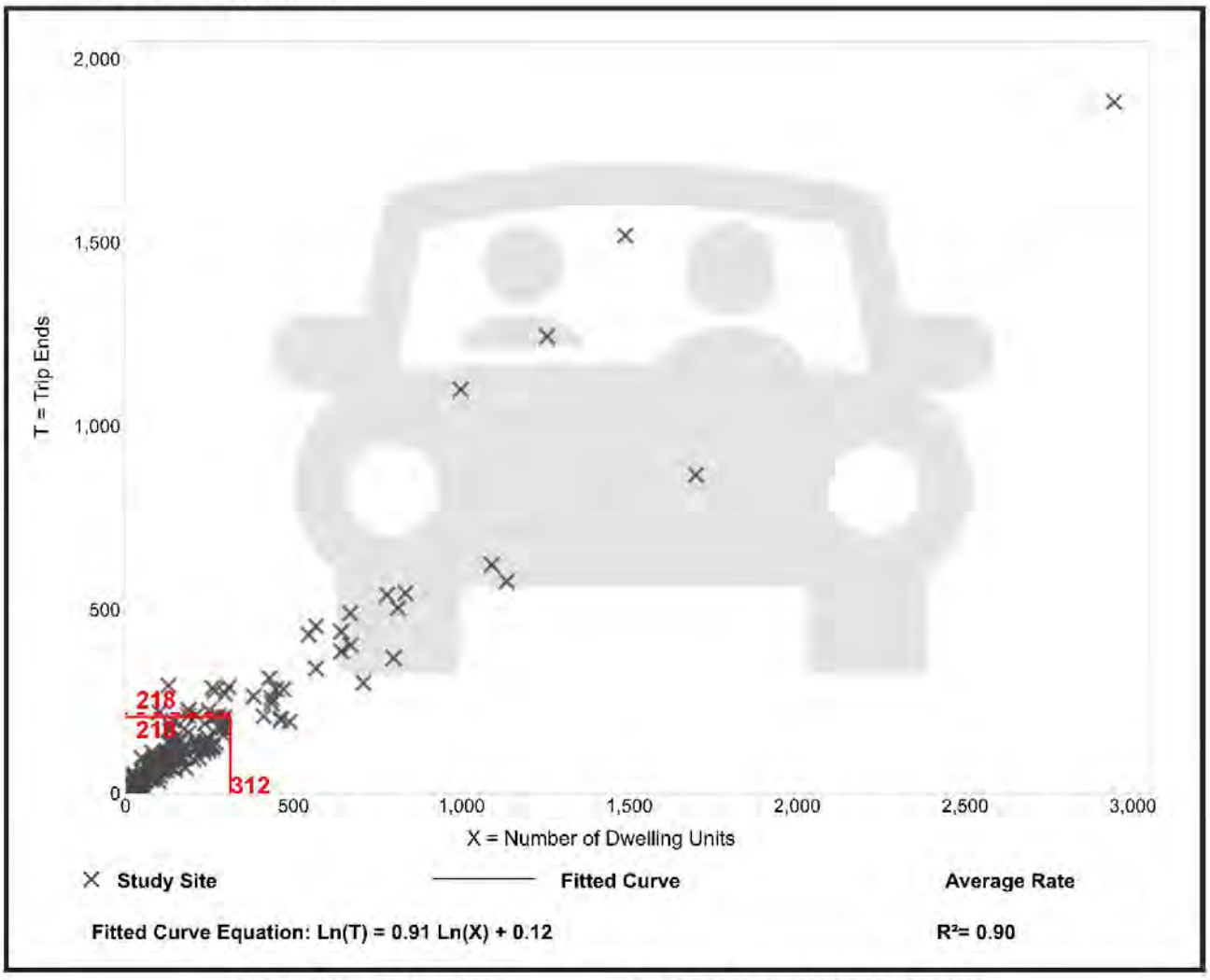
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



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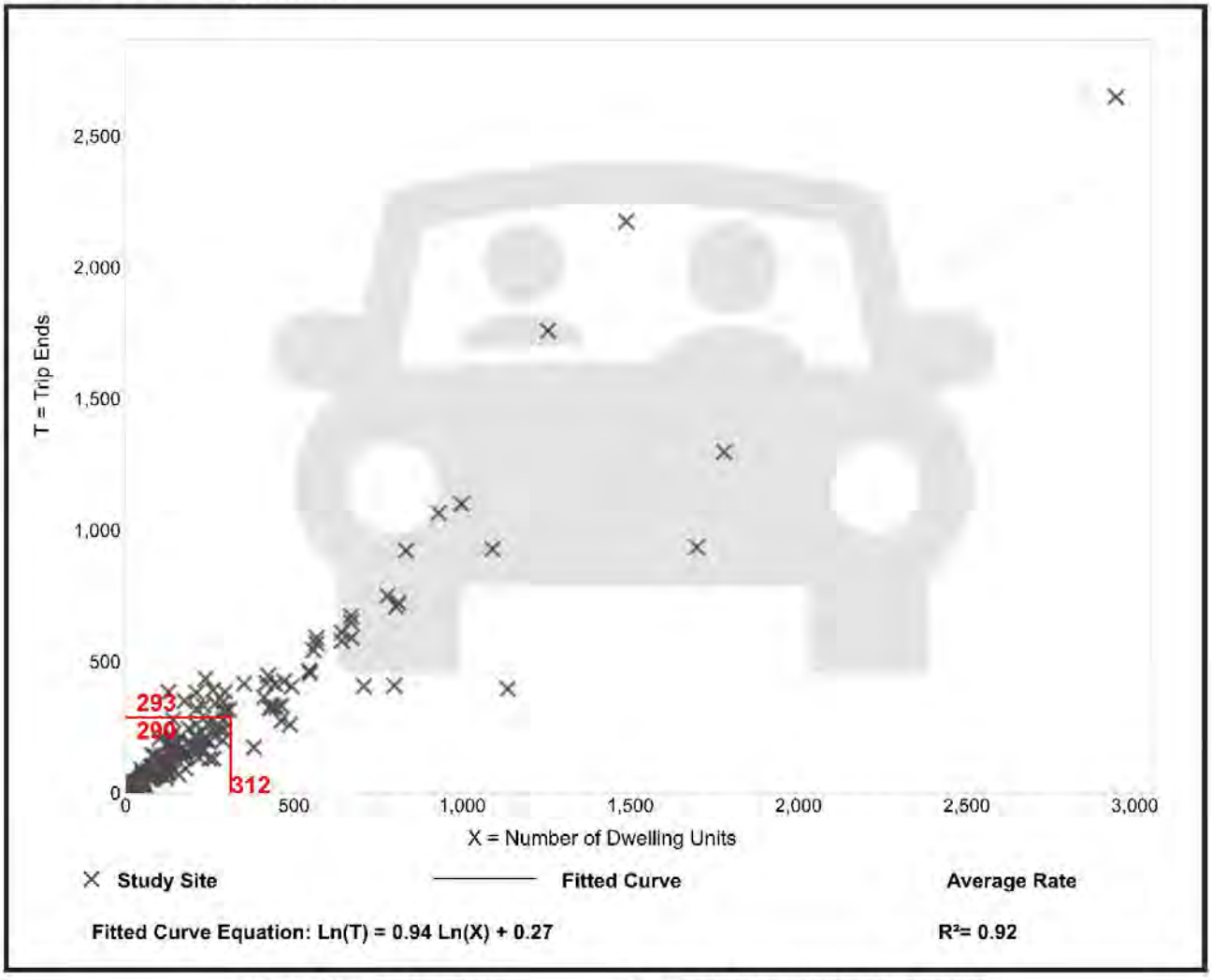
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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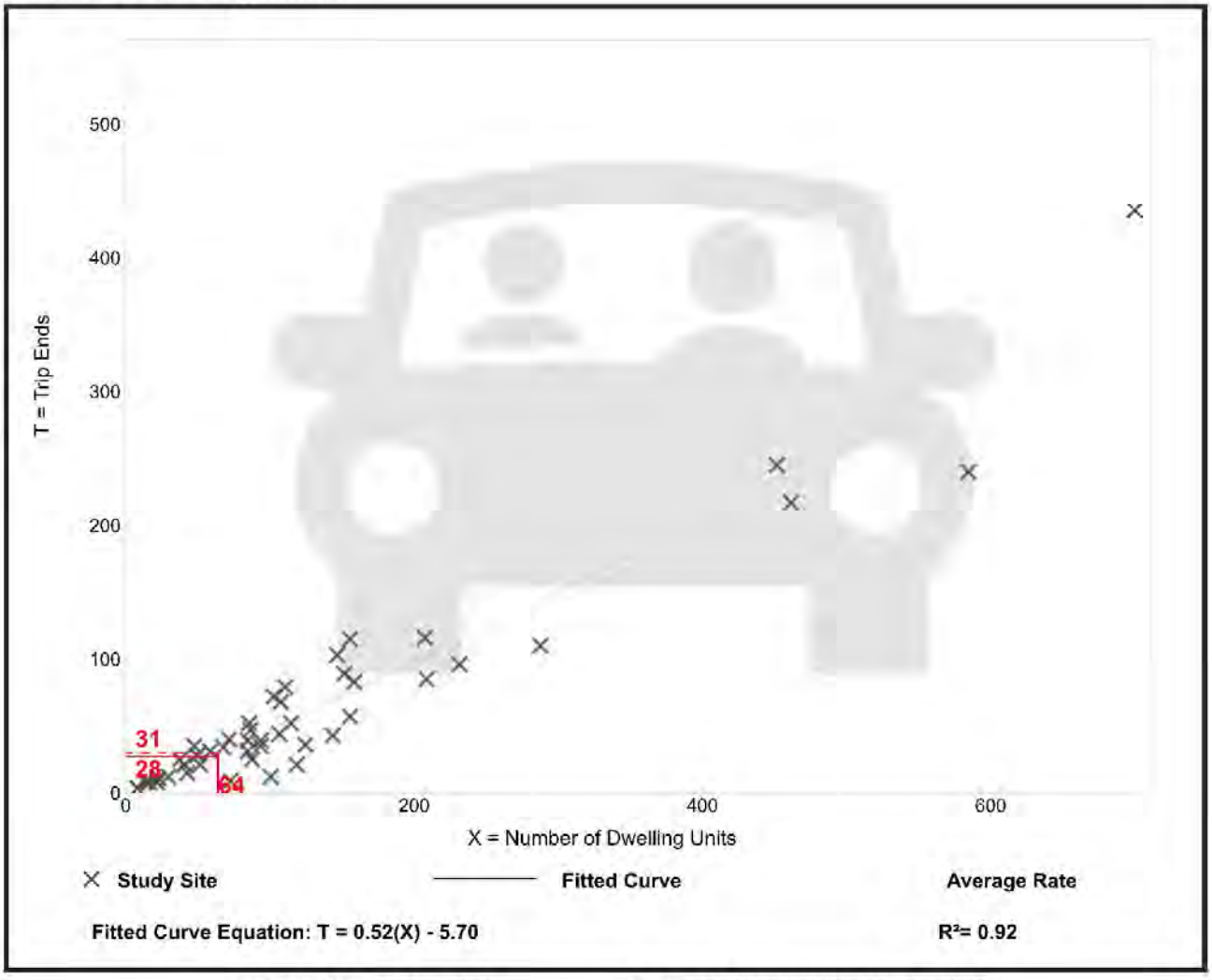
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



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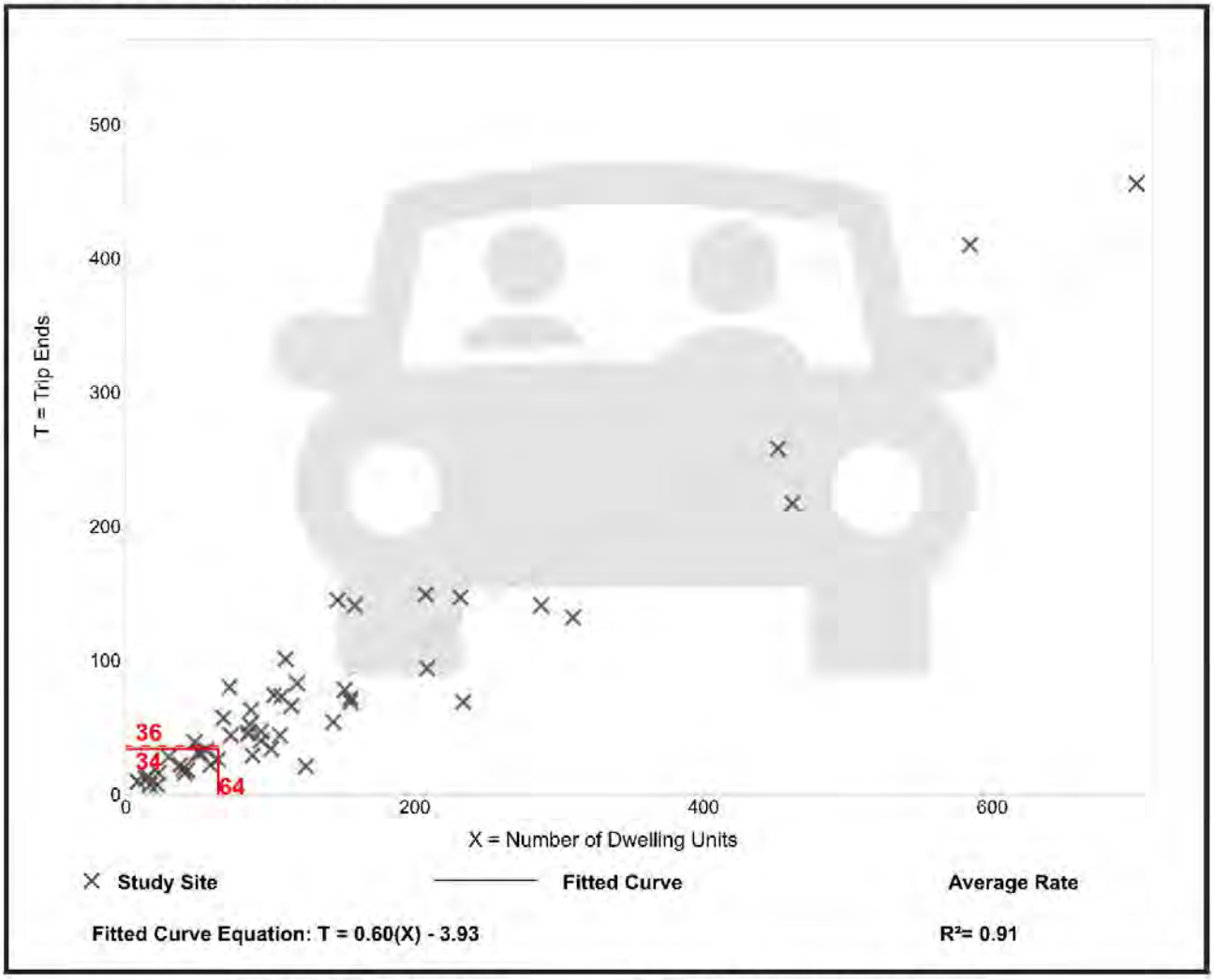
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



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Traffic Analysis Reports

2023 Existing Traffic Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	135	141	67	37	89	51	0	147	32	61	179	10
(veh/h)	135	141	67	37	89	51	0	147	32	61	179	10
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	153	73	40	97	55	0	160	35	66	195	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	447	379	401	447	379	203	1803	804	778	1803	804
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.00	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1235	1870	1585	1155	1870	1585	1176	3554	1585	1188	3554	1585
Grp Volume(v), veh/h	147	153	73	40	97	55	0	160	35	66	195	11
Grp Sat Flow(s),veh/h/ln	1235	1870	1585	1155	1870	1585	1176	1777	1585	1188	1777	1585
Q Serve(g_s), s	3.8	2.4	1.3	1.1	1.5	1.0	0.0	0.8	0.4	1.1	1.0	0.1
Cycle Q Clear(g_c), s	5.3	2.4	1.3	3.5	1.5	1.0	0.0	0.8	0.4	1.9	1.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	447	379	401	447	379	203	1803	804	778	1803	804
V/C Ratio(X)	0.33	0.34	0.19	0.10	0.22	0.15	0.00	0.09	0.04	0.08	0.11	0.01
Avail Cap(c_a), veh/h	778	949	804	710	949	804	203	1803	804	778	1803	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	11.2	10.8	12.6	10.8	10.6	0.0	4.5	4.4	5.0	4.6	4.3
Incr Delay (d2), s/veh	0.4	0.5	0.2	0.1	0.2	0.2	0.0	0.1	0.1	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.4	0.2	0.5	0.3	0.0	0.2	0.1	0.2	0.2	0.0
Unsig. Movement Delay, s/veh	13.4	11.6	11.0	12.7	11.1	10.8	0.0	4.6	4.5	5.2	4.7	4.4
LnGrp Delay(d),s/veh	B	B	B	B	B	B	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		373			192			195			272	
Approach Delay, s/veh		12.2			11.3			4.6			4.8	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		13.0		22.5		13.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		7.3		3.9		5.5				
Green Ext Time (p_c), s		0.9		1.2		1.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	4.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	52	0	3	21	19	0	1	20	69	1	0
Future Vol, veh/h	0	52	0	3	21	19	0	1	20	69	1	0
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	
RT Channelized	Stop	-	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	0	57	0	3	23	21	0	1	22	75	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	44	0	0	57	0	0	97	107	57	109	97	34
All	-	-	-	-	-	-	57	57	-	40	40	-
Stage 1	-	-	-	-	-	-	40	50	-	69	57	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1564	-	-	1547	-	-	885	783	1009	870	793	1039
Stage 1	-	-	-	-	-	-	955	847	-	975	862	-
Stage 2	-	-	-	-	-	-	975	853	-	941	847	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1547	-	-	882	781	1009	849	791	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	882	781	-	849	791	-
Stage 1	-	-	-	-	-	-	955	847	-	975	860	-
Stage 2	-	-	-	-	-	-	972	851	-	920	847	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	8.7	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	995	1564	-	-	1547	-	-	849	791	-
HCM Lane V/C Ratio	0.023	-	-	-	0.002	-	-	0.088	0.001	-
HCM Control Delay (s)	8.7	0	-	-	7.3	-	-	9.7	9.6	0
HCM Lane LOS	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	
Lane Configurations	SBR					
Traffic Vol, veh/h	0	0	0	21	52	0
Future Vol, veh/h	0	0	0	21	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	23	57	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow	23	0	-	0	0	0
All	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1592	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1592	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major	EBL	EBT	WBT	WBR	SBLn1
Mvmt	1592	-	-	-	-
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	0	-	-	-	-
HCM Control Delay (s)	A	-	-	-	-
HCM Lane LOS	0	-	-	-	-
HCM 95th %ile Q(veh)					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	60	94	54	20	115	23	0	147	11	26	282	64
(veh/h)	60	94	54	20	115	23	0	147	11	26	282	64
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	102	59	22	125	25	0	160	12	28	307	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	344	292	385	344	292	218	1933	862	851	1933	862
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.00	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1237	1870	1585	1225	1870	1585	1006	3554	1585	1213	3554	1585
Grp Volume(v), veh/h	65	102	59	22	125	25	0	160	12	28	307	70
Grp Sat Flow(s),veh/h/ln	1237	1870	1585	1225	1870	1585	1006	1777	1585	1213	1777	1585
Q Serve(g_s), s	1.6	1.6	1.0	0.5	1.9	0.4	0.0	0.7	0.1	0.4	1.4	0.7
Cycle Q Clear(g_c), s	3.5	1.6	1.0	2.1	1.9	0.4	0.0	0.7	0.1	1.1	1.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	344	292	385	344	292	218	1933	862	851	1933	862
V/C Ratio(X)	0.17	0.30	0.20	0.06	0.36	0.09	0.00	0.08	0.01	0.03	0.16	0.08
Avail Cap(c_a), veh/h	818	1017	862	826	1017	862	218	1933	862	851	1933	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	11.7	11.4	12.5	11.8	11.2	0.0	3.6	3.5	3.9	3.8	3.6
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.1	0.6	0.1	0.0	0.1	0.0	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.3	0.1	0.7	0.1	0.0	0.1	0.0	0.1	0.3	0.1
Unsig. Movement Delay, s/veh	13.6	12.1	11.8	12.6	12.4	11.3	0.0	3.7	3.5	3.9	3.9	3.8
LnGrp Delay(d),s/veh	B	B	B	B	B	B	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		226			172			172			405	
Approach Delay, s/veh		12.5			12.3			3.7			3.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		10.6		22.5		10.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.7		5.5		3.4		4.1				
Green Ext Time (p_c), s		0.8		0.7		2.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	3.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	23	2	15	37	37	1	3	8	35	1	0
Future Vol, veh/h	0	23	2	15	37	37	1	3	8	35	1	0
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	
RT Channelized	Stop	-	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	0	25	2	16	40	40	1	3	9	38	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	80	0	0	27	0	0	119	138	26	124	119	60
All	-	-	-	-	-	-	26	26	-	92	92	-
Stage 1	-	-	-	-	-	-	93	112	-	32	27	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1518	-	-	1587	-	-	857	753	1050	850	771	1005
Stage 1	-	-	-	-	-	-	992	874	-	915	819	-
Stage 2	-	-	-	-	-	-	914	803	-	984	873	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1587	-	-	849	745	1050	834	763	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	849	745	-	834	763	-
Stage 1	-	-	-	-	-	-	992	874	-	915	811	-
Stage 2	-	-	-	-	-	-	904	795	-	972	873	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	8.9	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	936	1518	-	-	1587	-	-	834	763	-
HCM Lane V/C Ratio	0.014	-	-	-	0.01	-	-	0.046	0.001	-
HCM Control Delay (s)	8.9	0	-	-	7.3	-	-	9.5	9.7	0
HCM Lane LOS	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	
Lane Configurations	SBR					
Traffic Vol, veh/h	0	0	0	38	25	0
Future Vol, veh/h	0	0	0	38	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	41	27	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow	41	0	-	0	0	0
All	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1568	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major	EBL	EBT	WBT	WBR	SBLn1
Mvmt	1568	-	-	-	-
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	0	-	-	-	-
HCM Control Delay (s)	A	-	-	-	-
HCM Lane LOS	0	-	-	-	-
HCM 95th %tile Q(veh)					

2025 Opening Year Traffic Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	140	147	70	38	93	53	0	162	33	63	197	10
(veh/h)	140	147	70	38	93	53	0	162	33	63	197	10
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	160	76	41	101	58	0	176	36	68	214	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	459	389	401	459	389	201	1787	797	759	1787	797
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.00	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1227	1870	1585	1144	1870	1585	1156	3554	1585	1170	3554	1585
Grp Volume(v), veh/h	152	160	76	41	101	58	0	176	36	68	214	11
Grp Sat Flow(s),veh/h/ln	1227	1870	1585	1144	1870	1585	1156	1777	1585	1170	1777	1585
Q Serve(g_s), s	4.0	2.5	1.4	1.1	1.5	1.0	0.0	0.9	0.4	1.2	1.1	0.1
Cycle Q Clear(g_c), s	5.6	2.5	1.4	3.6	1.5	1.0	0.0	0.9	0.4	2.1	1.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	450	459	389	401	459	389	201	1787	797	759	1787	797
V/C Ratio(X)	0.34	0.35	0.20	0.10	0.22	0.15	0.00	0.10	0.05	0.09	0.12	0.01
Avail Cap(c_a), veh/h	766	941	797	696	941	797	201	1787	797	759	1787	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	11.1	10.7	12.6	10.8	10.6	0.0	4.7	4.5	5.2	4.7	4.5
Incr Delay (d2), s/veh	0.4	0.5	0.2	0.1	0.2	0.2	0.0	0.1	0.1	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.4	0.2	0.5	0.3	0.0	0.2	0.1	0.2	0.3	0.0
Unsig. Movement Delay, s/veh	13.4	11.6	10.9	12.7	11.0	10.7	0.0	4.8	4.6	5.4	4.8	4.5
LnGrp Delay(d),s/veh	B	B	B	B	B	B	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		388			200			212			293	
Approach Delay, s/veh		12.2			11.3			4.7			5.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		13.3		22.5		13.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.9		7.6		4.1		5.6				
Green Ext Time (p_c), s		1.0		1.2		1.3		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	4.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	54	0	3	22	20	0	1	21	72	1	0
Future Vol, veh/h	0	54	0	3	22	20	0	1	21	72	1	0
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	
RT Channelized	Stop	-	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	0	59	0	3	24	22	0	1	23	78	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	46	0	0	59	0	0	101	111	59	112	100	35
All	-	-	-	-	-	-	59	59	-	41	41	-
Stage 1	-	-	-	-	-	-	42	52	-	71	59	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1562	-	-	1545	-	-	880	779	1007	866	790	1038
Stage 1	-	-	-	-	-	-	953	846	-	974	861	-
Stage 2	-	-	-	-	-	-	972	852	-	939	846	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1562	-	-	1545	-	-	877	777	1007	844	788	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	877	777	-	844	788	-
Stage 1	-	-	-	-	-	-	953	846	-	974	859	-
Stage 2	-	-	-	-	-	-	969	850	-	917	846	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	8.7	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	994	1562	-	-	1545	-	-	844	788	-
HCM Lane V/C Ratio	0.024	-	-	-	0.002	-	-	0.093	0.001	-
HCM Control Delay (s)	8.7	0	-	-	7.3	-	-	9.7	9.6	0
HCM Lane LOS	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	
Lane Configurations	SBR					
Traffic Vol, veh/h	0	0	0	22	54	0
Future Vol, veh/h	0	0	0	22	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	59	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow	24	0	-	0	0	0
All	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1591	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1591	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major	EBL	EBT	WBT	WBR	SBLn1
Mvmt	1591	-	-	-	-
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	0	-	-	-	-
HCM Control Delay (s)	A	-	-	-	-
HCM Lane LOS	0	-	-	-	-
HCM 95th %ile Q(veh)					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	62	98	56	21	120	24	0	162	11	27	311	67
(veh/h)	62	98	56	21	120	24	0	162	11	27	311	67
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	107	61	23	130	26	0	176	12	29	338	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	354	300	387	354	300	216	1921	857	834	1921	857
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.00	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1231	1870	1585	1217	1870	1585	975	3554	1585	1195	3554	1585
Grp Volume(v), veh/h	67	107	61	23	130	26	0	176	12	29	338	73
Grp Sat Flow(s),veh/h/ln	1231	1870	1585	1217	1870	1585	975	1777	1585	1195	1777	1585
Q Serve(g_s), s	1.7	1.6	1.1	0.6	2.0	0.5	0.0	0.8	0.1	0.4	1.6	0.7
Cycle Q Clear(g_c), s	3.7	1.6	1.1	2.2	2.0	0.5	0.0	0.8	0.1	1.2	1.6	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	354	300	387	354	300	216	1921	857	834	1921	857
V/C Ratio(X)	0.18	0.30	0.20	0.06	0.37	0.09	0.00	0.09	0.01	0.03	0.18	0.09
Avail Cap(c_a), veh/h	807	1011	857	814	1011	857	216	1921	857	834	1921	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	11.6	11.4	12.6	11.8	11.1	0.0	3.7	3.5	4.0	3.9	3.7
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.1	0.6	0.1	0.0	0.1	0.0	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.3	0.1	0.7	0.1	0.0	0.1	0.0	0.1	0.3	0.1
Unsig. Movement Delay, s/veh	13.6	12.1	11.7	12.6	12.4	11.3	0.0	3.8	3.6	4.1	4.1	3.9
LnGrp Delay(d),s/veh	B	B	B	B	B	B	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		235			179			188			440	
Approach Delay, s/veh		12.4			12.3			3.8			4.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		10.8		22.5		10.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		5.7		3.6		4.2				
Green Ext Time (p_c), s		0.9		0.7		2.2		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	3.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	24	2	16	38	38	1	3	8	36	1	0
Future Vol, veh/h	0	24	2	16	38	38	1	3	8	36	1	0
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	
RT Channelized	Stop	-	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	0	26	2	17	41	41	1	3	9	39	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	82	0	0	28	0	0	123	143	27	129	124	62
All	-	-	-	-	-	-	27	27	-	96	96	-
Stage 1	-	-	-	-	-	-	96	116	-	33	28	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1515	-	-	1585	-	-	852	748	1048	844	766	1003
Stage 1	-	-	-	-	-	-	990	873	-	911	815	-
Stage 2	-	-	-	-	-	-	911	800	-	983	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1585	-	-	844	740	1048	827	758	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	844	740	-	827	758	-
Stage 1	-	-	-	-	-	-	990	873	-	911	806	-
Stage 2	-	-	-	-	-	-	900	791	-	971	872	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	8.9	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	932	1515	-	-	1585	-	-	827	758	-
HCM Lane V/C Ratio	0.014	-	-	-	0.011	-	-	0.047	0.001	-
HCM Control Delay (s)	8.9	0	-	-	7.3	-	-	9.6	9.8	0
HCM Lane LOS	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	
Lane Configurations	SBR					
Traffic Vol, veh/h	0	0	0	40	26	0
Future Vol, veh/h	0	0	0	40	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	43	28	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow	43	0	-	0	0	0
All	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1566	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1566	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major	EBL	EBT	WBT	WBR	SBLn1
Mvmt	1566	-	-	-	-
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	0	-	-	-	-
HCM Control Delay (s)	A	-	-	-	-
HCM Lane LOS	0	-	-	-	-
HCM 95th %ile Q(veh)					

2025 Opening Year with Project Traffic Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	214	221	108	38	118	53	13	162	33	63	197	35
(veh/h)	214	221	108	38	118	53	13	162	33	63	197	35
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	240	117	41	128	58	14	176	36	68	214	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	595	504	405	595	504	655	1615	720	680	1615	720
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1198	1870	1585	1024	1870	1585	1128	3554	1585	1170	3554	1585
Grp Volume(v), veh/h	233	240	117	41	128	58	14	176	36	68	214	38
Grp Sat Flow(s),veh/h/ln	1198	1870	1585	1024	1870	1585	1128	1777	1585	1170	1777	1585
Q Serve(g_s), s	7.0	4.0	2.2	1.3	2.0	1.0	0.3	1.1	0.5	1.4	1.4	0.5
Cycle Q Clear(g_c), s	9.0	4.0	2.2	5.3	2.0	1.0	1.7	1.1	0.5	2.5	1.4	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	595	504	405	595	504	655	1615	720	680	1615	720
V/C Ratio(X)	0.46	0.40	0.23	0.10	0.22	0.11	0.02	0.11	0.05	0.10	0.13	0.05
Avail Cap(c_a), veh/h	666	850	720	545	850	720	655	1615	720	680	1615	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	10.6	9.9	12.6	9.9	9.6	6.8	6.2	6.0	6.9	6.3	6.0
Incr Delay (d2), s/veh	0.7	0.4	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.3	0.6	0.3	0.7	0.3	0.1	0.3	0.1	0.3	0.4	0.1
Unsig. Movement Delay, s/veh	13.8	11.0	10.2	12.7	10.1	9.7	6.8	6.3	6.2	7.2	6.4	6.2
LnGrp Delay(d),s/veh	B	B	B	B	B	A	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		590			227			226			320	
Approach Delay, s/veh		12.0			10.4			6.3			6.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		17.1		22.5		17.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.7		11.0		4.5		7.3				
Green Ext Time (p_c), s		1.0		1.6		1.4		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	4.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	184	0	22	66	20	0	1	77	72	1	0
Future Vol, veh/h	0	184	0	22	66	20	0	1	77	72	1	0
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	
RT Channelized	Stop	-	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	0	200	0	24	72	22	0	1	84	78	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	94	0	0	200	0	0	332	342	200	374	331	83
All	-	-	-	-	-	-	200	200	-	131	131	-
Stage 1	-	-	-	-	-	-	132	142	-	243	200	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1500	-	-	1372	-	-	621	580	841	583	588	976
Stage 1	-	-	-	-	-	-	802	736	-	873	788	-
Stage 2	-	-	-	-	-	-	871	779	-	761	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1500	-	-	1372	-	-	612	570	841	517	578	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	612	570	-	517	578	-
Stage 1	-	-	-	-	-	-	802	736	-	873	775	-
Stage 2	-	-	-	-	-	-	855	766	-	684	736	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.6	9.8	13.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	836	1500	-	-	1372	-	-	517	578	-
HCM Lane V/C Ratio	0.101	-	-	-	0.017	-	-	0.151	0.002	-
HCM Control Delay (s)	9.8	0	-	-	7.7	-	-	13.2	11.2	0
HCM Lane LOS	A	A	-	-	A	-	-	B	B	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.5	0	-

Intersection												
Int Delay, s/veh	1.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	0	0	44	0	22	0	0	130	54	0	0
Future Vol, veh/h	0	0	0	44	0	22	0	0	130	54	0	0
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	
RT Channelized	Stop	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	0	0	0	48	0	24	0	0	141	59	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	24	0	0	1	0	0	109	121	1	168	97	0
All	-	-	-	-	-	-	1	1	-	96	96	-
Stage 1	-	-	-	-	-	-	108	120	-	72	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1591	-	-	1622	-	-	3.318					-
Stage 1	-	-	-	-	-		870	769	1084	977	793	-
Stage 2	-	-	-	-	-	-	1022	895	-	938	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1622	-	-	-	746	1084	677	769	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	746	-	677	769	-
Stage 1	-	-	-	-	-	-	1022	895	-	911	791	-
Stage 2	-	-	-	-	-	-	870	772	-	816	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.9		
HCM LOS			-	-

Minor Lane/Major	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Mvmt	SBLn1	1591	-	-	1622	-	-	-
Capacity (veh/h)		-	-	-	0.029	-	-	-
HCM Lane V/C Ratio		-	0	-	-	7.3	-	-	-
HCM Control Delay (s)		-	A	-	-	A	-	-	-
HCM 95th %ile Q(veh)		-	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations		SBT	SBR									
Traffic Vol, veh/h	56	0	0	0	0	22	0	0	0	0	0	19
Future Vol, veh/h	56	0	0	0	0	22	0	0	0	0	0	19
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	
RT Channelized	Free	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	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	61	0	0	0	0	24	0	0	0	0	0	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow	23	11	11	11	21	0	21	0	0	0	0	0
All	11	11	-	0	0	-	-	-	-	-	-	-
Stage 1	12	0	-	11	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22		-	-	4.12	-	-
Critical Hdwy Stg 1	4.12		-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	6.12	5.52						-	-	2.218	-	-
Pot Cap-1 Maneuver	3.518	4.018	3.318	3.518	4.018	3.318		-	-	-	-	-
Stage 1	2.218		-	-	-	-	-	-	-	-	-	-
Stage 2	1009	884	1070	1007	873	-	1595	-	-	-	-	-
Platoon blocked, %	1010	886						-	-		-	-
Mov Cap-1 Maneuver	-	884	1070	1007	873	-	1595	-	-	-	-	-
Mov Cap-2 Maneuver	-	884	-	1007	873	-	-	-	-	-	-	-
Stage 1	1010	886	-	-	-	-	-	-	-	-	-	-
Stage 2	1009	-	-	1010	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Mvmt	SBR						
Capacity (veh/h)	1595	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-
HCM 95th %ile Q(veh)	0	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	111	147	80	21	203	24	41	162	11	27	311	150
(veh/h)	111	147	80	21	203	24	41	162	11	27	311	150
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	160	87	23	221	26	45	176	12	29	338	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	519	440	430	519	440	576	1712	764	736	1712	764
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1133	1870	1585	1133	1870	1585	897	3554	1585	1195	3554	1585
Grp Volume(v), veh/h	121	160	87	23	221	26	45	176	12	29	338	163
Grp Sat Flow(s),veh/h/ln	1133	1870	1585	1133	1870	1585	897	1777	1585	1195	1777	1585
Q Serve(g_s), s	3.7	2.5	1.6	0.6	3.6	0.5	1.1	1.0	0.1	0.5	2.0	2.2
Cycle Q Clear(g_c), s	7.3	2.5	1.6	3.1	3.6	0.5	3.2	1.0	0.1	1.5	2.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	519	440	430	519	440	576	1712	764	736	1712	764
V/C Ratio(X)	0.30	0.31	0.20	0.05	0.43	0.06	0.08	0.10	0.02	0.04	0.20	0.21
Avail Cap(c_a), veh/h	629	901	764	662	901	764	576	1712	764	736	1712	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	10.7	10.3	11.9	11.1	9.9	6.5	5.3	5.1	5.7	5.5	5.6
Incr Delay (d2), s/veh	0.4	0.3	0.2	0.1	0.6	0.1	0.3	0.1	0.0	0.1	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.9	0.4	0.1	1.2	0.1	0.2	0.3	0.0	0.1	0.5	0.6
Unsig. Movement Delay, s/veh	14.5	11.0	10.5	12.0	11.6	10.0	6.7	5.4	5.1	5.8	5.8	6.2
LnGrp Delay(d),s/veh	B	B	B	B	B	A	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		368			270			233			530	
Approach Delay, s/veh		12.0			11.5			5.6			5.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		14.9		22.5		14.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.2		9.3		4.2		5.6				
Green Ext Time (p_c), s		1.0		1.1		2.4		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	3.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	109	2	78	183	38	1	3	45	36	1	0
Future Vol, veh/h	0	109	2	78	183	38	1	3	45	36	1	0
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	
RT Channelized	Stop	-	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	0	118	2	85	199	41	1	3	49	39	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	240	0	0	120	0	0	509	529	119	535	510	220
All	-	-	-	-	-	-	119	119	-	390	390	-
Stage 1	-	-	-	-	-	-	390	410	-	145	120	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1327	-	-	1468	-	-	475	455	933	456	467	820
Stage 1	-	-	-	-	-	-	885	797	-	634	608	-
Stage 2	-	-	-	-	-	-	634	595	-	858	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1327	-	-	1468	-	-	453	429	933	410	440	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	429	-	410	440	-
Stage 1	-	-	-	-	-	-	885	797	-	634	573	-
Stage 2	-	-	-	-	-	-	596	560	-	810	796	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	9.5	14.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	835	1327	-	-	1468	-	-	410	440	-
HCM Lane V/C Ratio	0.062	-	-	-	0.058	-	-	0.095	0.002	-
HCM Control Delay (s)	9.5	0	-	-	7.6	-	-	14.7	13.2	0
HCM Lane LOS	A	A	-	-	A	-	-	B	B	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.3	0	-

Intersection												
Int Delay, s/veh	3.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	0	0	145	0	40	0	0	85	26	0	0
Future Vol, veh/h	0	0	0	145	0	40	0	0	85	26	0	0
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	
RT Channelized	Stop	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	0	0	0	158	0	43	0	0	92	28	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	43	0	0	1	0	0	339	360	1	363	317	0
All	-	-	-	-	-	-	1	1	-	316	316	-
Stage 1	-	-	-	-	-	-	338	359	-	47	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1566	-	-	1622	-	-	676	615	567	1084	593	599	-
Stage 1	-	-	-	-	-	-				-	695	655	-
Stage 2	-	-	-	-	-	-	1022	895	-	967	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1622	-	-	-	512	1084	502	541	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	512	-	502	541	-
Stage 1	-	-	-	-	-	-	1022	895	-	695	591	-
Stage 2	-	-	-	-	-	-	610	566	-	885	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.8		
HCM LOS			-	-

Minor Lane/Major	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Mvmt	SBLn1	1566	-	-	1622	-	-	-
Capacity (veh/h)		-	-	-	0.097	-	-	-
HCM Lane V/C Ratio		-	0	-	-	7.5	-	-	-
HCM Control Delay (s)		-	A	-	-	A	-	-	-
HCM Lane LOS		-	0	-	-	0.3	-	-	-
HCM 95th %tile Q(veh)									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	37	0	0	0	0	13	0	0	0	0	0	62
Future Vol, veh/h	37	0	0	0	0	13	0	0	0	0	0	62
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	
RT Channelized	Free	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	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	40	0	0	0	0	14	0	0	0	0	0	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow	41	34	34	34	67	0	67	0	0	0	0	0
All	34	34	-	0	0	-	-	-	-	-	-	-
Stage 1	7	0	-	34	67	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22		-	-	4.12	-	-
Critical Hdwy Stg 1	4.12		-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	6.12	5.52						-	-	2.218	-	-
Pot Cap-1 Maneuver	3.518	4.018	3.318	3.518	4.018	3.318		-	-	-	-	-
Stage 1	2.218		-	-	-	-	-	-	-	-	-	-
Stage 2	963	859	1039	973	824	-	1535	-	-	-	-	-
Platoon blocked, %	982	867						-	-		-	-
Mov Cap-1 Maneuver	1015	859	1039	973	824	-	1535	-	-	-	-	-
Mov Cap-2 Maneuver	-	859	-	973	824	-	-	-	-	-	-	-
Stage 1	982	867	-	-	-	-	-	-	-	-	-	-
Stage 2	1015	-	-	982	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Mvmt	SBR						
Capacity (veh/h)	1535	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	-	-
HCM Lane LOS	A	-	-	-	A	-	-
HCM 95th %ile Q(veh)	0	-	-	-	-	-	-

2030 Future Year Traffic Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	155	162	77	43	102	59	0	207	37	70	252	11
(veh/h)	155	162	77	43	102	59	0	207	37	70	252	11
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	176	84	47	111	64	0	225	40	76	274	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	493	418	406	493	418	196	1744	778	705	1744	778
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.00	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1210	1870	1585	1119	1870	1585	1093	3554	1585	1114	3554	1585
Grp Volume(v), veh/h	168	176	84	47	111	64	0	225	40	76	274	12
Grp Sat Flow(s),veh/h/ln	1210	1870	1585	1119	1870	1585	1093	1777	1585	1114	1777	1585
Q Serve(g_s), s	4.6	2.8	1.5	1.3	1.7	1.1	0.0	1.3	0.5	1.5	1.6	0.1
Cycle Q Clear(g_c), s	6.3	2.8	1.5	4.1	1.7	1.1	0.0	1.3	0.5	2.7	1.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	459	493	418	406	493	418	196	1744	778	705	1744	778
V/C Ratio(X)	0.37	0.36	0.20	0.12	0.23	0.15	0.00	0.13	0.05	0.11	0.16	0.02
Avail Cap(c_a), veh/h	734	918	778	660	918	778	196	1744	778	705	1744	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	11.0	10.5	12.6	10.6	10.4	0.0	5.1	4.9	5.8	5.1	4.8
Incr Delay (d2), s/veh	0.5	0.4	0.2	0.1	0.2	0.2	0.0	0.2	0.1	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	0.4	0.3	0.6	0.3	0.0	0.3	0.1	0.3	0.4	0.0
Unsig. Movement Delay, s/veh	13.5	11.4	10.7	12.8	10.8	10.5	0.0	5.2	5.0	6.1	5.3	4.8
LnGrp Delay(d),s/veh	B	B	B	B	B	B	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		428			222			265			362	
Approach Delay, s/veh		12.1			11.1			5.2			5.5	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		14.2		22.5		14.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.3		8.3		4.7		6.1				
Green Ext Time (p_c), s		1.3		1.3		1.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations		SBT	SBR									
Traffic Vol, veh/h	0	60	0	3	24	22	0	1	23	79	1	0
Future Vol, veh/h	0	60	0	3	24	22	0	1	23	79	1	0
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	
RT Channelized	Stop	-	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	0	65	0	3	26	24	0	1	25	86	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	50	0	0	65	0	0	110	121	65	122	109	38
All	-	-	-	-	-	-	65	65	-	44	44	-
Stage 1	-	-	-	-	-	-	45	56	-	78	65	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1557	-	-	1537	-	-	3.318	868	769	999	853	781	1034
Stage 1	-	-	-	-	-	-	946	841	-	970	858	-
Stage 2	-	-	-	-	-	-	969	848	-	931	841	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1557	-	-	1537	-	-	865	767	999	829	779	1034
Mov Cap-2 Maneuver	-	-	-	-	-	-	865	767	-	829	779	-
Stage 1	-	-	-	-	-	-	946	841	-	970	856	-
Stage 2	-	-	-	-	-	-	966	846	-	907	841	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	8.7	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	987	1557	-	-	1537	-	-	829	779	-
HCM Lane V/C Ratio	0.026	-	-	-	0.002	-	-	0.104	0.001	-
HCM Control Delay (s)	8.7	0	-	-	7.3	-	-	9.8	9.6	0
HCM Lane LOS	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	
Lane Configurations	SBR					
Traffic Vol, veh/h	0	0	0	24	60	0
Future Vol, veh/h	0	0	0	24	60	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	26	65	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow	26	0	-	0	0	0
All	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1588	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major	EBL	EBT	WBT	WBR	SBLn1
Mvmt	1588	-	-	-	-
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	0	-	-	-	-
HCM Control Delay (s)	A	-	-	-	-
HCM Lane LOS	0	-	-	-	-
HCM 95th %ile Q(veh)					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	69	108	62	23	132	26	0	207	13	30	397	74
(veh/h)	69	108	62	23	132	26	0	207	13	30	397	74
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	117	67	25	143	28	0	225	14	33	432	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	380	322	393	380	322	212	1887	842	782	1887	842
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.00	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1214	1870	1585	1200	1870	1585	888	3554	1585	1141	3554	1585
Grp Volume(v), veh/h	75	117	67	25	143	28	0	225	14	33	432	80
Grp Sat Flow(s),veh/h/ln	1214	1870	1585	1200	1870	1585	888	1777	1585	1141	1777	1585
Q Serve(g_s), s	1.9	1.8	1.2	0.6	2.2	0.5	0.0	1.1	0.1	0.5	2.2	0.8
Cycle Q Clear(g_c), s	4.2	1.8	1.2	2.4	2.2	0.5	0.0	1.1	0.1	1.6	2.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	380	322	393	380	322	212	1887	842	782	1887	842
V/C Ratio(X)	0.20	0.31	0.21	0.06	0.38	0.09	0.00	0.12	0.02	0.04	0.23	0.10
Avail Cap(c_a), veh/h	777	993	842	786	993	842	212	1887	842	782	1887	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	11.5	11.2	12.5	11.6	10.9	0.0	4.0	3.8	4.4	4.2	3.9
Incr Delay (d2), s/veh	0.3	0.5	0.3	0.1	0.6	0.1	0.0	0.1	0.0	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.4	0.1	0.8	0.1	0.0	0.2	0.0	0.1	0.4	0.2
Unsig. Movement Delay, s/veh	13.7	11.9	11.5	12.6	12.3	11.1	0.0	4.1	3.8	4.5	4.5	4.1
LnGrp Delay(d),s/veh	B	B	B	B	B	B	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		259			196			239			545	
Approach Delay, s/veh		12.3			12.1			4.1			4.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		11.4		22.5		11.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.1		6.2		4.2		4.4				
Green Ext Time (p_c), s		1.2		0.8		2.7		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations		SBT	SBR									
Traffic Vol, veh/h	0	27	2	17	43	43	1	3	9	40	1	0
Future Vol, veh/h	0	27	2	17	43	43	1	3	9	40	1	0
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	
RT Channelized	Stop	-	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	0	29	2	18	47	47	1	3	10	43	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	94	0	0	31	0	0	137	160	30	144	138	71
All	-	-	-	-	-	-	30	30	-	107	107	-
Stage 1	-	-	-	-	-	-	107	130	-	37	31	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1500	-	-	1582	-	-	834	732	1044	825	753	991
Stage 1	-	-	-	-	-	-	987	870	-	898	807	-
Stage 2	-	-	-	-	-	-	898	789	-	978	869	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1500	-	-	1582	-	-	826	724	1044	808	745	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	724	-	808	745	-
Stage 1	-	-	-	-	-	-	987	870	-	898	798	-
Stage 2	-	-	-	-	-	-	887	780	-	965	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	8.9	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	930	1500	-	-	1582	-	-	808	745	-
HCM Lane V/C Ratio	0.003	-	-	-	0.012	-	-	0.054	0.001	-
HCM Control Delay (s)	8.9	0	-	-	7.3	-	-	9.7	9.8	0
HCM Lane LOS	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	
Lane Configurations	SBR					
Traffic Vol, veh/h	0	0	0	44	29	0
Future Vol, veh/h	0	0	0	44	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	48	32	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow	48	0	-	0	0	0
All	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1559	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1559	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major	EBL	EBT	WBT	WBR	SBLn1
Mvmt	1559	-	-	-	-
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	0	-	-	-	-
HCM Control Delay (s)	A	-	-	-	-
HCM Lane LOS	0	-	-	-	-
HCM 95th %ile Q(veh)					

2030 Future Year with Project Traffic Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	229	236	115	43	127	59	13	207	37	70	252	36
(veh/h)	229	236	115	43	127	59	13	207	37	70	252	36
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	257	125	47	138	64	14	225	40	76	274	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	625	529	406	625	529	602	1578	704	631	1578	704
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1180	1870	1585	1001	1870	1585	1067	3554	1585	1114	3554	1585
Grp Volume(v), veh/h	249	257	125	47	138	64	14	225	40	76	274	39
Grp Sat Flow(s),veh/h/ln	1180	1870	1585	1001	1870	1585	1067	1777	1585	1114	1777	1585
Q Serve(g_s), s	7.8	4.3	2.3	1.5	2.2	1.1	0.3	1.5	0.6	1.8	1.9	0.6
Cycle Q Clear(g_c), s	9.9	4.3	2.3	5.8	2.2	1.1	2.2	1.5	0.6	3.3	1.9	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	509	625	529	406	625	529	602	1578	704	631	1578	704
V/C Ratio(X)	0.49	0.41	0.24	0.12	0.22	0.12	0.02	0.14	0.06	0.12	0.17	0.06
Avail Cap(c_a), veh/h	639	830	704	516	830	704	602	1578	704	631	1578	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	10.4	9.8	12.7	9.7	9.4	7.5	6.7	6.4	7.7	6.8	6.4
Incr Delay (d2), s/veh	0.7	0.4	0.2	0.1	0.2	0.1	0.1	0.2	0.2	0.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.4	0.7	0.3	0.7	0.3	0.1	0.4	0.2	0.4	0.6	0.2
Unsig. Movement Delay, s/veh	14.0	10.9	10.0	12.8	9.9	9.5	7.5	6.9	6.6	8.1	7.0	6.6
LnGrp Delay(d),s/veh	B	B	A	B	A	A	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		631			249			279			389	
Approach Delay, s/veh		11.9			10.3			6.9			7.2	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		18.0		22.5		18.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.2		11.9		5.3		7.8				
Green Ext Time (p_c), s		1.3		1.6		1.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	190	0	22	68	22	0	1	79	79	1	0
Future Vol, veh/h	0	190	0	22	68	22	0	1	79	79	1	0
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	Stop	-	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	0	207	0	24	74	24	0	1	86	86	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	98	0	0	207	0	0	342	353	207	385	341	86
All	-	-	-	-	-	-	207	207	-	134	134	-
Stage 1	-	-	-	-	-	-	135	146	-	251	207	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1364	-	-	612	572	833	573	581	973
Stage 1	-	-	-	-	-	-	795	731	-	869	785	-
Stage 2	-	-	-	-	-	-	868	776	-	753	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1495	-	-	1364	-	-	603	562	833	507	571	973
Mov Cap-2 Maneuver	-	-	-	-	-	-	603	562	-	507	571	-
Stage 1	-	-	-	-	-	-	795	731	-	869	771	-
Stage 2	-	-	-	-	-	-	852	762	-	674	731	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.5	9.9	13.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	828	1495	-	-	1364	-	-	507	571	-
HCM Lane V/C Ratio	0.105	-	-	-	0.018	-	-	0.169	0.002	-
HCM Control Delay (s)	9.9	0	-	-	7.7	-	-	13.5	11.3	0
HCM Lane LOS	A	A	-	-	A	-	-	B	B	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	0	0	44	0	24	0	0	130	60	0	0
Future Vol, veh/h	0	0	0	44	0	24	0	0	130	60	0	0
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	
RT Channelized	Stop	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	0	0	0	48	0	26	0	0	141	65	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	26	0	0	1	0	0	110	123	1	168	97	0
All	-	-	-	-	-	-	1	1	-	96	96	-
Stage 1	-	-	-	-	-	-	109	122	-	72	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1588	-	-	1622	-	-	3.318					-
Stage 1	-	-	-	-	-		868	767	1084	916	793	-
Stage 2	-	-	-	-	-	-	1022	895	-	938	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1588	-	-	1622	-	-	-	744	1084	677	769	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	744	-	677	769	-
Stage 1	-	-	-	-	-	-	1022	895	-	911	791	-
Stage 2	-	-	-	-	-	-	869	771	-	816	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.7		
HCM LOS			-	-

Minor Lane/Major	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Mvmt	SBLn1	1588	-	-	1622	-	-	-
Capacity (veh/h)		-	-	-	0.029	-	-	-
HCM Lane V/C Ratio		-	0	-	-	7.3	-	-	-
HCM Control Delay (s)		-	A	-	-	A	-	-	-
HCM 95th %ile Lane LOS		-	0	-	-	0.1	-	-	-
Q(veh)									

Intersection												
Int Delay, s/veh	0											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	56	0	0	0	0	24	0	0	0	0	0	19
Future Vol, veh/h	56	0	0	0	0	24	0	0	0	0	0	19
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	
RT Channelized	Free	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	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	61	0	0	0	0	26	0	0	0	0	0	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow	24	11	11	11	21	0	21	0	0	0	0	0
All	11	11	-	0	0	-	-	-	-	-	-	-
Stage 1	13	0	-	11	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22		-	-	4.12	-	-
Critical Hdwy Stg 1	4.12		-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	6.12	5.52						-	-	2.218	-	-
Pot Cap-1 Maneuver	3.518	4.018	3.318	3.518	4.018	3.318		-	-	-	-	-
Stage 1	2.218		-	-	-	-	-	-	-	-	-	-
Stage 2	1007	884	1070	1007	873	-	1595	-	-	-	-	-
Platoon blocked, %	1010	886						-	-		-	-
Mov Cap-1 Maneuver	-	884	1070	1007	873	-	1595	-	-	-	-	-
Mov Cap-2 Maneuver	-	884	-	1007	873	-	-	-	-	-	-	-
Stage 1	1010	886	-	-	-	-	-	-	-	-	-	-
Stage 2	1007	-	-	1010	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Mvmt	SBR						
Capacity (veh/h)	1595	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-
HCM 95th %ile Q(veh)	0	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	118	157	86	23	215	26	41	207	13	30	397	157
(veh/h)	118	157	86	23	215	26	41	207	13	30	397	157
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	171	93	25	234	28	45	225	14	33	432	171
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	541	458	432	541	458	517	1684	751	690	1684	751
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1117	1870	1585	1115	1870	1585	816	3554	1585	1141	3554	1585
Grp Volume(v), veh/h	128	171	93	25	234	28	45	225	14	33	432	171
Grp Sat Flow(s),veh/h/ln	1117	1870	1585	1115	1870	1585	816	1777	1585	1141	1777	1585
Q Serve(g_s), s	4.0	2.7	1.7	0.7	3.9	0.5	1.3	1.4	0.2	0.6	2.8	2.4
Cycle Q Clear(g_c), s	7.9	2.7	1.7	3.4	3.9	0.5	4.1	1.4	0.2	2.0	2.8	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	541	458	432	541	458	517	1684	751	690	1684	751
V/C Ratio(X)	0.32	0.32	0.20	0.06	0.43	0.06	0.09	0.13	0.02	0.05	0.26	0.23
Avail Cap(c_a), veh/h	605	886	751	638	886	751	517	1684	751	690	1684	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	10.6	10.2	11.9	11.0	9.8	7.2	5.6	5.3	6.2	6.0	5.9
Incr Delay (d2), s/veh	0.5	0.3	0.2	0.1	0.5	0.1	0.3	0.2	0.0	0.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.5	0.1	1.3	0.1	0.2	0.4	0.0	0.1	0.7	0.7
Unsig. Movement Delay, s/veh	14.6	10.9	10.4	11.9	11.5	9.8	7.5	5.8	5.4	6.3	6.4	6.6
LnGrp Delay(d),s/veh	B	B	B	B	B	A	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		392			287			284			636	
Approach Delay, s/veh		12.0			11.4			6.0			6.4	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		15.5		22.5		15.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		6.1		9.9		4.8		5.9				
Green Ext Time (p_c), s		1.3		1.1		3.0		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	3.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	112	2	79	188	43	1	3	46	40	1	0
Future Vol, veh/h	0	112	2	79	188	43	1	3	46	40	1	0
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	
RT Channelized	Stop	-	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	0	122	2	86	204	47	1	3	50	43	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	251	0	0	124	0	0	523	546	123	550	524	228
All	-	-	-	-	-	-	123	123	-	400	400	-
Stage 1	-	-	-	-	-	-	400	423	-	150	124	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1314	-	-	1463	-	-	465	445	928	446	458	811
Stage 1	-	-	-	-	-	-	881	794	-	626	602	-
Stage 2	-	-	-	-	-	-	626	588	-	853	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1314	-	-	1463	-	-	443	419	928	401	431	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	443	419	-	401	431	-
Stage 1	-	-	-	-	-	-	881	794	-	626	566	-
Stage 2	-	-	-	-	-	-	588	553	-	804	793	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	9.5	15.1
HCM LOS			A	C

Minor Lane/Major	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Mvmt	SBL3	1314	-	-	1463	-	-	401	431	-
Capacity (veh/h)	0.064	-	-	-	0.059	-	-	0.108	0.003	-
HCM Lane V/C Ratio	9.5	0	-	-	7.6	-	-	15.1	13.4	0
HCM Control Delay (s)	A	A	-	-	A	-	-	C	B	A
HCM 95th %ile Q(veh)	0.2	0	-	-	0.2	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations		SBT	SBR									
Traffic Vol, veh/h	0	0	0	145	0	44	0	0	85	29	0	0
Future Vol, veh/h	0	0	0	145	0	44	0	0	85	29	0	0
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	
RT Channelized	Stop	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	0	0	0	158	0	48	0	0	92	32	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	48	0	0	1	0	0	341	365	1	363	317	0
All	-	-	-	-	-	-	1	1	-	316	316	-
Stage 1	-	-	-	-	-	-	340	364	-	47	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1559	-	-	1622	-	-	613	563	1084	593	599	-
Stage 1	-	-	-	-	-	-			-	695	655	-
Stage 2	-	-	-	-	-	-	672	624	-	967	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1622	-	-	-	508	1084	502	541	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	508	-	502	541	-
Stage 1	-	-	-	-	-	-	1022	895	-	695	591	-
Stage 2	-	-	-	-	-	-	609	563	-	885	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.7		
HCM LOS			-	-

Minor Lane/Major	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Mvmt	SBLn1	1559	-	-	1622	-	-	-
Capacity (veh/h)		-	-	-	0.097	-	-	-
HCM Lane V/C Ratio		-	0	-	-	7.5	-	-	-
HCM Control Delay (s)		-	A	-	-	A	-	-	-
HCM Lane LOS		-	0	-	-	0.3	-	-	-
HCM 95th %tile Q(veh)									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	37	0	0	0	0	13	0	0	0	0	0	62
Future Vol, veh/h	37	0	0	0	0	13	0	0	0	0	0	62
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	
RT Channelized	Free	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	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	40	0	0	0	0	14	0	0	0	0	0	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow	41	34	34	34	67	0	67	0	0	0	0	0
All	34	34	-	0	0	-	-	-	-	-	-	-
Stage 1	7	0	-	34	67	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22		-	-	4.12	-	-
Critical Hdwy Stg 1	4.12		-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	6.12	5.52						-	-	2.218	-	-
Pot Cap-1 Maneuver	3.518	4.018	3.318	3.518	4.018	3.318		-	-	-	-	-
Stage 1	2.218		-	-	-	-	-	-	-	-	-	-
Stage 2	963	859	1039	973	824	-	-	1535	-	-	-	-
Platoon blocked, %	982	867						-	-		-	-
Mov Cap-1 Maneuver	1015	859	1039	973	824	-	1535	-	-	-	-	-
Mov Cap-2 Maneuver	-	859	-	973	824	-	-	-	-	-	-	-
Stage 1	982	867	-	-	-	-	-	-	-	-	-	-
Stage 2	1015	-	-	982	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Mvmt	SBR						
Capacity (veh/h)	1535	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	-	-
HCM Lane LOS	A	-	-	-	A	-	-
HCM 95th %ile Q(veh)	0	-	-	-	-	-	-

2045 Future Year Traffic Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	209	218	104	57	138	79	0	278	49	94	339	15
(veh/h)	209	218	104	57	138	79	0	278	49	94	339	15
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	237	113	62	150	86	0	302	53	102	368	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	612	519	416	612	519	179	1594	711	587	1594	711
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.00	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1144	1870	1585	1031	1870	1585	999	3554	1585	1026	3554	1585
Grp Volume(v), veh/h	227	237	113	62	150	86	0	302	53	102	368	16
Grp Sat Flow(s),veh/h/ln	1144	1870	1585	1031	1870	1585	999	1777	1585	1026	1777	1585
Q Serve(g_s), s	7.3	3.9	2.1	2.0	2.4	1.5	0.0	2.1	0.8	2.7	2.6	0.2
Cycle Q Clear(g_c), s	9.6	3.9	2.1	5.9	2.4	1.5	0.0	2.1	0.8	4.7	2.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	612	519	416	612	519	179	1594	711	587	1594	711
V/C Ratio(X)	0.47	0.39	0.22	0.15	0.25	0.17	0.00	0.19	0.07	0.17	0.23	0.02
Avail Cap(c_a), veh/h	625	839	711	541	839	711	179	1594	711	587	1594	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	10.4	9.8	12.7	9.9	9.6	0.0	6.7	6.3	8.1	6.8	6.2
Incr Delay (d2), s/veh	0.7	0.4	0.2	0.2	0.2	0.1	0.0	0.3	0.2	0.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.3	0.6	0.4	0.8	0.4	0.0	0.6	0.2	0.5	0.7	0.1
Unsig. Movement Delay, s/veh	14.1	10.8	10.0	12.8	10.1	9.8	0.0	6.9	6.5	8.7	7.1	6.2
LnGrp Delay(d),s/veh	B	B	A	B	B	A	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		577			298			355			486	
Approach Delay, s/veh		11.9			10.6			6.9			7.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		17.6		22.5		17.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.1		11.6		6.7		7.9				
Green Ext Time (p_c), s		1.7		1.5		2.2		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	
Lane Configurations	SBT	SBR									
Traffic Vol, veh/h	0	80	0	5	32	29	0	2	31	107	2	0
Future Vol, veh/h	0	80	0	5	32	29	0	2	31	107	2	0
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	
RT Channelized	Stop	-	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	0	87	0	5	35	32	0	2	34	116	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	67	0	0	87	0	0	149	164	87	166	148	51
All	-	-	-	-	-	-	87	87	-	61	61	-
Stage 1	-	-	-	-	-	-	62	77	-	105	87	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1535	-	-	1509	-	-	819	729	971	798	743	1017
Stage 1	-	-	-	-	-	-	921	823	-	950	844	-
Stage 2	-	-	-	-	-	-	949	831	-	901	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1535	-	-	1509	-	-	815	727	971	767	741	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	815	727	-	767	741	-
Stage 1	-	-	-	-	-	-	921	823	-	950	841	-
Stage 2	-	-	-	-	-	-	943	829	-	867	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	8.9	10.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	932	1535	-	-	1509	-	-	767	741	-
HCM Lane V/C Ratio	0.038	-	-	-	0.004	-	-	0.152	0.003	-
HCM Control Delay (s)	8.9	0	-	-	7.4	-	-	10.5	9.9	0
HCM Lane LOS	A	A	-	-	A	-	-	B	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	
Lane Configurations	SBR					
Traffic Vol, veh/h	0	0	0	32	80	0
Future Vol, veh/h	0	0	0	32	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	35	87	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow	35	0	-	0	0	0
All	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1576	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1576	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major	EBL	EBT	WBT	WBR	SBLn1
Mvmt	1576	-	-	-	-
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	0	-	-	-	-
HCM Control Delay (s)	A	-	-	-	-
HCM Lane LOS	0	-	-	-	-
HCM 95th %ile Q(veh)					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	93	145	83	31	178	36	0	278	17	40	534	99
(veh/h)	93	145	83	31	178	36	0	278	17	40	534	99
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	158	90	34	193	39	0	302	18	43	580	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	472	400	407	472	400	199	1772	790	678	1772	790
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.00	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1148	1870	1585	1132	1870	1585	755	3554	1585	1060	3554	1585
Grp Volume(v), veh/h	101	158	90	34	193	39	0	302	18	43	580	108
Grp Sat Flow(s),veh/h/ln	1148	1870	1585	1132	1870	1585	755	1777	1585	1060	1777	1585
Q Serve(g_s), s	2.9	2.5	1.6	0.9	3.1	0.7	0.0	1.7	0.2	0.8	3.5	1.3
Cycle Q Clear(g_c), s	6.0	2.5	1.6	3.4	3.1	0.7	0.0	1.7	0.2	2.5	3.5	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	472	400	407	472	400	199	1772	790	678	1772	790
V/C Ratio(X)	0.26	0.34	0.23	0.08	0.41	0.10	0.00	0.17	0.02	0.06	0.33	0.14
Avail Cap(c_a), veh/h	673	933	790	686	933	790	199	1772	790	678	1772	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	11.0	10.7	12.4	11.3	10.4	0.0	5.0	4.6	5.7	5.4	4.9
Incr Delay (d2), s/veh	0.3	0.4	0.3	0.1	0.6	0.1	0.0	0.2	0.1	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.8	0.5	0.2	1.1	0.2	0.0	0.4	0.1	0.1	0.9	0.3
Unsig. Movement Delay, s/veh	14.1	11.4	11.0	12.5	11.8	10.5	0.0	5.2	4.6	5.8	5.9	5.2
LnGrp Delay(d),s/veh	B	B	B	B	B	B	A	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		349			266			320			731	
Approach Delay, s/veh		12.1			11.7			5.1			5.8	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		13.6		22.5		13.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.7		8.0		5.5		5.4				
Green Ext Time (p_c), s		1.6		1.1		3.6		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations		SBT	SBR									
Traffic Vol, veh/h	0	36	3	23	57	57	2	5	12	54	2	0
Future Vol, veh/h	0	36	3	23	57	57	2	5	12	54	2	0
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	
RT Channelized	Stop	-	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	0	39	3	25	62	62	2	5	13	59	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	124	0	0	42	0	0	185	215	41	193	185	93
All	-	-	-	-	-	-	41	41	-	143	143	-
Stage 1	-	-	-	-	-	-	144	174	-	50	42	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1463	-	-	1567	-	-	876	683	1030	767	709	964
Stage 1	-	-	-	-	-	-	974	861	-	860	779	-
Stage 2	-	-	-	-	-	-	859	755	-	963	860	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1463	-	-	1567	-	-	764	672	1030	743	698	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	764	672	-	743	698	-
Stage 1	-	-	-	-	-	-	974	861	-	860	767	-
Stage 2	-	-	-	-	-	-	843	743	-	945	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	9.2	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	875	1463	-	-	1567	-	-	743	698	-
HCM Lane V/C Ratio	0.024	-	-	-	0.016	-	-	0.079	0.003	-
HCM Control Delay (s)	9.2	0	-	-	7.3	-	-	10.3	10.2	0
HCM Lane LOS	A	A	-	-	A	-	-	B	B	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	
Lane Configurations	SBR					
Traffic Vol, veh/h	0	0	0	59	39	0
Future Vol, veh/h	0	0	0	59	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	64	42	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow	64	0	-	0	0	0
All	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major	EBL	EBT	WBT	WBR	SBLn1
Mvmt	1538	-	-	-	-
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	0	-	-	-	-
HCM Control Delay (s)	A	-	-	-	-
HCM Lane LOS	0	-	-	-	-
HCM 95th %ile Q(veh)					

2045 Future Year with Project Traffic Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	283	292	142	57	163	79	13	278	49	94	339	40
(veh/h)	283	292	142	57	163	79	13	278	49	94	339	40
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	308	317	154	62	177	86	14	302	53	102	368	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	523	721	611	404	721	611	497	1455	649	528	1455	649
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1116	1870	1585	922	1870	1585	975	3554	1585	1026	3554	1585
Grp Volume(v), veh/h	308	317	154	62	177	86	14	302	53	102	368	43
Grp Sat Flow(s),veh/h/ln	1116	1870	1585	922	1870	1585	975	1777	1585	1026	1777	1585
Q Serve(g_s), s	11.4	5.5	2.9	2.3	2.8	1.5	0.4	2.4	0.9	3.1	3.0	0.7
Cycle Q Clear(g_c), s	14.2	5.5	2.9	7.9	2.8	1.5	3.4	2.4	0.9	5.5	3.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	523	721	611	404	721	611	497	1455	649	528	1455	649
V/C Ratio(X)	0.59	0.44	0.25	0.15	0.25	0.14	0.03	0.21	0.08	0.19	0.25	0.07
Avail Cap(c_a), veh/h	549	766	649	426	766	649	497	1455	649	528	1455	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	10.0	9.2	12.9	9.2	8.8	9.7	8.4	7.9	10.2	8.5	7.9
Incr Delay (d2), s/veh	1.5	0.4	0.2	0.2	0.2	0.1	0.1	0.3	0.2	0.8	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.9	0.8	0.4	0.9	0.4	0.1	0.8	0.3	0.7	1.0	0.2
Unsig. Movement Delay, s/veh	15.5	10.4	9.4	13.1	9.3	8.9	9.8	8.7	8.2	11.0	9.0	8.1
LnGrp Delay(d),s/veh	B	B	A	B	A	A	A	A	A	B	A	A
LnGrp LOS												
Approach Vol, veh/h		779			325			369			513	
Approach Delay, s/veh		12.2			9.9			8.7			9.3	
Approach LOS		B			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		21.4		22.5		21.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.4		16.2		7.5		9.9				
Green Ext Time (p_c), s		1.7		0.8		2.2		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations		SBT	SBR									
Traffic Vol, veh/h	0	210	0	24	76	29	0	2	87	107	2	0
Future Vol, veh/h	0	210	0	24	76	29	0	2	87	107	2	0
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	
RT Channelized	Stop	-	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	0	228	0	26	83	32	0	2	95	116	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	115	0	0	228	0	0	380	395	228	428	379	99
All	-	-	-	-	-	-	228	228	-	151	151	-
Stage 1	-	-	-	-	-	-	152	167	-	277	228	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1474	-	-	1340	-	-	578	542	811	537	553	957
Stage 1	-	-	-	-	-	-	775	715	-	851	772	-
Stage 2	-	-	-	-	-	-	850	760	-	729	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1340	-	-	568	532	811	466	542	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	532	-	466	542	-
Stage 1	-	-	-	-	-	-	775	715	-	851	757	-
Stage 2	-	-	-	-	-	-	831	746	-	642	715	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.4	10.1	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	802	1474	-	-	1340	-	-	466	542	-
HCM Lane V/C Ratio	0.121	-	-	-	0.019	-	-	0.25	0.004	-
HCM Control Delay (s)	10.1	0	-	-	7.7	-	-	15.3	11.7	0
HCM Lane LOS	B	A	-	-	A	-	-	C	B	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	1	0	-

Intersection												
Int Delay, s/veh	1.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	0	0	44	0	32	0	0	130	80	0	0
Future Vol, veh/h	0	0	0	44	0	32	0	0	130	80	0	0
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	
RT Channelized	Stop	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	0	0	0	48	0	35	0	0	141	87	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	35	0	0	1	0	0	115	132	1	168	97	0
All	-	-	-	-	-	-	1	1	-	96	96	-
Stage 1	-	-	-	-	-	-	114	131	-	72	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1576	-	-	1622	-	-	3.318					-
Stage 1	-	-	-	-	-		862	759	1084	916	793	-
Stage 2	-	-	-	-	-	-	1022	895	-	938	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1622	-	-	-	736	1084	677	769	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	736	-	677	769	-
Stage 1	-	-	-	-	-	-	1022	895	-	911	791	-
Stage 2	-	-	-	-	-	-	865	764	-	816	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.2		
HCM LOS			-	-

Minor Lane/Major	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Mvmt	SBLn1	1576	-	-	1622	-	-	-
Capacity (veh/h)		-	-	-	0.029	-	-	-
HCM Lane V/C Ratio		-	0	-	-	7.3	-	-	-
HCM Control Delay (s)		-	A	-	-	A	-	-	-
HCM 95th %ile Q(veh)		-	0	-	-	0.1	-	-	-

Intersection												
Int Delay, s/veh	0											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	56	0	0	0	0	32	0	0	0	0	0	19
Future Vol, veh/h	56	0	0	0	0	32	0	0	0	0	0	19
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	
RT Channelized	Free	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	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	61	0	0	0	0	35	0	0	0	0	0	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow	29	11	11	11	21	0	21	0	0	0	0	0
All	11	11	-	0	0	-	-	-	-	-	-	-
Stage 1	18	0	-	11	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22		-	-	4.12	-	-
Critical Hdwy Stg 1	4.12		-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	6.12	5.52						-	-	2.218	-	-
Pot Cap-1 Maneuver	3.518	4.018	3.318	3.518	4.018	3.318		-	-	-	-	-
Stage 1	2.218		-	-	-	-	-	-	-	-	-	-
Stage 2	1001	884	1070	1007	873	-	1595	-	-	-	-	-
Platoon blocked, %	1010	886						-	-		-	-
Mov Cap-1 Maneuver	-	884	1070	1007	873	-	1595	-	-	-	-	-
Mov Cap-2 Maneuver	-	884	-	1007	873	-	-	-	-	-	-	-
Stage 1	1010	886	-	-	-	-	-	-	-	-	-	-
Stage 2	1001	-	-	1010	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Mvmt	SBR	-	-	-	-	-	-
Capacity (veh/h)	1595	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	-	-
HCM Lane LOS	A	-	-	-	A	-	-
HCM 95th %ile Q(veh)	0	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume	142	194	107	31	261	36	41	278	17	40	534	182
(veh/h)	142	194	107	31	261	36	41	278	17	40	534	182
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	211	116	34	284	39	45	302	18	43	580	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	622	527	439	622	527	412	1582	705	595	1582	705
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1057	1870	1585	1053	1870	1585	694	3554	1585	1060	3554	1585
Grp Volume(v), veh/h	154	211	116	34	284	39	45	302	18	43	580	198
Grp Sat Flow(s),veh/h/ln	1057	1870	1585	1053	1870	1585	694	1777	1585	1060	1777	1585
Q Serve(g_s), s	5.4	3.4	2.1	1.0	4.8	0.7	1.9	2.1	0.3	1.0	4.4	3.2
Cycle Q Clear(g_c), s	10.3	3.4	2.1	4.4	4.8	0.7	6.2	2.1	0.3	3.1	4.4	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	622	527	439	622	527	412	1582	705	595	1582	705
V/C Ratio(X)	0.38	0.34	0.22	0.08	0.46	0.07	0.11	0.19	0.03	0.07	0.37	0.28
Avail Cap(c_a), veh/h	522	832	705	557	832	705	412	1582	705	595	1582	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	10.2	9.7	11.8	10.6	9.2	9.5	6.8	6.3	7.8	7.4	7.1
Incr Delay (d2), s/veh	0.6	0.3	0.2	0.1	0.5	0.1	0.5	0.3	0.1	0.2	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	0.6	0.2	1.6	0.2	0.3	0.6	0.1	0.2	1.3	1.0
Unsig. Movement Delay, s/veh	15.3	10.5	9.9	11.9	11.2	9.3	10.0	7.1	6.4	8.0	8.1	8.1
LnGrp Delay(d),s/veh	B	B	A	B	B	A	B	A	A	A	A	A
LnGrp LOS												
Approach Vol, veh/h		481			357			365			821	
Approach Delay, s/veh		11.9			11.0			7.4			8.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		17.9		22.5		17.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		8.2		12.3		6.4		6.8				
Green Ext Time (p_c), s		1.6		1.2		3.8		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	3.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	121	3	85	202	57	2	5	49	54	2	0
Future Vol, veh/h	0	121	3	85	202	57	2	5	49	54	2	0
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	
RT Channelized	Stop	-	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	0	132	3	92	220	62	2	5	53	59	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	282	0	0	135	0	0	570	600	134	598	570	251
All	-	-	-	-	-	-	134	134	-	435	435	-
Stage 1	-	-	-	-	-	-	436	466	-	163	135	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1280	-	-	1449	-	-	3.318	432	415	915	414	431	788
Stage 1	-	-	-	-	-	-	869	785	-	600	580	-
Stage 2	-	-	-	-	-	-	599	562	-	839	785	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	1449	-	-	410	389	915	367	404	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	389	-	367	404	-
Stage 1	-	-	-	-	-	-	869	785	-	600	543	-
Stage 2	-	-	-	-	-	-	559	527	-	785	785	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	10	16.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
SBTn3	786	1280	-	-	1449	-	-	367	404	-
Capacity (veh/h)	0.077	-	-	-	0.064	-	-	0.16	0.005	-
HCM Lane V/C Ratio	10	0	-	-	7.7	-	-	16.7	14	0
HCM Control Delay (s)	B	A	-	-	A	-	-	C	B	A
HCM 95th %ile Q(veh)	0.3	0	-	-	0.2	-	-	0.6	0	-

Intersection												
Int Delay, s/veh	3.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	0	0	0	145	0	59	0	0	85	39	0	0
Future Vol, veh/h	0	0	0	145	0	59	0	0	85	39	0	0
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	
RT Channelized	Stop	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	0	0	0	158	0	64	0	0	92	42	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow	64	0	0	1	0	0	349	381	1	363	317	0
All	-	-	-	-	-	-	1	1	-	316	316	-
Stage 1	-	-	-	-	-	-	348	380	-	47	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	
Pot Cap-1 Maneuver	1538	-	-	1622	-	-	3.318	606	552	1084	593	599	-
Stage 1	-	-	-	-	-	-				-	695	655	-
Stage 2	-	-	-	-	-	-	1022	894		-	967	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1538	-	-	1622	-	-	-	498	1084	502	541	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	498	-	502	541	-
Stage 1	-	-	-	-	-	-	1022	895	-	695	591	-
Stage 2	-	-	-	-	-	-	603	554	-	885	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.3		
HCM LOS			-	-

Minor Lane/Major	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Mvmt	SBLn1	1538	-	-	1622	-	-	-
Capacity (veh/h)		-	-	-	0.097	-	-	-
HCM Lane V/C Ratio		-	0	-	-	7.5	-	-	-
HCM Control Delay (s)		-	A	-	-	A	-	-	-
HCM Lane LOS		-	0	-	-	0.3	-	-	-
HCM 95th %tile Q(veh)									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		
Lane Configurations	SBT	SBR										
Traffic Vol, veh/h	37	0	0	0	0	19	0	0	0	0	0	62
Future Vol, veh/h	37	0	0	0	0	19	0	0	0	0	0	62
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	
RT Channelized	Free	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	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	40	0	0	0	0	21	0	0	0	0	0	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow	45	34	34	34	67	0	67	0	0	0	0	0
All	34	34	-	0	0	-	-	-	-	-	-	-
Stage 1	11	0	-	34	67	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22		-	-	4.12	-	-
Critical Hdwy Stg 1	4.12		-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	6.12	5.52						-	-	2.218	-	-
Pot Cap-1 Maneuver	3.518	4.018	3.318	3.518	4.018	3.318		-	-	-	-	-
Stage 1	2.218		-	-	-	-	-	-	-	-	-	-
Stage 2	957	859	1039	973	824	-	1535	-	-	-	-	-
Platoon blocked, %	982	867						-	-		-	-
Mov Cap-1 Maneuver	1010	859	1039	973	824	-	1535	-	-	-	-	-
Mov Cap-2 Maneuver	-	859	-	973	824	-	-	-	-	-	-	-
Stage 1	982	867	-	-	-	-	-	-	-	-	-	-
Stage 2	1010	-	-	982	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Mvmt	SBR						
Capacity (veh/h)	1535	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	-	-
HCM Lane LOS	A	-	-	-	A	-	-
HCM 95th %ile Q(veh)	0	-	-	-	-	-	-

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

ORDINANCE NO. 23-46

AN ORDINANCE FOR APPROXIMATELY 76.21 ACRES OF PROPERTIES LOCATED AT APPROXIMATELY 8200 SOUTH STOKESLEY DRIVE, IDENTIFIED AS COPPER MEADOWS DEVELOPMENT; AND

AMENDING THE GENERAL PLAN LAND USE MAP FOR COPPER MEADOWS DEVELOPMENT; AND

REZONE FOR COPPER MEADOWS DEVELOPMENT

WHEREAS, the City of West Jordan ("**City**") adopted the Comprehensive General Plan ("**General Plan**") in 2023, as amended, which provides for a general plan land use map ("**General Plan Land Use Map**"), which is periodically updated; and the City adopted the West Jordan City Code ("**City Code**") in 2009, as amended, which provides for a zoning map for the City ("**Zoning Map**"), which is periodically updated; and

WHEREAS, an application was made by Peterson Development Company, L.L.C. ("**Applicant**") for approximately 76.21 acres of property located at approximately 8200 South Stokesley Drive ("**Application**", "**Property**", or "**Copper Meadows Development**") for, in part, a ***General Plan Land Use Map amendment from Future Park, Public Facilities, and Very Low-Density Residential to Low-Density Residential*** ("**General Plan Land Use Map Amendment**"); and

WHEREAS, the Application also included a request for a Zoning Map amendment or rezone for the Property ***from Very Low-Density Single Family Residential Zone (VLSFR), Public Facilities Zone(P-F) and Low-Density Single Family Residential Zone (LSFR) to the Planned Community Zone (PC)*** ("**Rezone**" and collectively "**General Plan Land Use Map Amendment and Rezone**"); and

WHEREAS, on December 5, 2023, the Application was considered by the West Jordan Planning Commission ("**Planning Commission**"), which held a public hearing and which made a negative recommendation to the West Jordan City Council ("**City Council**") concerning the General Plan Land Use Map Amendment and Rezone based upon the criteria in City Code Sections 13-7C-6 and 13-7D-6; and

WHEREAS, a public hearing was held before the City Council on December 20, 2023 concerning the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, the Applicant has agreed to and has executed a master development agreement that will govern the development of the Property ("**Copper Meadows Master Development Agreement**" or "**MDA**"), should the City Council, in its sole legislative discretion, choose to adopt the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, the City Council has reviewed, considered, and approved the Copper Meadows Master Development Agreement, subject to the conditions precedent set forth therein, including but not limited to the approval of the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, in its sole legislative discretion, the City Council now finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to approve the General Plan Land Use Map Amendment and Rezone.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. General Plan Land Use Map Amendment and Rezone; Reversion. For the Property, the General Plan Land Use Map is amended ***from Future Park, Public Facilities, and Very Low-Density Residential to Low-Density Residential*** and the Zoning Map is amended by changing the zoning designation ***from Very Low-Density Single Family Residential Zone (VLSFR), Public Facilities Zone(P-F) and Low-Density Single Family Residential Zone (LSFR) to the Planned Community Zone (PC)***, as per the legal description in "Attachment 1", which is attached hereto. This General Plan Land Use Map Amendment and Rezone shall automatically revert back to the prior designations if there has not been at least one subdivision phase of at least 20 lots for the Property in the MDA that has received preliminary plat approval by two years from the date this Ordinance is approved.

Section 2. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS _____DAY OF _____, 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	**"YES"**	**"NO"**
Council Member Kayleen Whitelock	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Vice-Chair Pamela Bloom	☐	☐
Council Chair Christopher McConnehey	☐	☐
Council Member David Pack	☐	☐
Council Member Robert Bennett	☐	☐

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.

Mayor's Action: _____ Approve _____ Veto

By: _____ _____
Mayor Dirk Burton Date

ATTEST:

_____
Tangee Sloan
City Recorder

STATEMENT OF APPROVAL OF PASSAGE (check one)

_____ The Mayor approved and signed Ordinance No. 23-46.

_____ The Mayor vetoed Ordinance No. 23-46 on _____ and the City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 23-46 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan
City Recorder

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day of _____, 2023. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan
City Recorder

Attachment 1 to
ORDINANCE NO. 23-46

AN ORDINANCE FOR APPROXIMATELY 76.21 ACRES OF PROPERTIES LOCATED AT APPROXIMATELY 8200 SOUTH STOKESLEY DRIVE, IDENTIFIED AS COPPER MEADOWS DEVELOPMENT; AND

AMENDING THE GENERAL PLAN LAND USE MAP FOR COPPER MEADOWS DEVELOPMENT; AND

REZONE FOR COPPER MEADOWS DEVELOPMENT

LEGAL DESCRIPTION
PREPARED FOR COPPER MEADOWS

WEST JORDAN CITY, UTAH

December 6, 2023
22-0322
(JDL)

AS-SURVEYED DESCRIPTIONS

AS-SURVEYED DESCRIPTION PARCEL 1

A part of the N1/2 of the SE1/4 of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian, being more particularly described as follows:

Beginning at a point located on the westerly right-of-way of Stokesly Drive, said point also being located S01°01'24"E 59.52 feet along the Section line and S88°58'36"W 71.39 feet from the East 1/4 Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian; running thence southerly along said right-of-way the following three (3) courses: (1) southeasterly along a 100.00 foot radius curve to the right 88.07 feet through a central angle of 50°27'33" Chord Bearing: S26°17'15"E Chord Length: 85.25 feet; thence (2) S01°01'24"E 479.76 feet to a point on a non-tangent curve; thence southerly along the arc of a non-tangent 525.34 foot radius curve to the right 295.18 feet through a central angle of 32°11'36" Chord Bearing: S15°04'44"W Chord Length: 291.31 feet to a point located at the northeast corner of that certain real property described by a Warranty Deed, recorded as Entry No. 12857173 in Book 10716 at Page 5104-5108 recording date: September 27, 2018 of official records; thence along said Deed the following two (2) courses: (1) S0°53'33"W 324.19 feet; thence (2) N89°58'57"E 126.65 feet to a point on the westerly Subdivision line of Hyde Point Phase 2 Subdivision, recorded as Entry No. 12710075 in Book 2018P at Page 55 recording date: February 5, 2018 of official records; thence southerly along said Subdivision S01°01'24"E 64.95 feet to and along the westerly Subdivision line of Hyde Point Phase 6 Subdivision, recorded as Entry No. 13211775 in Book 2020P at Page 048 recording date: March 6, 2020 of official records to a point as determined by a filed Survey prepared by Focus Engineering, signed on January 9, 2020, File No. S2020-05-0316 on file with the office of the Salt Lake County Surveyor's Office; thence westerly along said Survey N89°30'55"W 2672.05 feet to a point located on the easterly Deed line of a Quit-Claim Deed, recorded as Entry No. 11173136 in Book 9920 at Page 6829A recording date: April 27, 2011 of official records; thence northerly along said Deed N02°13'03"W 1234.33 feet to and along the easterly railroad right-of-way of Kennecott Railroad as described by a Right-of-Way Deed, recorded on June 10, 1947 as Entry No. 1084910 in Book 542 at Page 131 of Official Records to a point marking the calculated position of the Center 1/4 Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian; thence N89°20'12"E 1221.45 feet along the 1/4 Section line of said Section 33 to and along the southerly Subdivision line of The Sycamores at Jordan Hills Phase 11 Subdivision, recorded as Entry No. 100202069 in Book 2007P at Page 163 recording date: April 10, 2007 of official records; thence S0°39'48"E 59.21 feet to the southerly right-of-way of said 8200 South Street; thence easterly along said right-of-way N89°22'04"E 1404.45 feet to the point of beginning.

Contains 73.88 acres±

AS-SURVEYED DESCRIPTION PARCEL 2

A part of the S1/2 of Section 33, Township 2 South, Range 2 West, Salt Lake Base & Meridian, being more particularly described as follows:

Beginning at a point as determined by a filed Survey prepared by Focus Engineering, signed on January 9, 2020, File No. S2020-05-0316 on file with the office of the Salt Lake County Surveyor's Office, said point also being N02°13'03"E 1304.01 feet along the 1/4 Section line from the South 1/4 Corner of Section 33, Township 2, South, Range 2 West, Salt Lake Base & Meridian; running thence westerly along said Survey line N89°30'47"W 239.29 feet to a found rebar & cap marked Ensign Engineering located on the easterly railroad right-of-way of Kennecott Railroad; thence along said right-of-way the following two (2) courses: (1) northeasterly along the arc of a 1118.20 foot radius curve to the left 132.24 feet through a central angle of 06°46'32" Chord Bearing N24°22'42"E Chord Length: 132.16 feet; thence (2) northeasterly along the arc of a 85195.65 foot radius curve to the left 421.96 feet through a central angle of 0°17'02" Chord Bearing: N23°00'40"E Chord Length: 421.96; thence S02°13'03"E 511.18 feet to the point of beginning.

Contains 1.38 acres±

IVORY PARCEL NO: 20-33-450-002

A part of the Southeast 1/4 Section 33, Township 2 South, Range 2 West, Salt Lake Base and Meridian, located in West Jordan City, Salt Lake County, Utah, being more particularly described as follows:

Beginning at a point S89°22'00"W 109.40 feet and S0°37'57"E 897.07 feet from the East 1/4 Corner of Section 33, Township 2 South, Range 2 West, Salt Lake Base and Meridian; thence S 58°50'13" E 70.00 feet; thence Northeasterly along the arc of a non-tangent curve to the left having a radius of 595.16 feet (radius bears: N 58°50'13" W) a distance of 129.40 feet through a central angle of 12°27'25" Chord: N 24°56'05" E 129.14 feet; thence S 01°02'28" E 405.02 feet; thence S 89°57'53" W 126.65 feet; thence N 00°52'29" E 324.19 feet to the point of beginning.

Containing: 0.90 acres +/-

Sycamores Lot Sizes

Lot Address	Lot Acreage	Lot Square Footage	Lot Address	Lot Acreage	Lot Square Footage
7322 W New Flaxton Ct	0.23	10,018.80	7284 W Aberford Dr	0.27	11,761.20
7338 W New Flaxton Ct	0.23	10,018.80	8127 S 7320 W	0.27	11,761.20
7327 W New Flaxton Ct	0.23	10,018.80	7388 W Aberford Dr	0.27	11,761.20
7313 W New Flaxton Ct	0.23	10,018.80	7391 W Aberford Dr	0.27	11,761.20
7303 W New Flaxton Ct	0.23	10,018.80	7257 W Aberford Dr	0.27	11,761.20
7289 W New Flaxton Ct	0.23	10,018.80	7324 W Aberford Dr	0.28	12,196.80
7271 W New Flaxton Ct	0.23	10,018.80	7342 W Aberford Dr	0.28	12,196.80
7259 W New Flaxton Ct	0.23	10,018.80	7368 W Aberford Dr	0.28	12,196.80
7247 W New Flaxton Ct	0.23	10,018.80	7372 W Aberford Dr	0.28	12,196.80
7273 W Aberford Dr	0.23	10,018.80	8186 S Cricket Ln	0.28	12,196.80
7287 W Aberford Dr	0.23	10,018.80	7373 W Aberford Dr	0.28	12,196.80
7301 W Aberford Dr	0.23	10,018.80	7357 W Aberford Dr	0.28	12,196.80
8153 S 7320 W	0.23	10,018.80	7339 W Aberford Dr	0.28	12,196.80
7286 W Flaxton Dr	0.23	10,018.80	7323 W Aberford Dr	0.28	12,196.80
7272 W Flaxton Ln	0.23	10,018.80	7359 W New Flaxton Ct	0.28	12,196.80
8187 S Cricket Ln	0.24	10,454.40	7223 W Aberford Dr	0.28	12,196.80
8173 S Cricket Ln	0.24	10,454.40	7233 W New Flaxton Ct	0.29	12,632.40
8159 S Cricket Ln	0.24	10,454.40	7492 W Aberford Dr	0.34	14,810.40
7352 W New Flaxton Ct	0.24	10,454.40	7362 W New Flaxton Ct	0.34	14,810.40
8157 S Flaxton Lane	0.24	10,454.40	7363 W New Flaxton Ct	0.36	15,681.60
8147 S Flaxton Lane	0.24	10,454.40	8169 S Flaxton Lane	0.37	16,117.20
8123 S Flaxton Ln	0.25	10,890.00	8116 S Wickford Way	0.38	16,552.80
7238 W Aberford Dr	0.25	10,890.00	8164 S Chiliwell Cv	0.38	16,552.80
7252 W Aberford Dr	0.25	10,890.00	8163 S Chilwell Cv	0.38	16,552.80
8156 S Cricket Ln	0.25	10,890.00	8107 S Sawston Road	0.43	18,730.80
8172 S Cricket Ln	0.25	10,890.00	8117 S Wickford Way	0.44	19,166.40
7258 W Flaxton Ln	0.25	10,890.00	8147 S Chilwell Cv	0.49	21,344.40
7244 W Flaxton Ln	0.25	10,890.00	8148 S Chilwell Cv	0.51	22,215.60
7426 W Aberford Dr	0.26	11,325.60	8104 S Sawsont Road	0.52	22,651.20
7423 W Aberford Dr	0.26	11,325.60	8162 S Tuckford Circle	0.56	24,393.60
7241 W Aberford Dr	0.26	11,325.60	7548 W Warley Bay	0.59	25,700.40
7268 W Aberford Dr	0.27	11,761.20	8183 S Tuckford Circle	0.67	29,185.20

8178 S Tukford Circle	0.85	37,026.00	8176 S Chilwell Cv	0.76	33,105.60
7557 W Warley Bay	0.88	38,332.80	8181 S Chilwell Cv	0.76	33,105.60
7549 W Warley Bay	0.91	39,639.60	7558 W Warley Bay	0.84	36,590.40

Lot is Adjacent to Copper Meadows

Average Lot Size

Acres	Square Feet
0.30	**12,865.42**



Land Use Overview

Jones Ranch is to be zoned a Planned Community (PC) and will feature four residential types. The intent of the different residential types is to provide future residents of Jones Ranch with a variety of home sizes, architectural styles, lifestyles, and affordability. This diversity of housing types will appeal to a broad group of West Jordan homeowners and will help create a more sustainable community.

The residential types at Jones Ranch are:

Housing Designation	*Density Range*
Very Low (VL)	Up to 2.5 units / acre
Low (L)	1 to 3 units / acre
Medium (M)	3.1 to 5.5 units / acre
High (H)	5.6 to 10 units / acre
Commercial (C)	

Note: Uses and densities are consistent with West Jordan Planned Development Zone Ordinance (13-5C-3) and West Jordan City's 2012 Comprehensive Plan.

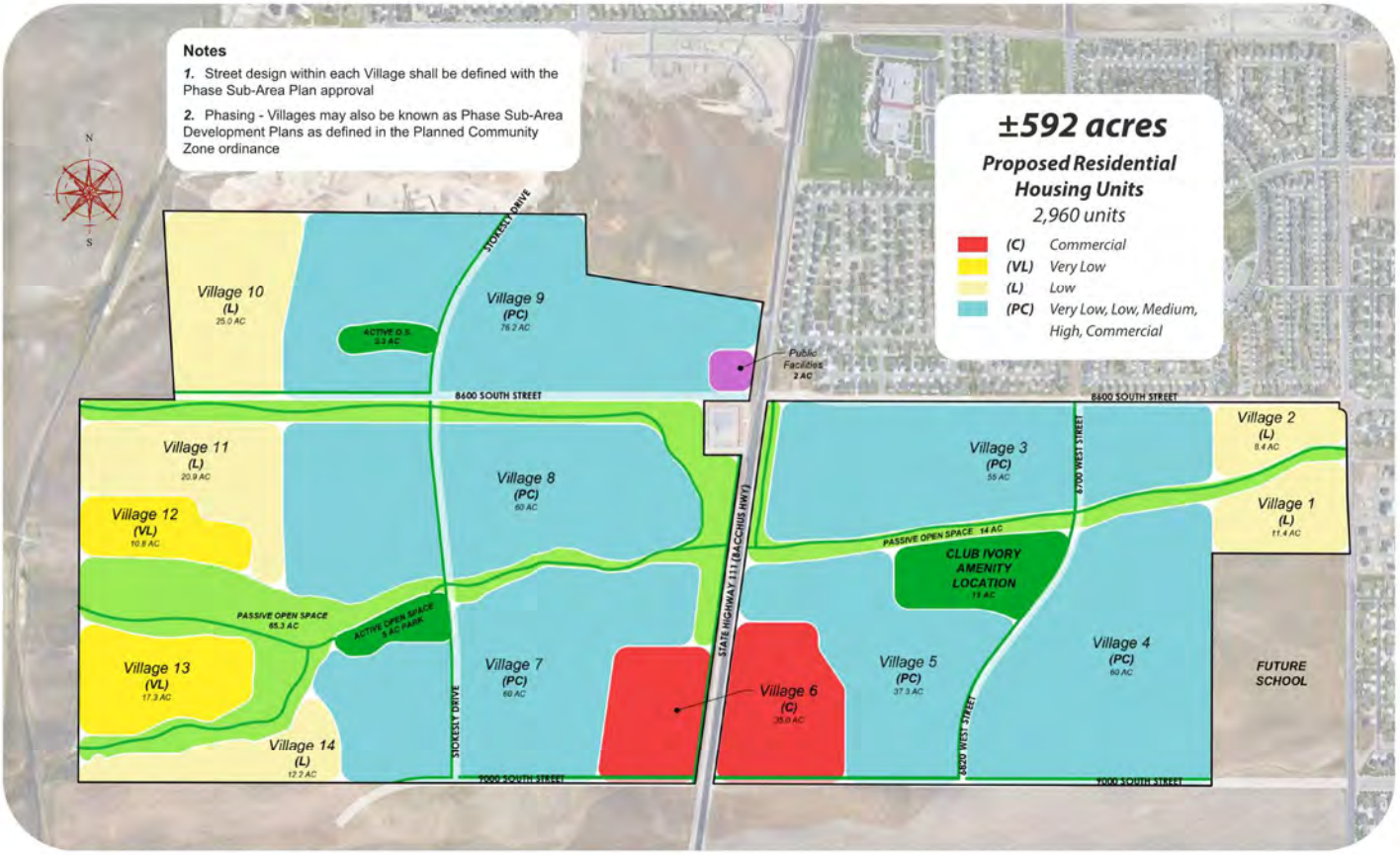
Institutional Land Uses

In the event that institutional uses such as churches & schools are developed within Jones Ranch, the ERUs associated with the respective land use (as outlined in the table above) shall be allocated to the these institutional uses. Institutional buildings and structures shall not exceed two (2) stories or 45', whichever is greater.

Village / Phase Sub-Area Development Plan Approval

Phase Sub-Area Development Plans: Each phase (Village) described in the Jones Ranch MDP shall be submitted in the form of a Phase Sub-Area Development Plan, following 13-5J-10 of 2009 City Code and the standards and guidelines established in the MDP. All roads and private lanes shall also be approved through the Phase Sub-Area Development Approval Process, however private lanes shall only be allowed in High (H) and Very Low (VL) designations.

JONES RANCH LAND USE DIAGRAM



GENERAL PLAN GUIDING PRINCIPLES

URBAN DESIGN
Strengthen the identity and image of the City of West Jordan
Support neighborhoods and developments of character
Create a city center that exemplifies a high level of urban design
LAND USE
Land use decisions should be made using a regional approach that integrates and participates with programs established to better serve the City as a whole
Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods
The General Plan is the will of the community and presumed current. Developers have the burden of proof on why the General Plan should be changed
Land use designs must promote quality of life, safety, and good urban design
TRANSPORTATION
Provide a safe and efficient multi-modal transportation system
Improve the aesthetic quality of the City's streets
HOUSING
Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future
Place high density projects near infrastructure which exists to sustain the increased density
Implement programs to encourage the repair, rehabilitation, or replacement of deteriorating residential structures

ENVIRONMENT

Protect, preserve, and restore hillsides, ridgelines and foothills of the Oquirrh mountains and along the Jordan River

Designs should maximize water conservation, protect and improve air quality, and employ environmentally sound building practices

WATER USE AND PRESERVATION

Implement and encourage principles of sustainable water use and water-conserving landscaping

Encourage water conservation by following the West Jordan Water Conservancy and Drought Plan

Modify the City's practices to efficiently manage water and set a positive example for water conservation

PARKS, RECREATION, AND OPEN SPACE

Provide relief from the asphalt, concrete, steel, and vehicular environments of a suburban city

ECONOMIC DEVELOPMENT

Attract, recruit, and retain quality businesses that benefit and enhance the quality of life in West Jordan

Diversify and strengthen the employment and tax base in the City of West Jordan

Encourage the creation of planned commercial centers that provide the services and amenities residents need, and which reduce the need for extra or lengthy vehicle trips

Provide well-designed, attractive, and aesthetically pleasing professional office and business environments within the City

HISTORIC PRESERVATION

Preserve the character and significance of historic sites and structures located in the City

REPORT OF ACTION
WEST JORDAN PLANNING COMMISSION
December 5, 2023

1. Approve Minutes from November 14, 2023

APPROVED 5-0

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2. Highlands South Lot 3 Pad C; 7836 South 5600 West; Preliminary Site Plan and Conditional Use Permit for Restaurant, Fast Food; SC-2 Zone; Peterson Development Co., LLC/Barrett Peterson (applicant) [Tayler Jensen/Todd Johnson #31299, 31336; parcel 20-35-226-012]

APPROVED 5-0

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3. Wood Ranch Bistro; 7188 West Hidden Hills Way; Preliminary Site Plan; PCH Zone; Third Cadence LLC/Gary Langston (applicant) [Ray McCandless/Nathan Nelson #31044; parcel 20-27-101-001-4003]

APPROVED 5-0

Requirements of Approval:

1. Per City Code, Section 13-7B-5: Expiration of Approved Site Plans: An approved preliminary site plan shall remain valid for one year following the date of the approval.
2. The preliminary site plan shall comply with all applicable city code requirements and requirements of all applicable City Departments.
3. Final building occupancy shall not be granted until the Wood Ranch Plat 2 Subdivision is recorded.
4. Provide a photometric plan demonstrating less than 1 foot candle of light at property line at final site plan review.
5. The building design either incorporate roof top seating or other measures such as fencing to keep people off the roof.

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4. Jordan River Heights; 9270 South Temple Drive; Preliminary Subdivision Plat (29 lots and 1 parcel on 9 acres); R-1-8 Zone; Next Level Homes/Kyle Denos (applicant) [Ray McCandless/Krista Riester #30556 (PZ-00002); parcels 27-03-476-050, 051]

APPROVED 5-0

Requirements of Approval:

1. The subdivision development shall comply with all applicable West Jordan City Code standards.
2. All applicable West Jordan City departmental requirements must be met prior to final subdivision approval and recordation of the approved final subdivision plat.
3. The approved preliminary subdivision plat shall remain valid for 1 year following the date of approval. One 6-month extension may be granted by the Zoning Administrator if, upon written request by the owner/developer, the Zoning Administrator finds that the extension will not adversely affect the public health, safety or welfare of the city.
4. Public facility system upgrades as described in Finding C of this report are required to be installed as a requirement of approval.
5. The boundary gap between the proposed subdivision and Mac Duff Lane must be resolved satisfactorily to the city.

5. **Copper Meadows General Plan Amendment, Rezone, and Master Development Agreement/Plan;** 8200 South Stokesley Drive; General Plan Amendment for approximately 75 acres from Future Park, Public Facilities, and Very Low Density Residential to Low Density Residential, Rezone from VLSFR (Very Low Density Single-family Residential), LSFR (Low Density Single-family Residential), and P-F (Public Facilities) Zones to P-C (Planned Community) Zone, and a Master Development Plan and Agreement; Barrett Peterson (applicant) [Tayler Jensen/Todd Johnson #29705, 29702, 29704; parcel 20-33-401-002]

NEGATIVE RECOMMENDATION 5-0

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6. **Text Amendment** – **Water Efficient Standards;** Amend the 2009 West Jordan Municipal Code Section 13-13-5: Water Efficiency Standards to comply with Utah Admin Rule R653-11 and Jordan Valley Water Efficiency Standards; City-wide Applicability; City of West Jordan (applicant) [Alan Anderson]

POSITIVE RECOMMENDATION 5-0 w/amendment Option 2

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7. **Text Amendment – Home Occupation Standards;** Amend the 2009 West Jordan Municipal Code Section 13-11-2G: Home Occupation Standards: Use Outside Residence and 13-2-3 Definitions: Home Occupation; City-wide Applicability; City of West Jordan (applicant) [Larry Gardner]

POSITIVE RECOMMENDATION 5-0 w/amendment

REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Presenter: Mark Forsythe

Applicant: Dave Tolman

Department Sponsor: Community Development

Agenda Type: PUBLIC HEARINGS

Presentation Time: 5 Minutes

Meeting Date Requested : 12/20/2023

Deadline of item : 12/05/2023

(Council may elect to provide more or less time)

1. **AGENDA SUBJECT**
   Consider **Ordinances 23-42 and 23-43** rezoning 2.17 acres of The Cottages at Parker Place subdivision from R-3-8(SHO) *(Multi-family Residential 8 units per acre with a Senior Housing Overlay)* to R-3-8 *(Multi-family Residential 8 units per acre)* and amending The Cottages at Parker Place Development Plan.

2. **EXECUTIVE SUMMARY**
   Dave Tolman and Liberty Homes are requesting that the City Council consider a proposal to remove the Senior Housing Overlay from the current R-3-8(SHO) zoning district encompassing the single-family residential lots of The Cottages at Parker Place subdivision. Removal of the SHO will not result in an increase in density, so no Future Land Use Map Amendments are proposed or required. The proposal also includes an amendment to the adopted Cottages at Parker Place Development Plan, which consists of removal of the Senior Housing Overlay requirements and the addition of amenities.

   The purpose of the requested rezone and amended development plan pertains to the difficulty that Liberty Homes has encountered with selling homes that are restricted to occupants that are 55 years old and older and limited to two bedrooms. They are requesting that the Senior Housing Overlay be removed so they may be allowed to sell to a wider variety of potential buyers. In order to improve the subdivision for a wider variety of potential home buyers, the applicant has proposed to convert one of the lots into a park with a playground, picnic tables and landscaping. New homes will be set back further from the street to allow for driveway parking and will be built with 3-car garages to alleviate on-street parking concerns. They've also proposed additional striped parking at the park and on-street parking along the south side of Drake Lane as additional mitigation measures.

3. **TIME SENSITIVITY / URGENCY**
   No time sensitivity or urgency

4. **FISCAL NOTE**
   These proposed amendments to the Zoning Map and adopted Development Plan will have no substantial budget impact.

5. **PLANNING COMMISSION RECOMMENDATION**

The Planning Commission made a motion to forward a Positive Recommendation to the City Council concerning the proposed rezone. This motion failed in a 3-4 vote, with 3 commissioners in favor and 4 commissioners opposed. The Planning Commission then made another motion to forward a Positive Recommendation to the City Council concerning the proposed amended development plan. This motion also failed in a 3-4 vote, with 3 commissioners in favor and 4 commissioners opposed.

6. **STAFF ANALYSIS**
   See attached City Council Staff Report.

7. **MOTION RECOMMENDED**
   Motion to approve/deny Ordinance 23-42; Motion to approve/deny Ordinance 23-43

8. **MAYOR RECOMMENDATION**
   N/A

9. **PACKET ATTACHMENT(S)**
   See attached documents

10. **OTHER INFORMATION**
    See attached documents

County Recorder's Office Only
Above the Line

THE CITY OF WEST JORDAN, UTAH

ORDINANCE NO. 23-42

AN ORDINANCE FOR APPROXIMATELY 2.17 ACRES OF PROPERTY LOCATED AT 7398 SOUTH REDWOOD ROAD (THE COTTAGES AT PARKER PLACE SUBDIVISION);

AND REZONE FROM THE R-3-8(SHO) ZONE (MULTI-FAMILY RESIDENTIAL ZONE WITH A SENIOR HOUSING OVERLAY, 8 DWELLING UNITS PER ACRE) TO THE R-3-8 ZONE (MULTI-FAMILY RESIDENTIAL ZONE, 8 DWELLING UNITS PER ACRE)

WHEREAS, the City of West Jordan ("**City**") adopted the Comprehensive General Plan ("**General Plan**") in 2023, as amended, which provides for a general plan land use map ("**Future Land Use Map**"), which is periodically updated; and the City adopted the West Jordan City Code ("**City Code**") in 2009, as amended, which provides for a zoning map for the City ("**Zoning Map**"), which is periodically updated; and

WHEREAS, an application was made by Dave Tolman ("**Applicant**"), on behalf of the property owner, for approximately 2.17 acres of property located at approximately 7398 South Redwood Road concerning ***The Cottages at Parker Place Subdivision*** ("**Application**", or "**Property**") for, in part, a Zoning Map amendment or rezone to change the zoning designation from the R-3-8(SHO) Zone (Multi-Family Residential Zone with a Senior Housing Overlay, 8 Dwelling Units Per Acre) to the R-3-8 Zone (Multi-Family Residential Zone, 8 Dwelling Units Per Acre) ("**Rezone**"); and

WHEREAS, the Property is currently designated as Medium Density Residential on the existing Future Land Use Map and is proposed to remain as Medium Density Residential on the Future Land Use Map; and

WHEREAS, on November 14, 2023, the Application was considered by the West Jordan Planning Commission ("**Planning Commission**"), which held a public hearing and which made a recommendation to the West Jordan City Council ("**City Council**") concerning the Rezone; and

WHEREAS, a public hearing was held before the City Council on December 20, 2023 concerning the Application and Rezone; and

WHEREAS, consistent with City Code Section 13-7D-6A, the Planning Commission has determined the following concerning the Rezone:

1. The proposed amendment is consistent with the purposes, goals, objectives and policies of the adopted general plan and future land use map;

2. The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties;
3. The proposed amendment protects the public health, safety and general welfare of the citizens of the city;
4. The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways; and
5. The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards; and

WHEREAS, in its sole legislative discretion, the City Council now finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to approve the Rezone.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Rezone. For the Property, the Zoning Map is amended by changing the zoning designation from the R-3-8(SHO) Zone (Multi-Family Residential Zone with a Senior Housing Overlay, 8 Dwelling Units Per Acre) to the R-3-8 Zone (Multi-Family Residential Zone, 8 Dwelling Units Per Acre), as per the legal description in "Attachment 1", which is attached hereto.

Section 2. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS _____DAY OF _____ 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

[see the following pages.]

Voting by the City Council	**"YES"**	**"NO"**
Council Chair Christopher McConnehey	☐	☐
Council Vice-Chair Pamela Bloom	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Member David Pack	☐	☐
Council Member Kayleen Whitelock	☐	☐
Council Member _____	☐	☐

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.

Mayor's Action: _____ Approve _____ Veto

By: _____ _____
Mayor Dirk Burton Date

ATTEST:

_____
Tangee Sloan, CMC
City Recorder

STATEMENT OF APPROVAL/PASSAGE (check one)

_____ The Mayor approved and signed Ordinance No. 23-42.

_____ The Mayor vetoed Ordinance No. 23-42 on _____ and the City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 23-42 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan, CMC
City Recorder

[see the following pages.]

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day of _____ 2023. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan, CMC
City Recorder

(Attachment on the following page)

Attachment 1 to
ORDINANCE NO. 23-42

AN ORDINANCE FOR APPROXIMATELY 2.17 ACRES OF PROPERTY LOCATED AT 7398 SOUTH REDWOOD ROAD (THE COTTAGES AT PARKER PLACE SUBDIVISION);

AND REZONE FROM THE R-3-8(SHO) ZONE (MULTI-FAMILY RESIDENTIAL ZONE WITH A SENIOR HOUSING OVERLAY, 8 DWELLING UNITS PER ACRE) TO THE R-3-8 ZONE (MULTI-FAMILY RESIDENTIAL ZONE, 8 DWELLING UNITS PER ACRE)

LEGAL DESCRIPTION:

Lots 1-15, The Cottages at Parker Place Subdivision

County Recorder's Office Only
Above the Line

THE CITY OF WEST JORDAN, UTAH

ORDINANCE NO. 23-43

AN ORDINANCE APPROVING THE AMENDED DEVELOPMENT PLAN FOR THE COTTAGES AT PARKER PLACE SUBDIVISION, LOCATED AT 7398 SOUTH REDWOOD ROAD, IN AN R-3-8 ZONE

WHEREAS, the original preliminary development plan for The Cottages at Parker Place Subdivision was adopted by the City Council on January 10, 2018.

WHEREAS, an application was made by Dave Tolman ("**Applicant**"), on behalf of the property owner, for approximately 2.17 acres of property located at approximately 7398 South Redwood Road concerning ***The Cottages at Parker Place Subdivision*** ("**Application**", or "**Property**") for a development plan amendment (**"Amended Development Plan"**); and

WHEREAS, on November 14, 2023, the Application was considered by the West Jordan Planning Commission ("**Planning Commission**"), which held a public hearing and which made a recommendation to the West Jordan City Council ("**City Council**") concerning the Amended Development Plan; and

WHEREAS, a public hearing was held before the City Council on December 20, 2023 concerning the Amended Development Plan; and

WHEREAS, in its sole legislative discretion, the City Council now finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to approve the Amended Development Plan.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Approval and Applicability. The Amended Development Plan (for The Cottages at Parker Place Subdivision, located at 7398 South Redwood Road), attached as Attachment 1, is approved. Therefore, the Property shall hereafter be subject to the Amended Development Plan, the City Code, and all other pertinent City regulations, policies, and standards.

Section 2. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS _____DAY OF _____ 2023.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	**"YES"**	**"NO"**
Council Chair Christopher McConnehey	☐	☐
Council Vice-Chair Pamela Bloom	☐	☐
Council Member Kelvin Green	☐	☐
Council Member Zach Jacob	☐	☐
Council Member David Pack	☐	☐
Council Member Kayleen Whitelock	☐	☐
Council Member _____	☐	☐

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.

Mayor's Action: _____ Approve _____ Veto

By: _____ _____
Mayor Dirk Burton Date

(Continued on the following page)

ATTEST:

_____
Tangee Sloan, CMC
City Recorder

STATEMENT OF APPROVAL/PASSAGE (check one)

_____ The Mayor approved and signed Ordinance No. 23-43.

_____ The Mayor vetoed Ordinance No. 23-43 on _____ and the City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 23-43 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan, CMC
City Recorder

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day of _____ 2023. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan, CMC
City Recorder

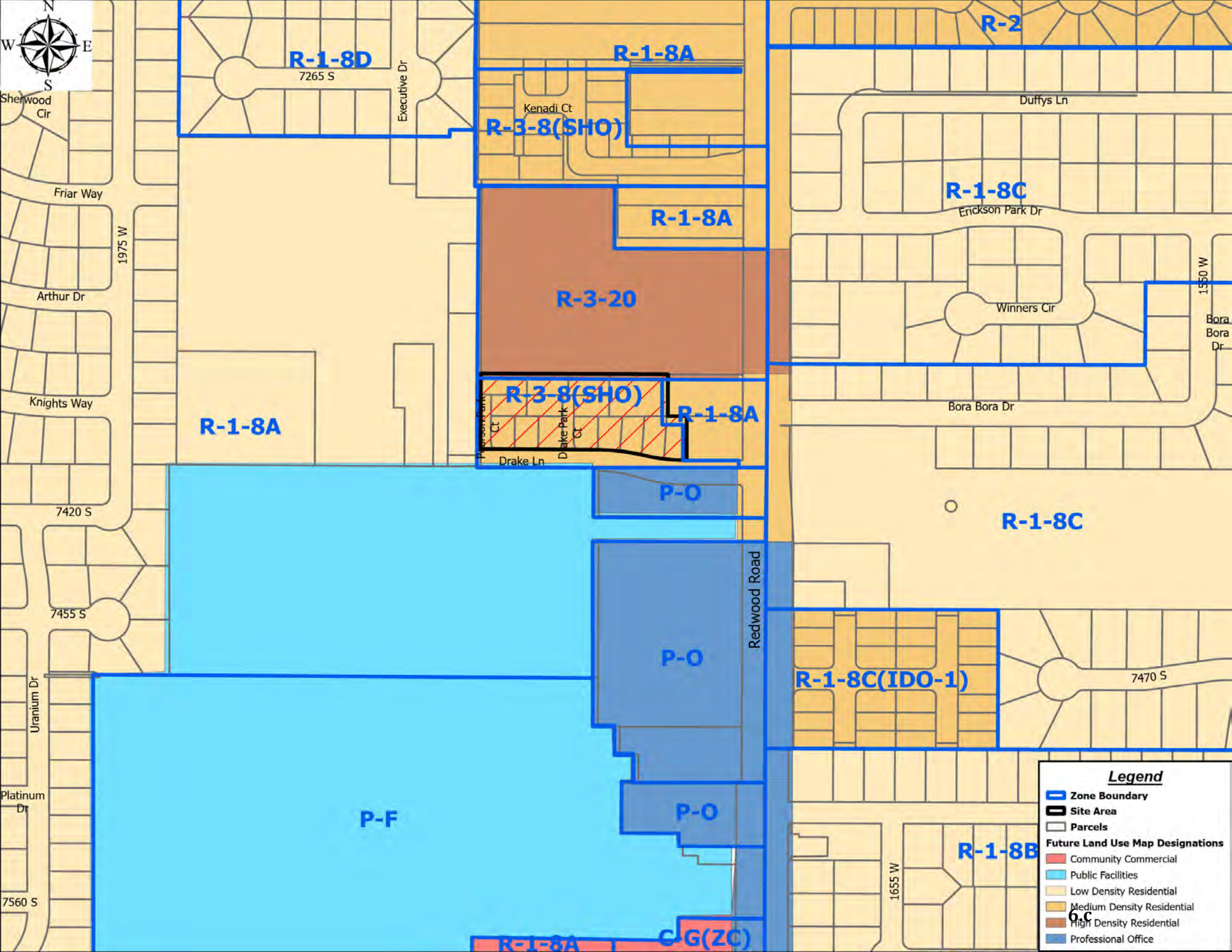
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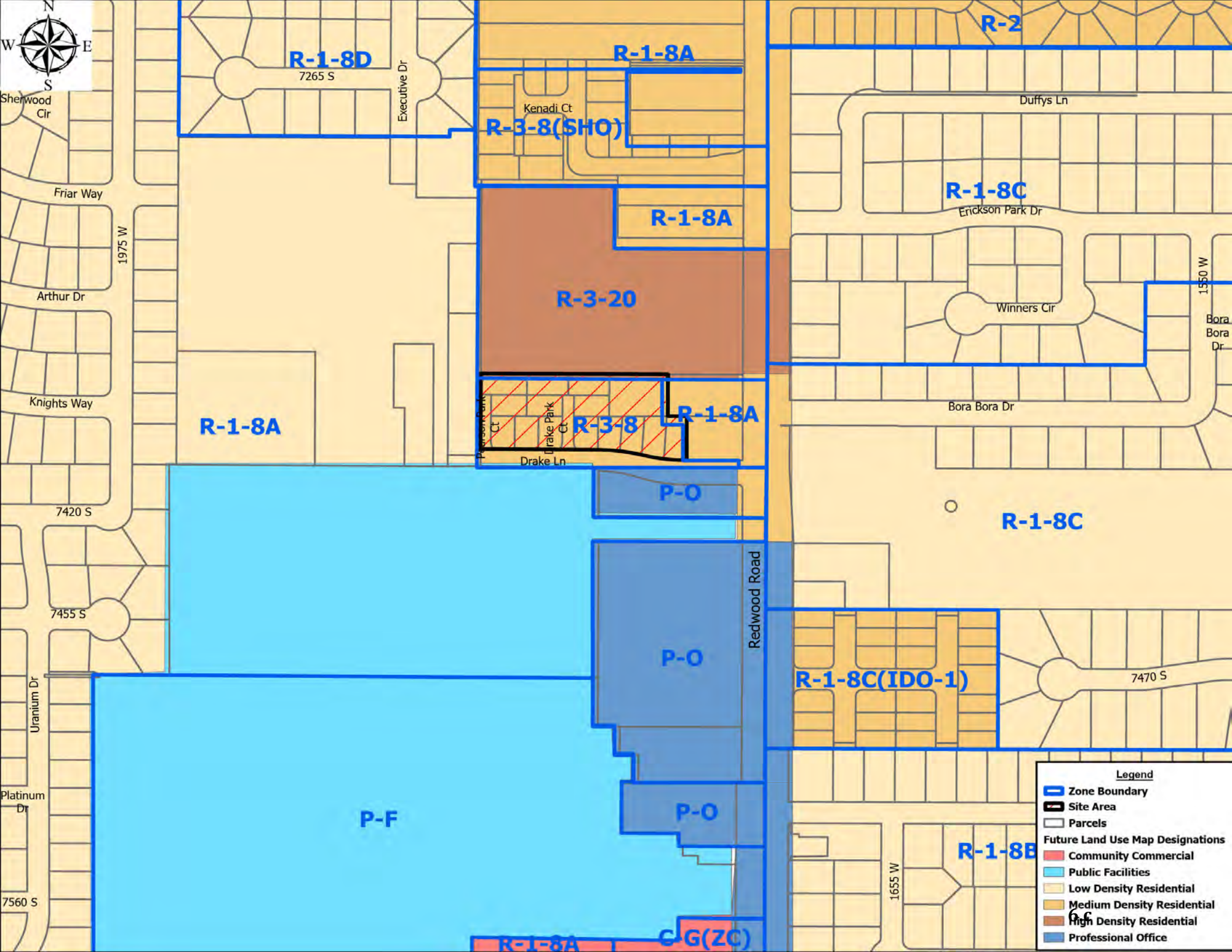
Attachment 1 to
ORDINANCE NO. 23-43

AN ORDINANCE APPROVING THE AMENDED DEVELOPMENT PLAN FOR THE COTTAGES AT PARKER PLACE SUBDIVISION, LOCATED AT 7398 SOUTH REDWOOD ROAD, IN AN R-3-8 ZONE

The Amended Development Plan for The Cottages at Parker Place Subdivision (See the attached pages.)


N
W
E
S
7265 S
Executive Dr
Sherwood Cir
Kenadi Ct
Duffys Ln
Friar Way
1975 W
Erickson Park Dr
1550 W
Arthur Dr
Winners Cir
Bora Bora Dr
Knights Way
Pearson Park Ct
Drake Park Ct
Drake Ln
Bora Bora Dr
7420 S
Redwood Road
7455 S
7470 S
Uranium Dr
Platinum Dr
Leland Dr
1655 W
7560 S
Legend
Site Area


N
W
E
S
R-1-8D
7265 S
Executive Dr
R-1-8A
Kenadi Ct
R-3-8(SHO)
R-2
Duffys Ln
R-1-8C
Erickson Park Dr
Sherwood Cir
Friar Way
1975 W
R-1-8A
R-3-20
Winners Cir
1550 W
Bora Bora Dr
Arthur Dr
Knights Way
R-1-8A
R-3-8(SHO)
R-1-8A
Peterson Park Ct
Drake Park Ct
Drake Ln
Bora Bora Dr
P-O
7420 S
R-1-8C
7455 S
P-O
Redwood Road
R-1-8C(IDO-1)
7470 S
Uranium Dr
Platinum Dr
P-F
P-O
R-1-8B
1655 W
7560 S
R-1-8A
C-G(ZC)
Legend
Zone Boundary
Site Area
Parcels
Future Land Use Map Designations
Community Commercial
Public Facilities
Low Density Residential
Medium Density Residential
High Density Residential
Professional Office


N
W
E
S
R-1-8D
7265 S
Executive Dr
R-1-8A
R-2
Kenadi Ct
R-3-8(SHO)
Duffys Ln
Sherwood Cir
Friar Way
R-1-8A
R-1-8C
Erickson Park Dr
1975 W
R-3-20
1550 W
Arthur Dr
Winners Cir
Bora Bora Dr
Knights Way
R-1-8A
Pigeon Park Ct
Drake Park Ct
R-3-8
R-1-8A
Drake Ln
P-O
R-1-8A
R-1-8C
7420 S
Redwood Road
7455 S
P-O
R-1-8C(IDO-1)
7470 S
Uranium Dr
Platinum Dr
P-F
P-O
R-1-8B
1655 W
7560 S
R-1-8A
C-G(ZC)
Legend
Zone Boundary
Site Area
Parcels
Future Land Use Map Designations
Community Commercial
Public Facilities
Low Density Residential
Medium Density Residential
High Density Residential
Professional Office

Revised Preliminary Development Plan

(Original Plan: The Cottages at Parker Place
Approved January 10, 2017)

Parker Place

A Fourteen Lot Residential Planned Development

West Jordan, UT

Rochelle DB-3 LC
Liberty Homes
9075 South 1300 East
Suite 201
Sandy, UT 84094
(801) 839-4898

Draft: November 16, 2023
Revised per Staff Conditions

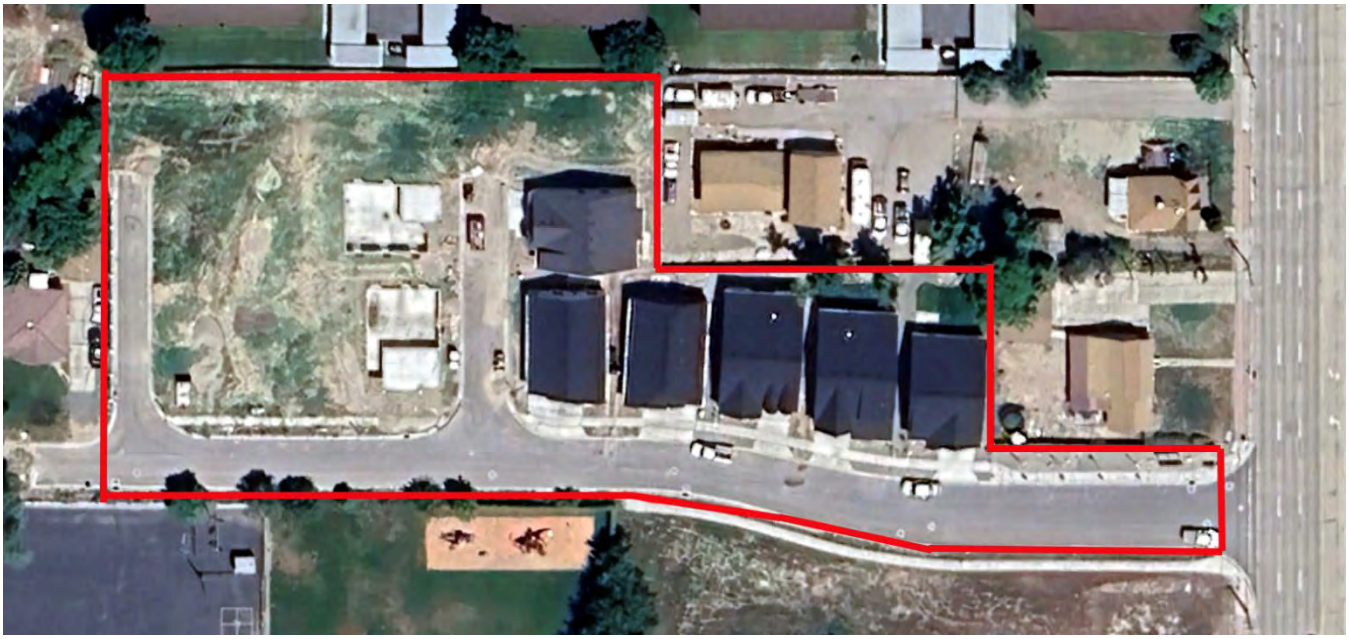
Parker Place, known as The Cottages at Parker Place in the past, is a fourteen-lot subdivision by Liberty Homes. Liberty Homes purchased the property roughly two years ago, has made subdivision improvements, and has been attempting to sell lots/homes for eighteen months.

Parker Place was approved as an R-3-8 (SHO), or Senior Housing Overlay, property that limits the occupancy of the homes, requiring at least one person who is 55 years or older. It also limits the maximum number of bedrooms to two.

Liberty Homes has submitted a zone change to remove the SHO designation and lift the restrictions on age and bedrooms. If approved, the property zoning would be R-3-8, and Liberty Homes could sell to families of any age and build homes with more than two bedrooms.

EXISTING CONDITIONS

The figure below is a Google Earth screen capture where the photo is dated May 29, 2023. Parker Place, shown within the red boundary, has most of the required subdivision improvements; six homes have been fully constructed and two additional foundations have been poured. Six lots that have not been improved.



PROPOSED DEVELOPMENT PLAN

Existing Six Completed Homes (Lots 1 – 6):

Liberty Homes proposes to sell the fully constructed six homes as is except that full yard landscaping will be installed prior to occupancy. The Parker Place HOA will maintain the front yard landscaping.

Existing Two Poured Foundations (Lots 9 – 10):

Liberty Homes will complete the construction of the homes on Lots 9 and 10, and landscape the full yards. The Parker Place HOA will maintain front yard landscaping.

Unimproved Six Lots (Lots 7, 8 and 11-14):

Lot 12 is going to be reserved for parking and recreation space. A following section will discuss the improvements for Lot 12.

Lots 7, 8, 11, 13 and 14 will be developed with new homes. The following section will discuss the architecture proposed for the new lots.

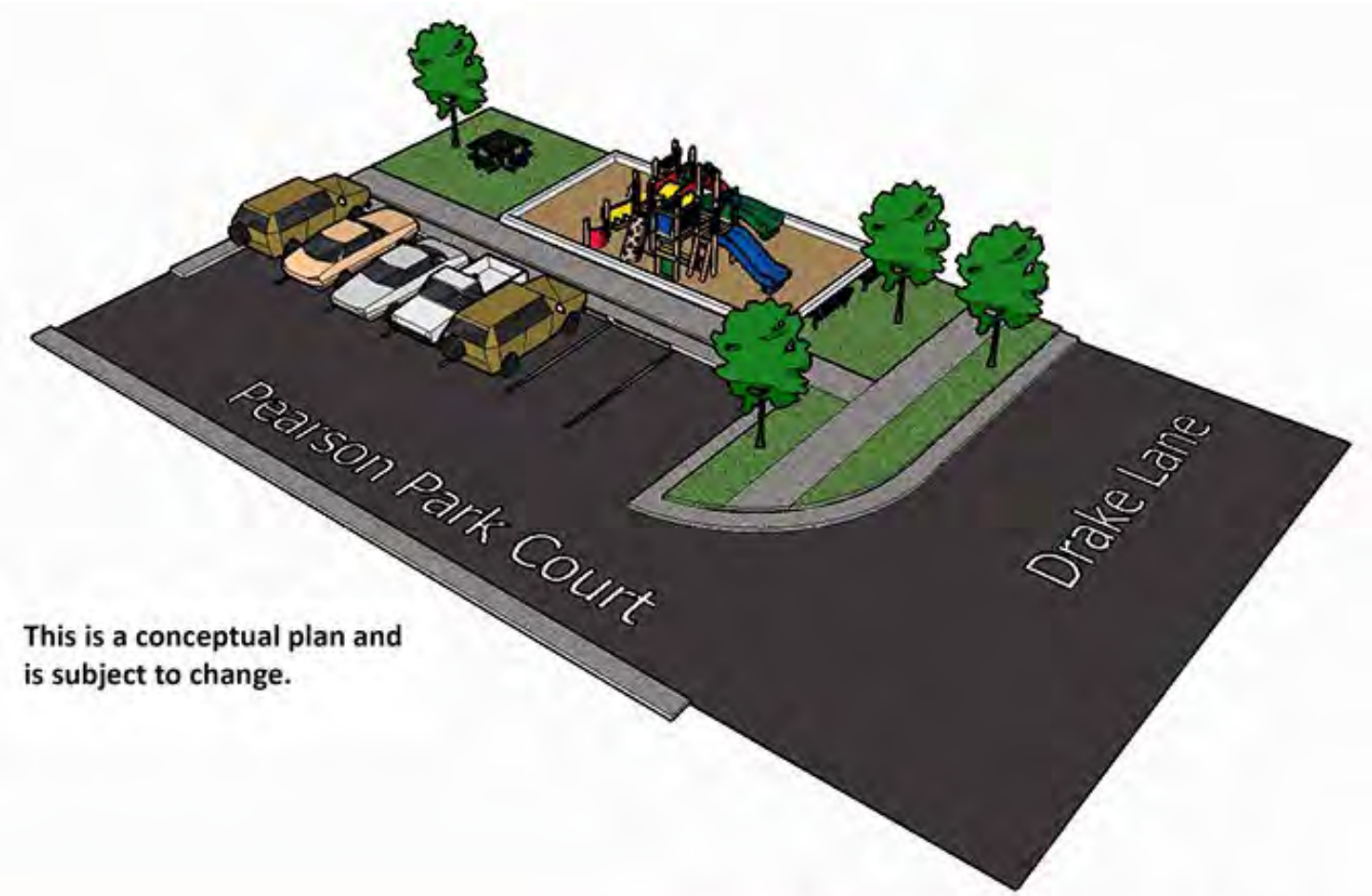
Liberty Homes landscape the full yards. The Parker Place HOA will maintain the front yard landscaping.

Lot 12 Improvement: Off-Street Parking and Recreation

The original The Cottages at Parker Place did not plan for off-street parking and recreation space. With families moving into existing and new homes, provisions must be made for off-street parking and recreation.

Lot 12, originally planned as a residential lot, will be converted to off-street parking and recreation and owned and maintained by the HOA.

Liberty Homes will construct the off-street parking and recreation space within one year of rezoning approval. Exhibit 1 is a conceptual plan for parking and recreation.



This is a conceptual plan and is subject to change.

Lot 12 Conceptual Plan

Seven (7) Parking Spaces
Sidewalk
Playground Structure
Picnic Table
Park Benches
Shade Trees
Turf

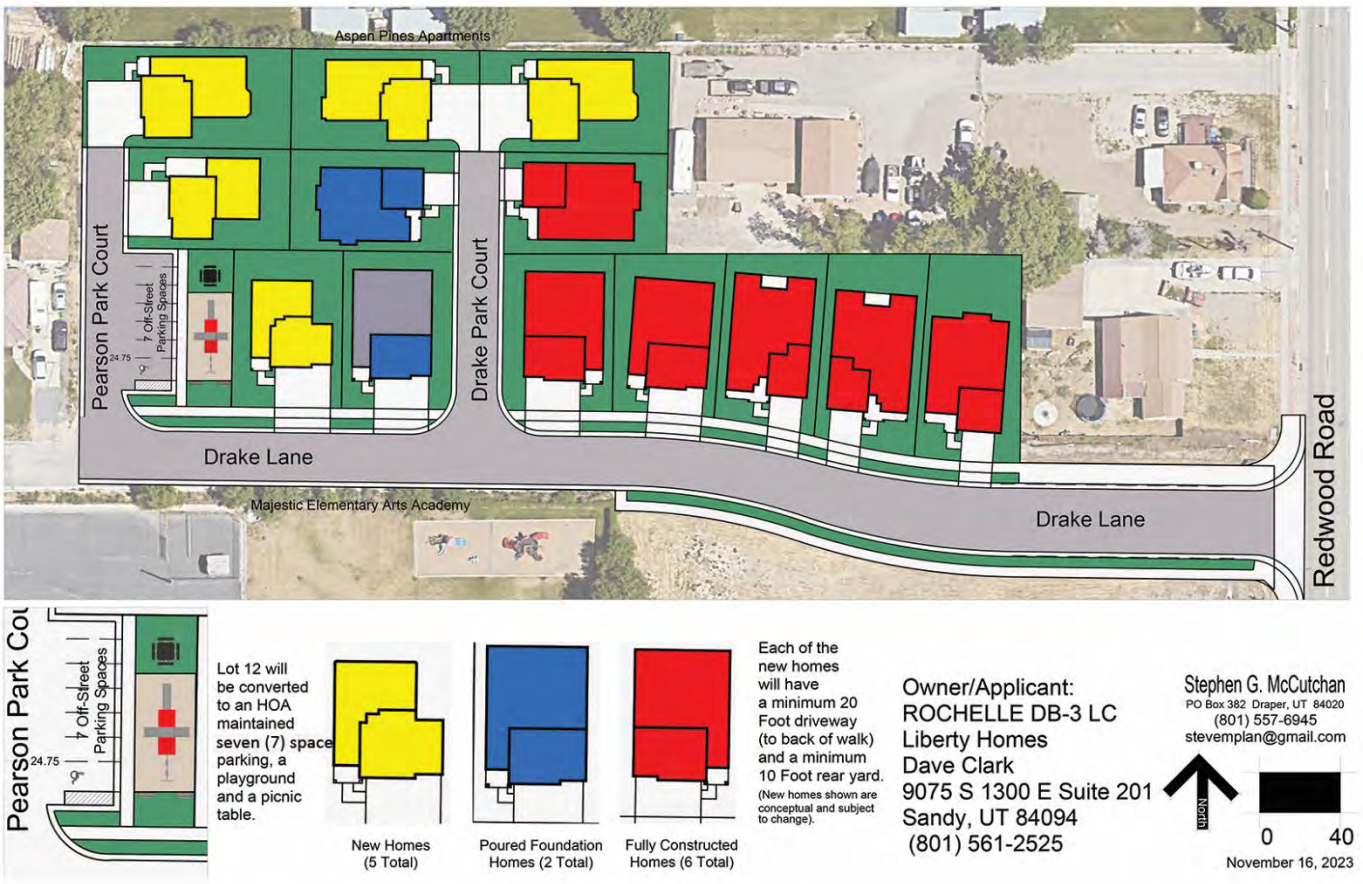
Stephen G. McCutchan
PO Box 382 Draper, UT 84020
(801) 557-6945
stevemplan@gmail.com

Exhibit 1

Parker Place Conceptual Plan

The street locations and lots for Parker Place were established through The Cottages at Parker Place Final Development Plan. Five homes have been fully constructed and two lots have poured foundations. Lots 12 will be converted to an off-street parking area and a recreation space. The following exhibit is the Conceptual Plan for Parker Place, illustrating the fully constructed homes in red, the poured foundations in blue and the new homes in yellow.

The new home footprints shown are conceptual and subject to change within the setback limits established herein and other West Jordan planning and building requirements.



Setbacks

The Parker Place setbacks were established by a West Jordan Board of Adjustment variance request on February 9, 2021.

New Homes Architectural Conceptual Elevation and Floor Plans

At this time, there are four additional plans available for the five remaining lots. Additional home plans may be available at a later date.

The available plans are:

Katalla
Columbia
Emery
Rockwell.

These plans will be available with both two and three-car garages.

Katalla

Conceptual Elevations



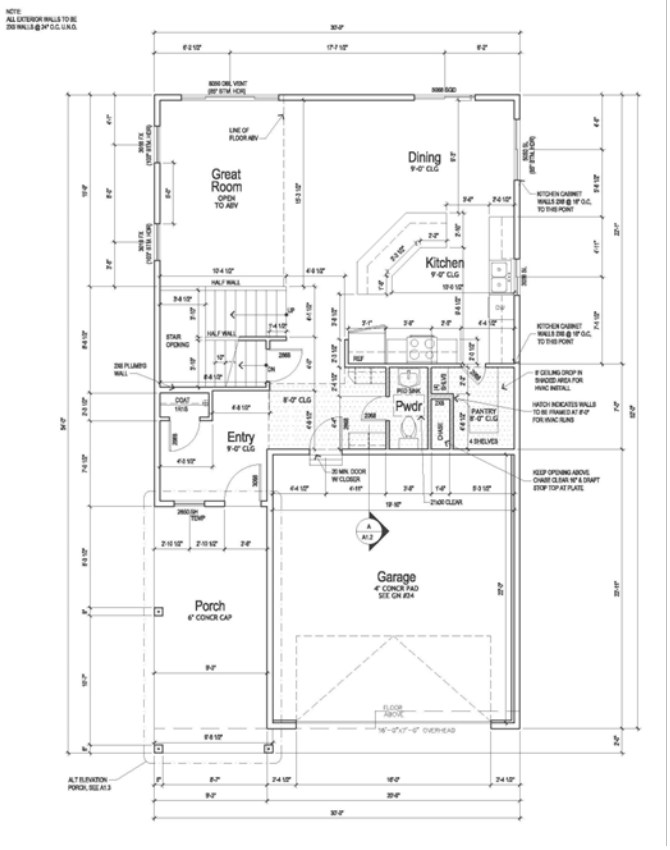




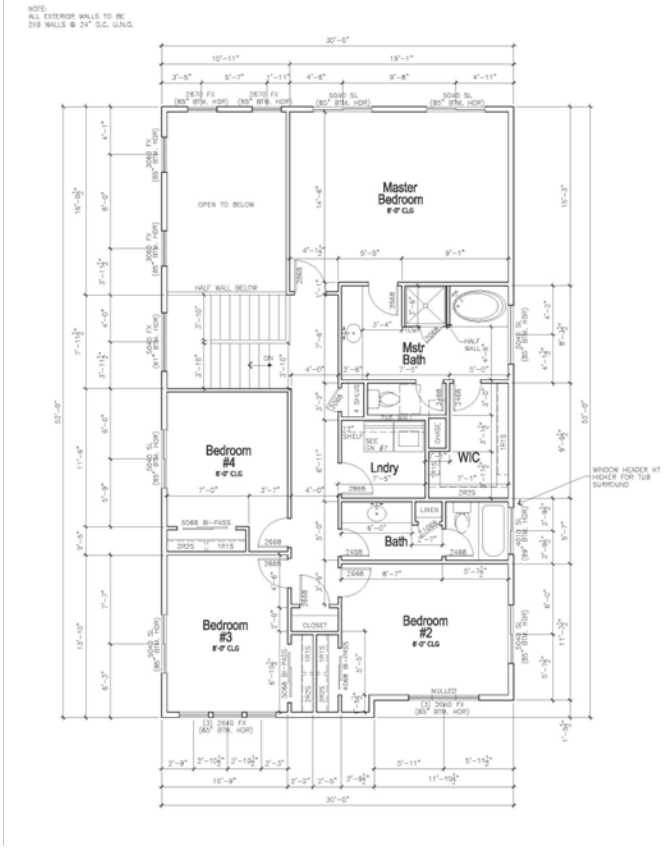


Katalla

Floor Plans



First Floor



Second Floor

Columbia

Conceptual Elevations



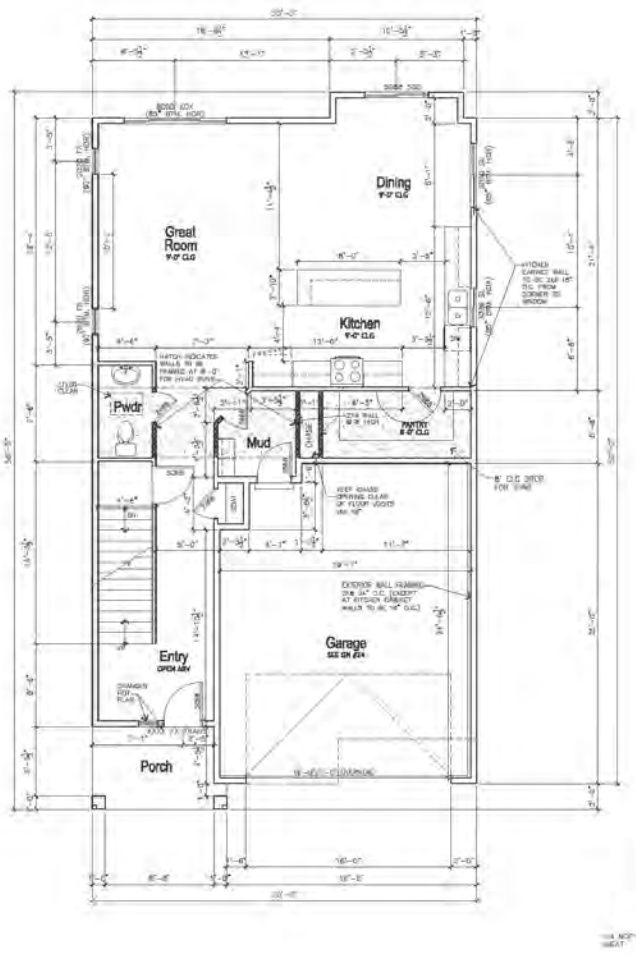




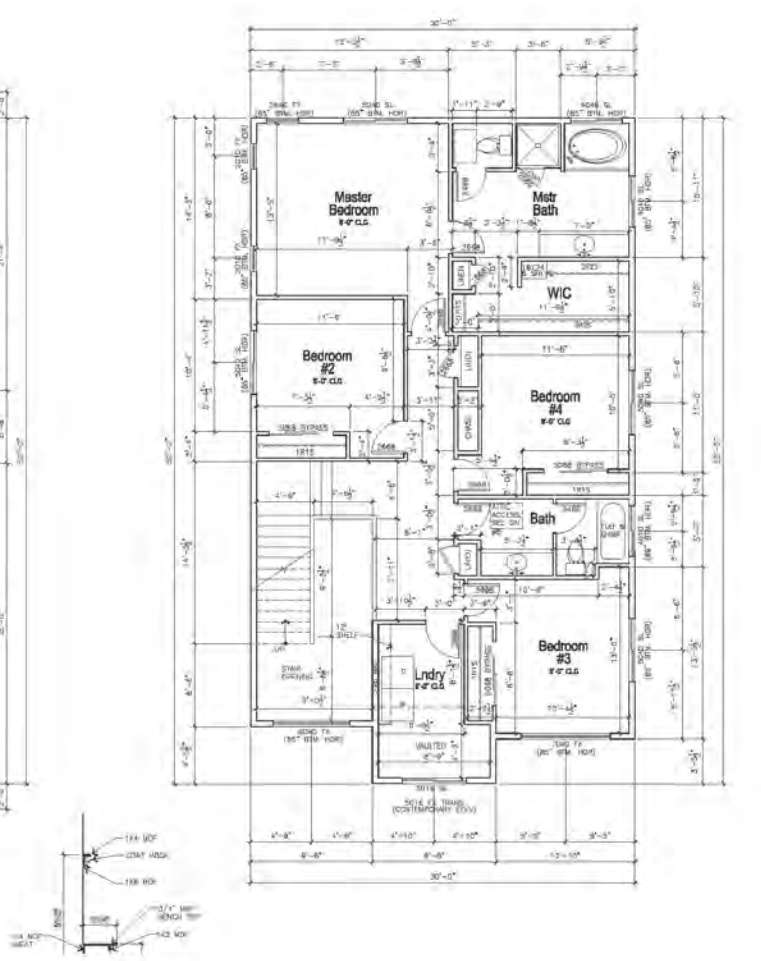


Columbia

Floor Plans



First Floor



Second Floor

Emery

Conceptual Elevations

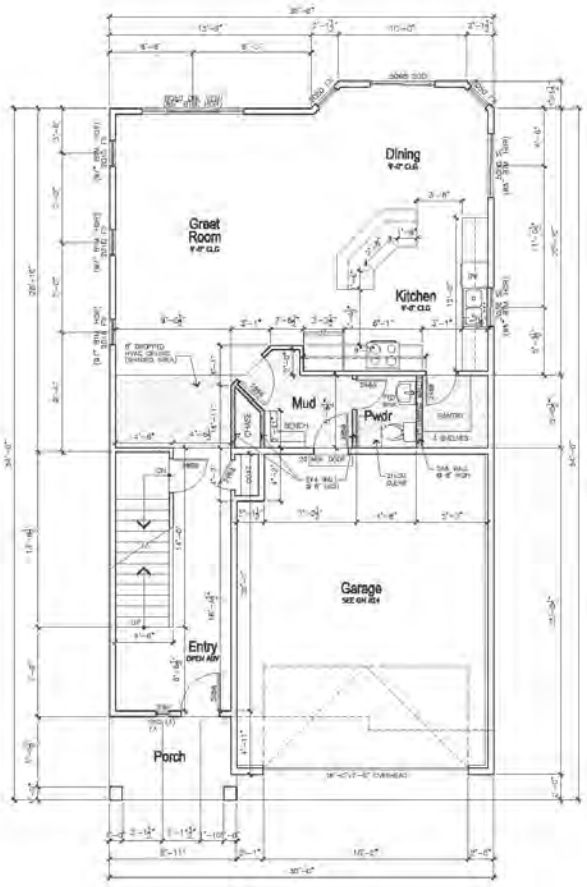




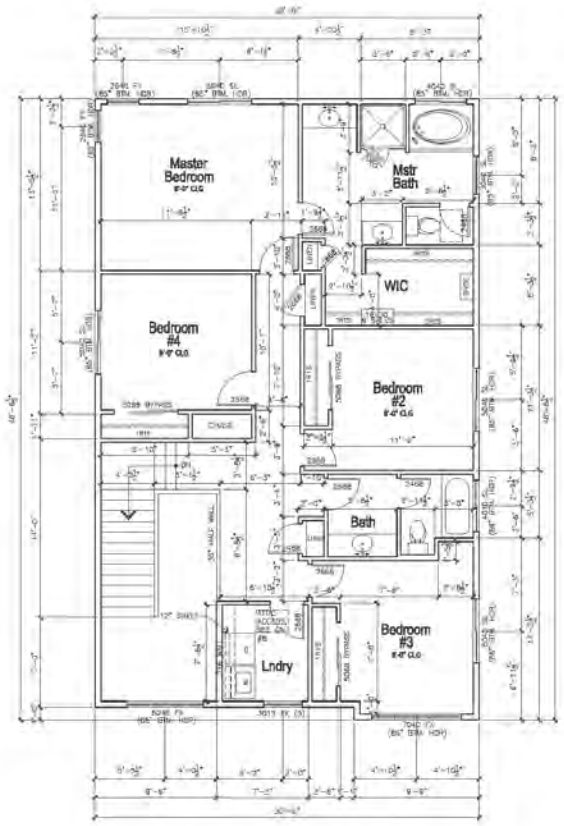


Emery

Floor Plans



First Floor



Second Floor

Rockwell

Conceptual Elevations

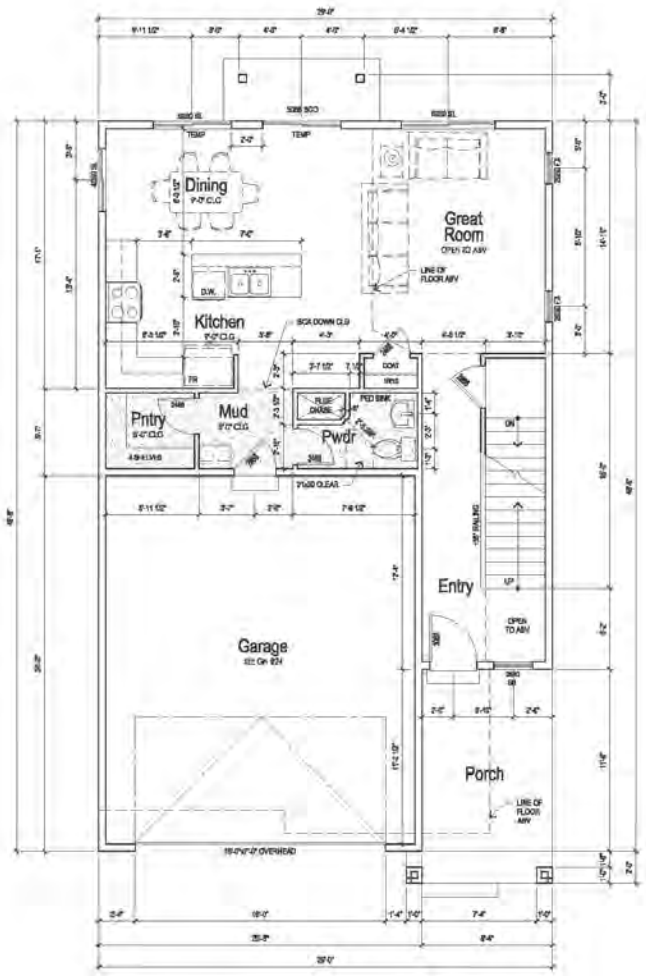




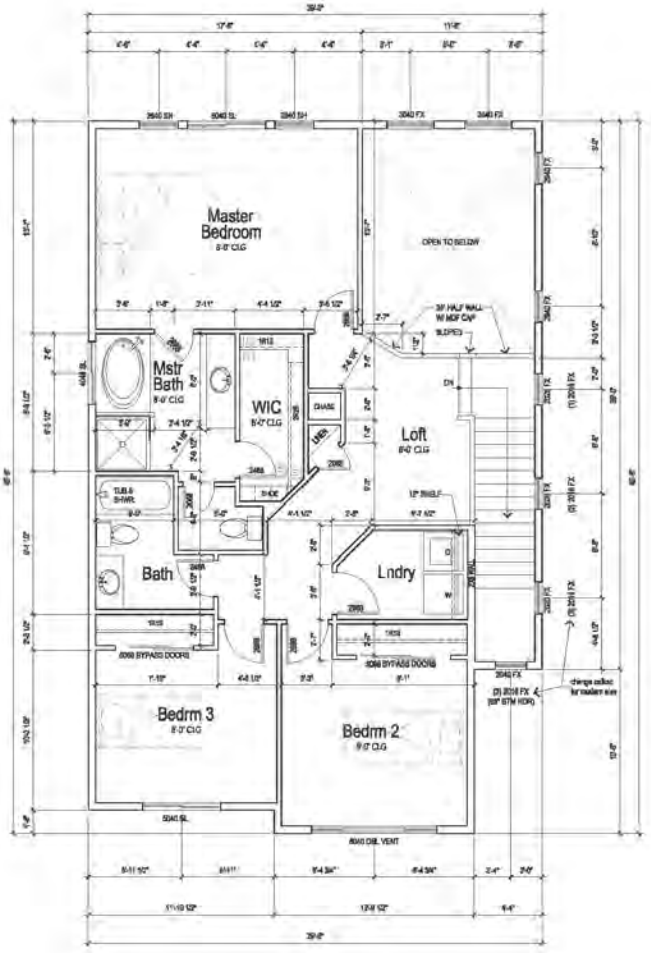


Rockwell

Floor Plans



First Floor



Second Floor

CITY COUNCIL STAFF REPORT

I. BACKGROUND:

The proposed rezone and amended development plan are for The Cottages at Parker Place subdivision, which is located off of Redwood Road and north of the Majestic Elementary Arts Academy and the Utah Electrical Training Alliance. This development is a single-family residential subdivision covering 3.16 acres and consists of 14 lots (4,000 square feet minimum) and a single 13,241 square foot remnant lot containing an existing home that was built in 1960.

The Cottages at Parker Place was initially rezoned from an R-1-8 zone to its current R-3-8(SHO) zone on August 23, 2017 by the City Council in a unanimous vote, while the remnant parcel was rezoned from R-1-8 to P-O in the same vote. Four months later, the Planning Commission approved the Preliminary Subdivision Plat for The Cottages at Parker Place and forwarded a positive recommendation to the City Council for the Preliminary Development Plan. On January 10, 2018, the Preliminary Development Plan for The Cottages at Parker Place, as well as an overall density of 14 single-family residential lots at 7 dwelling units per acre and 1 professional office parcel, was approved by the City Council in a 6-1 vote. Following the rezone and adoption of the Preliminary Development Plan, the Final Subdivision Plat for The Cottages at Parker Place was approved by staff on November 14, 2018.

With construction ongoing in 2020, the initial developer (Gary Cannon) applied for a rezone to remove the Senior Housing Overlay from the zoning district governing The Cottages at Parker Place. Mr. Cannon cited difficulties pertaining to unforeseen utility improvement costs, changes in the home design due to a shallow sewer line, and smaller buildings (900 square feet per floor) that he determined was difficult to market to the senior demographic. On September 15, 2020, the Planning Commission voted unanimously to forward a positive recommendation for the rezone to the City Council. On October 14, 2020, the City Council voted unanimously to deny the proposed removal of the Senior Housing Overlay.

In 2021, the new owners of The Cottages at Parker Place (Sage Homes) applied for a Variance to reduce the setback requirements for all lots within the subdivision based on the small sizes of the lots and the requirement to build single-story homes for seniors. The Board of Adjustment granted approval of this Variance on February 9, 2021 in a 4-0 vote.

Last year, the new and current owners (Liberty Homes) applied for an amendment to the adopted Development Plan for the sole purpose of changing the border masonry wall to a vinyl fence. On April 19, 2022, the Planning Commission voted unanimously to forward a negative recommendation to the City Council for the proposed change. The applicant withdrew their application shortly thereafter.

More recently, the applicant and Liberty Homes met with staff for a Pre-Application Meeting and explained their proposal to remove the Senior Housing Overlay due to difficulty selling the homes. It was determined that a Rezone would be required along with an Amendment to the Development Plan, since the adopted Development Plan contained the primary requirements of the Senior Housing Overlay. Following the Pre-Application Meeting, the applicant requested feedback from the City Council concerning such a rezone and was advised by at least one Councilmember to add

additional amenities to the development. The proposed Rezone and Amended Development Plan were determined by the Zoning Administrator not to go before the City Council - Committee of the Whole for a Work Session prior to Planning Commission review because no amendment to the General Plan or Future Land Use Map is proposed, in accordance with §13-7D-4C-2 of the West Jordan City Code.

On November 14, 2023, the proposal went before the Planning Commission in a public meeting. A few public comments were made by Liberty Homes about the desires of potential buyers and the sacrifices they're willing to make to sell the homes. The owners of the nearby Drake family farm on the west side of the subdivision also made comments, primarily pertaining to issues that the Drake family experienced during the construction of the subdivision and their concerns with traffic and parking conflicting with their agricultural traffic through Drake Lane. After discussion about parking, the new park amenity, getting the subdivision fully developed and occupied, affordable housing, honoring past agreements, previous City Council rulings and setting precedent, the Planning Commission made 2 motions (one for the rezone, the other for the amended development plan) to forward a positive recommendation to the City Council. Both of these motions failed in a 3-4 vote (3 in favor, 4 opposed).

Since the date of the Planning Commission hearing, the applicant has amended the proposed concept plan to incorporate staff's recommended conditions in order to bring the plan into compliance with City ordinances. These include all of the following:

- The public sidewalk along Drake Lane will remain as it was constructed.
- None of the parking spaces will back out directly onto Drake Lane.
- Backout space for the parking spaces has been increased to 24'-8"
- An 11' x 18' van-accessible handicap space and adjacent 5' x 18' loading area have been added to the parking lot to comply with ADA requirements.
- All formerly proposed on-street parking near the fire hydrants and turning lanes at the east end of Drake Lane have been removed from the plan. No parking in this area of Drake Lane will remain in force.

II. GENERAL INFORMATION & ANALYSIS

The subject property's surrounding zoning and land uses are as follows:

	Future Land Use	**Zoning**	**Existing Land Use**
North	High Density Residential	R-3-20	Aspen Pines Apartments
South	Public Facilities	R-1-8A	Majestic Elementary Arts Academy, Utah Electrical Training Alliance
West	Low Density Residential	R-1-8A	Drake Family Farms (dairy farm) Single-family residential
East	Medium Density Residential	R-1-8A	Single-family residential

Liberty Homes acquired The Cottages at Parker Place subdivision 2 years ago and has been having significant difficulty selling their homes to seniors. As of the date of this report, all public and private roads and utilities for The Cottages at Parker Place subdivision have been installed. All sidewalks are public and have been fully installed, except for a portion near the northwest corner of Drake Park Court and Drake Lane. “No Parking” signs have been provided on both sides of the private lanes and near the east end of Drake Lane.

Roughly half of the homes in the subdivision (5 lots on the eastern half of the subdivision) have already been fully constructed, while 2 of the lots have poured foundations but have not completed construction. There are 6 remaining lots that are vacant and have yet to be built on. The homes that have been constructed are single-story with unfinished basements. The main floor of each of these homes contains no more than 2 bedrooms. Due to unforeseen shallow sewer issues, the main floor of each home needed to be elevated above the finished grade in order for the sewer system to function properly. Consequently, the entrance to every home is accessed by a short flight of 1-3 stairs.

The applicant, on behalf of Liberty Homes, is requesting to remove the Senior Housing Overlay from the zoning district governing The Cottages at Parker Place subdivision and amend The Cottages at Parker Place Development Plan in order to market their homes to a wider variety of families. The proposed amendments to the Development Plan primarily include removing the Senior Housing Overlay requirements, which specifically include the following:

HOA Occupancy Restrictions (page 12)

- All units are restricted to a maximum of two bedrooms.
- All units are to be occupied by at least one person fifty five years and older per unit. A unit may be occupied by the surviving member of a household, regardless of age if the qualifying person of fifty five and older has passed away, providing that the surviving member was a resident of the unit at the time of the qualifying person’s death.
- A unit may be occupied by the management, medical, or custodial personnel and his/her immediate family.

(Senior) Safety Regulations (page 13)

- 13-6H-10: Safety Regulations
  A. Housing shall be specifically designed for seniors and include facilities generally associated with the needs and interests of seniors. Universal design or "aging in place" design is a method of design that seeks to create development that can be used by persons of varying levels of physical condition. These design concepts are encouraged to be included in all developments, in addition to those design elements listed in subsection B of this section. Design concepts which may be incorporated into the project include, but are not limited to, no step building and unit entries, nonslip surface flooring, wheelchair accessibility throughout project and units, grab bars or walls built for later installation of grab bars, lever handle type doorknobs, or emergency signal systems.
  B. The following elements shall be incorporated into all SHO district developments:
     1. Wherever steps are located, ramps or elevators shall be provided in addition;
     2. Provide adequate lighting throughout the dwelling unit and grounds;
     3. Pedestrian walkways shall be provided adjacent to streets and drive aisles where buildings are also located adjacent to the street and drive aisle. The pedestrian walkways

shall also connect all building/unit entrances with other buildings, recreational facilities, common areas, mailboxes, parking facilities, adjacent transit stops and public sidewalks. Walkways shall be of a material which is easily traversed by those who may have mobility issues.

- Within the development the design concepts have also been taken into consideration to meet the needs of the senior residents. The safety features will include that the sidewalks will be equipped with handicap accessible stamping at the crosswalks. There will also be adequate lighting throughout the grounds to aid in the safety of all. The safety of the development design will meet and/or exceed code.

As part of this amendment to the Development Plan, the applicant is proposing adoption of a revised Development Plan to serve as an addendum to the original Development Plan. This revised Development Plan summarizes the existing conditions of The Cottages at Parker Place subdivision, provides new examples of homes that would be available to a wider market, and establishes a plan for improving the amenities of the subdivision.

In an effort to enhance the recreational amenities of the subdivision, the applicant is proposing to convert one of the currently vacant corner lots (Lot 12) to a park. This park will feature a playground structure, a picnic table, park benches, off-street parking and landscaping featuring sod grass with shade trees. The park property will be owned and maintained by the HOA.

The home design examples provided in the revised Development Plan are potential homes that could be built on the 4 remaining lots and are designed for families of all shapes and sizes. These examples feature 2-3 car garages, multiple stories and traditional or contemporary styling.

III. FINDINGS OF FACT

Section 13-7D-7(A): Amendments to the Zoning Map

Prior to recommending approval of an amendment to the Zoning Map, the Planning Commission shall make the following findings:

Criteria 1: ***The proposed amendment is consistent with the purposes, goals, objectives, and policies of the City's General Plan.***

Staff Analysis: The Future Land Use Map designates The Cottages at Parker Place subdivision as Medium Density Residential, which has a density range of 5.1 to 10 dwelling units per acre according to the General Plan. The proposed removal of the Senior Housing Overlay in and of itself will not change the overall density, but the amendments to The Cottages at Parker Place Development Plan will slightly reduce the overall density by converting one of the lots from a potential single-family home to a park. The new density of the area within the R-3-8 zone boundaries will be 6.5 dwelling units per acre, which is a small reduction from the original density of 6.9 dwelling units per acre.

The Guiding Principles of the General Plan that apply to the proposed rezone and Amended Development Plan essentially encourage variety in housing, protection of surrounding neighborhoods and promotion of public health, safety and welfare:

HOUSING

- *Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future.*

LAND USE

- *Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods.*

- *Land use designs must promote quality of life, safety, and good urban design.*

The removal of the Senior Housing Overlay and the proposed changes to the Development Plan will remove the restrictions of selling the homes to adults that are 55 years old or older and thereby support the General Plan by offering these homes to households in a variety of different life cycles. The proposed changes do not result in an increase in density and should have little to no impact on the neighboring properties. The location of the amenities is relatively safe and should enhance the recreational opportunities for the residents.

Staff Opinion: The proposed amendment is consistent with the purposes, goals, objectives, and policies of the City's General Plan.

Criteria 2: ***The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties.***

Staff Analysis: The land uses surrounding The Cottages at Parker Place consist of an apartment complex to the north, a goat dairy farm to the west, a couple of single-family homes to the east, and public and private schools to the south. With the exception of the dairy farm to the west, none of the surrounding land uses have vehicle or pedestrian access to The Cottages at Parker Place subdivision and vice versa. Drake Lane does stub at the Drake's dairy farm property to the west for access to and from their property. Despite this connection, none of the traffic created by The Cottages at Parker Place will cross the Drake's property because of its location between the Drake property and Redwood Road. This existing road configuration will not change with the proposed amended Development Plan.

The current land use of the subdivision is for single-family residential, which will not change with the proposed rezone or amended Development Plan. The use of the subdivision is a less intensive use than the adjacent apartment complex or schools. The Cottages at Parker Place will have the same use as the 2 single-family homes to the east, and the Drake family farm is also zoned for single-family residential development even though the existing use is a legal, non-conforming agricultural business.

Staff Opinion: The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties.

Criteria 3: ***The proposed amendment furthers the public health, safety and general welfare of the citizens of the city***.

Staff Analysis: The removal of the Senior Housing Overlay will not harm the public health, safety or welfare of the city as a whole or within the vicinity of The Cottages at Parker Place. The subdivision is already zoned for single-family residential and will remain so.

Public and private streets have been approved for safety and emergency vehicle access, which will not change or be adversely affected by the removal of the Senior Housing Overlay. With the addition of potentially larger families, parking needs may or may not increase. However, many of the proposed home plans could handle the potential increase through wider driveways and 3-car garages. The off-street parking spaces at the park may also function as guest parking since residents are unlikely to drive to an amenity within easy walking distance. Because parks are not specifically listed in the parking tables of the West Jordan City Code, the amount of parking at the new park meets City parking ordinances. On-street parking could also be utilized on the south side of Drake Lane, but the north side of this street should be kept clear of parking due to a fire hydrant and multiple driveways that are in close proximity to each other.

Staff Opinion: The proposed amendment furthers the public health, safety and general welfare of the citizens of the city.

Criteria 4: ***The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways.***

Staff Analysis: The proposed rezone will affect an existing subdivision that has already installed all public utilities and is thereby fully serviced. These improvements were installed by the developer and passed inspections by the City. Removing the Senior Housing Overlay will not result in any substantial increase that would necessitate utility upsizing or additional improvements.

The Cottages at Parker Place is located adjacent to a public elementary school and a public middle school, and already has safe walking routes to both. The nearest high school is West Jordan High School, which is located 2 miles away.

Staff Opinion: The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways.

Criteria 5: ***The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.***

Staff Analysis: The Cottages at Parker Place subdivision is not part of any overlay district other than the current Senior Housing Overlay that the applicant is requesting to have removed entirely. The Redwood Road Overlay is unlikely to apply to any lots within The Cottages at Parker Place because they are part of a residential subdivision that is not directly associated with any property that fronts Redwood Road.

Staff Opinion: The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.

IV. AMENDED DEVELOPMENT PLAN

There are no specific findings of fact for Amended Development Plans. The proposed amendment to The Cottages at Parker Place Development Plan now meets the requirements of the West Jordan City Code. Previously, staff recommended several alterations in the original conceptual plan to the Planning Commission in order to fully bring it into compliance with the West Jordan City Code, enhance public safety and to comply with Federal and State requirements. These were presented to the Planning Commission and are listed as follows:

1. *The public sidewalk along Drake Lane should remain as is and not be re-routed around the perimeter of the park. Preservation of the existing design of this public sidewalk serves to ensure an efficient and seamless transition to a future potential continuation of Drake Lane to the west.*

2. *The 3 parking stalls on the south end of the new park should not directly back out onto Drake Lane, as alluded to in §13-12-7A-2a of the West Jordan City Code and per the advice of the Traffic Engineer. Remove these 3 parking stalls on the south end of the park and keep the existing sidewalk and park strip intact.*

3. *Back-out space for parking stalls should be 24'-8" per the Large Car parking modules of West Jordan City Code §13-12-7B and the advice of the Traffic Engineer. Per §13-12-7A-3, this distance may be reduced by no more than 2 feet if the parking spaces are bordered by a concrete curb wall and have at least 4 feet of adjacent landscaping or at least 6 feet of adjacent sidewalk for bumper overhang. The adjacent private lane is only 20 feet wide, which is the minimum backout area under the Small Cars parking modules. Generally, the Large Car standards are applied in order to account for pickup trucks, vans and other large vehicles that will likely use these spaces.*

4. *At least 1 van-accessible handicap parking space and loading area is required per the U.S. Department of Justice standards under the Americans with Disabilities Act (ADA). This parking space may be at least 8' x 18' with an 8' x 18' loading area or have an 11' x 18' parking space with a 5' x 18' loading area. Sidewalk ramps and paved paths must also be adjacent to the loading area and meet all ADA dimensional and slope standards.*

5. *A fire hydrant is located on the southeast corner of Lot 1. Remove all on-street parking within 15 feet of this fire hydrant as required by §7-3-4 of the West Jordan City Code.*

6. *On-street parking near the Drake Lane/Redwood Road intersection must not extend east of the storm drains. The roadway in front of and east of the storm drains must be kept clear for vehicles turning in and out of the street, per UDOT standards and advisement of the Traffic Engineer.*

Although these requirements were not mentioned in the Planning Commission's recommendation to the City Council, the applicant has since incorporated these alterations into the concept plan of the proposed amended development plan that is now being considered by the City Council.



Stephen G. McCutchan
Land & Community Planner
PO Box 382 Draper, UT 84020
(801) 557-6945
stevemplan@gmail.com

December 5, 2023

Honorable Mayor and Members of the City Council
City of West Jordan
8000 South Redwood Road
West Jordan, UT 84088

Re: Cottages at Parker Place Rezone
Applicant's Presentation

While disappointed by the divided 4-3 decision by the Planning Commission against the approval of our rezoning application from R-3-8 (SHO) to R-3-8, we welcome the opportunity to address concerns presented during that meeting and believe rezoning will have an overwhelmingly beneficial impact to the City, surrounding properties and owners, and the Cottages at Parker Place neighborhood.

PRESENTATION SUMMARY

Liberty Homes' Efforts

For two years, Liberty Homes has worked tirelessly and made a reasonable effort not just to develop a great subdivision but to sell homes to the senior community, including:

- Liberty Homes regrets all the previous problems the Drakes have experienced since Gary Cannon originally developed this community. Since buying the lots, Liberty has made great efforts to be a good neighbor to the Drakes by adding a block wall, cutting the curb that was a nuisance to the Drakes, and granting access to the Drakes to the water box that is on Liberty's property.
- Construction of six homes and two additional foundations poured
- Full-scale marketing efforts that include online and traditional advertising; grand opening and open house events; a radio remote broadcast and other promotions/incentives, including interest rate buydowns
- Multiple price reductions, including listing multiple homes at a loss to Liberty Homes
- Staffing model home for extended and sometimes non-traditional hours

External Changes

The diligent efforts have been unsuccessful, with no closings and little interest from those in the senior community. Why?

- Interest Rates: High-interest rates have impacted all buyers, but according to experts, the senior segment of the market has "taken a massive hit." This is because most seniors otherwise in the market already have a home with a lower interest rate. There is little incentive to purchase a new home at a much higher rate than their current rate.

- Uncertainty in the Market: Seniors are staying put because they are uncertain of pricing, the ability to sell current homes, and more.
- Utah's Unique Environment: Even in the best of times, Utah seniors tend to lean towards staying where family and long-time neighbors are. This is heightened with market changes.

Benefits of Rezoning

- Provide additional parking with the lot to be donated from Liberty Homes and from two-story designs that have three-car garages and longer three-car driveways.
- Finish the subdivision sooner, reducing the time neighboring properties will be affected.
- Create a safer environment with occupied homes vs. unoccupied homes.
- Tax revenue from occupied homes can help with the overall financial health of the City and offset the costs of maintaining Drake Lane. Additional people means additional business to nearby businesses and resulting increased taxes to the City.

Address Concerns

Precedence/Allowing Liberty Homes to Receive Something Undeserved

Liberty Homes agrees the city is not responsible for making the developer or builder whole, and that is not what is being asked here:

- This is a unique circumstance where changing conditions outside of Liberty Homes' control have made continuing with this development as a senior community unsustainable and lacking benefit for all parties, including the neighbors and city.
- Previous removals of SHO acknowledged by the Planning Commission suggest this would not be precedent-setting.

Traffic

Using ITE standards, if an increase in traffic is created, traffic is anticipated to be still minor. Currently, there is very little traffic on Drake Lane, and the rezone provides for one less home to be built.

Parking

Liberty Homes is taking multiple steps to try and reduce on-street parking:

- Garage Parking: The Liberty Homes disclosure signed by all buyers requires the use of garages for parking. That will remain.
- More Parking: With the SHO designation removed, new two-story plans would be implemented for the remaining five lots that would allow for larger setbacks/longer driveways and three-car garages, thus increasing parking at each home by three spaces. With five homes with three driveway spaces or 15 additional spaces at the homes, plus the seven extra spaces in the donated lot, this means removing the SHO designation will create 22 additional parking spaces.
- Parking Lot Donation: As stated above, Liberty Homes will sacrifice one of their current lots to become an additional parking area and tot lot. This action reduces the number of homes to be built by one, reducing the overall number of residents. It creates seven off-street parking places in addition to 15 additional spaces by the increased size of driveways and the larger garages that the new designs provide. The tot lot would be an additional bonus resulting from this action.

Disruption to Neighbors
Liberty Homes acknowledges construction can disrupt and has inconvenienced neighbors, but we believe the steps we have taken and will take can mitigate this:

- Overall development work is substantially complete, significantly lessening the challenges that come with installing utilities, roads, etc.
- Noise, dirt, and other such disruptions can be ended sooner with the completion of the homes in the community, which is currently on hold due to a lack of sales.

Complaints About Farm

- Liberty Homes' disclosure statement, signed by all buyers, includes acknowledgment of the neighboring farm and what buying next to a farm means. It states that the Buyers agree that the farm may remain a farm in perpetuity.

As a small, Utah-based, family-owned builder, Liberty Homes takes pride in creating beautiful and thriving communities that contribute to the overall quality of life in the areas where we not only build but also live. We believe this change in zoning will help accomplish that based on the reasons in this presentation.

BACKGROUND

1. The Cottages at Parker Place is located at approximately 7400 Redwood Road along Drake Lane.
2. The Cottages at Parker Place is a recorded subdivision on approximately 2.17 Acres with fourteen residential lots.
3. The subdivision improvements, including streets, water, sewer, storm drainage, street lighting, and utilities, were installed by Gary Cannon. We believe most of the disruption felt by neighbors has to do with the installation of those items.
4. In the past two years, Liberty Homes has constructed a block wall that far exceeded what the city required, built six senior single-family detached homes, and poured foundations for two additional homes.
5. Liberty Homes has invested more than $4,000,000 into the Cottages at Parker Place, including the homes and substantial marketing efforts, including regular advertising and open houses, but the homes have gone unsold.
6. With homes unsold, Liberty Homes has had to pause further construction. Without relief from the SHO restrictions of age (55 and over) and the city-mandated maximum of two bedrooms, that pause will continue indefinitely.

CONSIDERATIONS

Working closely with city staff, Liberty Homes has continued to adjust plans to address concerns from city staff, including City Council Members and members of the public. However, the Planning Commission hearing brought up additional considerations we had insufficient time to answer. After reviewing the meeting video, we have listed those considerations and have provided answers. We have also included considerations from informal conversations with the Mayor and City Council members.

The following list may be inconclusive, and if new considerations arise at the meeting, we may require a continuance to provide further background.

Has Liberty Homes made a reasonable effort to develop the property and build and sell homes within the requirements of the SHO designation?

- Liberty Homes has been diligently selling homes for two years.
    - They have built six homes and have poured two additional foundations.
    - They have consistently marketed the homes for sale through traditional media advertising such as print and radio, including a live on-site broadcast; digital outlets such as social media, website display advertisements, search engine advertising, and the multi-listing service (MLS); on-site signage; events, including a large grand opening event and weekly open houses; and promotions/incentives, including offers to buy down interest rates.
    - They have staffed their model and available homes regularly, including increasing hours to non-traditional hours. Liberty Homes' traditional model hours are 12 pm-6 pm. Model home agents have been at the Cottages at Parker Place as early as 9 am and as late as 8 pm in an attempt to increase availability for potential buyers.
- The homes are attractively priced, starting in the mid-$500s, and Liberty Homes has lowered prices multiple times, including pricing multiple homes below cost to build at a loss.
- Many potential buyers have stopped by the model home complex only to discover that the senior-only requirement does not allow Liberty Homes to sell to families of all ages.
- Right across the street from The Cottages at Parker Place, Ivory Homes has successfully sold homes on similar 4,000-square-foot lots to families.
    - The Ivory Homes development Sequoia Cottages is zoned R-1-8C Infill Development Overlay (IDO) and is located on Redwood Road, almost directly across the street from Parker Place.
    - Information on Ivory Homes' website shows move-in ready homes are offered above $600,000.
    - Ivory Homes has been selling homes even though the homes are consistently listed at prices above $600,000.

Will removing the SHO (Senior Housing Overlay) designation allow Liberty Homes to receive something undeserved?

- One of the planning commissioners said it wasn't the City's job to make Liberty Homes whole.
    - We agree that it's not the City's job in typical circumstances to make a developer or builder whole; however, it does the city no good for empty houses and lots to sit vacant.
    - We believe this is not a typical circumstance. After two years of diligently but unsuccessfully selling senior housing, Liberty Homes believes removing the SHO designation is warranted due to conditions outside of Liberty Homes' control.
        - The rapid increase in mortgage rates, from 3% to 8%, has affected all buyers. Still, the effects have been exceptionally high in the senior housing market, which, according to "Mortgage Mike," an expert on Utah housing and mortgage, has "taken a massive hit … A massive group of people who would end up with a bigger payment and a smaller house."

- In addition to swapping a lower rate (or no rate for those who own a home outright) for a higher one, the effects of higher rates can be more pronounced for seniors, who, according to Yahoo! Finance, are charged "modestly higher interest rates" than younger buyers based on factors such as the nature of their income (steady paycheck vs. draws from retirement accounts that can be affected by market volatility).
- Utah seniors tend to stay in their "family home" longer due to the assistance of nearby extended family and neighbors.
- The instability in the current housing market, which makes it hard to predict if homes will sell and if they will sell at desired prices, has made seniors choose to stay where they are and not sell and downsize.
- The senior market is already narrower, so any additional pressures such as the ones listed above make it that much harder to sell to this segment. From Kati Riding, an HOA specialist in Utah: "Treo Community Management manages six 55+ communities. From our experience, these communities have had many issues selling units, as the demographic pool is narrowed dramatically."

Is leaving the subdivision unfinished and the built homes unoccupied harmful to the surrounding properties? Is it harmful to the City of West Jordan?

- With homes unsold, Liberty Homes has had to pause any further construction, including not finishing the two homes with poured foundations.
- Without removing the SHO designation, the construction pause will continue indefinitely until the market improves and sales are made.
- It's hard to say what would happen to the existing homes.
    - If Liberty Homes needs to discontinue the project, the development would remain in its current condition.
- Abandoned homes are often vandalized and broken into, creating a safety concern not only for these homes but also for surrounding properties.
- The City would be required to maintain Drake Lane without the benefit of anticipated tax revenue.

Is this a unique situation, or is a precedent being set for the City to allow other developers to request their SHO designation removal?

- Concern has been expressed that removing the SHO designation in this instance will set a precedent for similar future requests.
- This is a unique situation for the following reasons:
    - Liberty Homes has made a good-faith effort to make the senior community work, including building six homes and pouring the foundations for two additional homes and extensive marketing and advertising. Circumstances outside of our control have affected the ability to sell these homes.
    - Subdivision improvements have been made.
        - Grading;
        - Public improvements, including water, sewer and storm draining;
        - Utilities;
        - Streets;

        - Street lighting.
- With no sales, no seniors own homes and live on the property.
    - This situation is unique because no approval is required by individual owners or a homeowner's association since there are not yet any other owners besides Liberty.
    - No senior families will be disturbed by younger families or those with children.

Will removing the SHO designation increase neighborhood traffic?

- ITE standards for "Senior Adult Housing – Detached is 0.30 trips per PM Peak Hour.
    - For 14 senior homes, the PM Peak Hour generated would be 4.2 trips per PM Peak Hour, or an average of one trip every 14 minutes.
- ITE standards for "Single Family Detached Housing is 0.99 trips per PM Peak Hour.
    - For 13 family homes, the PM Peak Hour generated would be 12.87 trips per PM Peak Hour, or an average of one trip every 7 minutes.
- Based on these standards, traffic may increase slightly if families of all ages occupy the homes. However, the neighborhood will only generate a small amount of traffic, almost 13 trips per PM Peak Hour.
- These standards may not fully factor in the potential of senior households, including additional members of their families living full-time in the household. For example, according to the U.S. Census Bureau, more than 59,000 grandparents in Utah live with grandchildren. In addition, 2020 Census Data shows that 12.1 percent of adults ages 24 to 40 in Utah live with parents.

Will removing the SHO designation create additional on-street parking?

- Under the existing SHO designation, parking is limited to garage parking and on-street parking.
    - The disclosure statement signed by all buyers includes an agreement that garages are to be "maintained as a two-car garage at all times so that two cars can be parked in the garage."
        - The existing Board of Adjustment approval allows a minimum of 10-foot yard setbacks, which were needed to build main-floor master bedroom rambler homes on the Cottages at Parker Place lots. This likely limits parking at each home to garages only.
    - There are thirteen parallel parking spaces on the south side of Drake Lane, west of the storm drains.
        - On-street parking is permitted on the south side of Drake Lane, except approaching the Redwood Road intersection. At the City's request, Liberty Homes installed No Parking Signs on the south side of Drake Lane, where parking is not permitted.
        - Drake Lane was widened at Redwood Road to reduce anticipated queuing to turn off Drake Lane.
- If the SHO designation is removed, there are other options for parking in addition to the existing garage parking and on-street parking.
    - In the Revised Preliminary Development Plan, Liberty Homes proposes building two-story homes for all-age families with larger front yard setbacks and longer driveways.
    - The width of the lots available for new construction can accommodate three-car garages and three additional spaces for guest parking in the driveway.

- Liberty Homes proposed reserving Lot 12 for parking and a park space in the Draft Revised Preliminary Development Plan.
  - A three-dimensional Conceptual Plan in the Revised Preliminary Development Plan illustrates seven parking spaces, including a handicapped space, a tot lot and a picnic table.

- If the SHO designation is not removed, the total guest parking on the site will be thirteen on-street spaces on the south side of Drake Lane, which the City has requested we post as no parking.
- If the SHO designation is removed, the Amended Preliminary Development Plan proposes additional off-street parking in the form of:
  - Seven parking spaces on Lot 12.
  - Three additional off-street parking spaces in the driveways of each of the five new homes to be built for families.
  - This means removing the SHO designation will create 22 additional parking spaces.

Will the Drake Family Farm experience additional problems?

- Jeanette and Dan Drake spoke at the public hearing and expressed dismay over service interruptions during construction, which we believe mainly occurred before Liberty Homes was involved.
- Liberty Homes has taken several steps to resolve the concerns of the Drakes, and we believe removing the SHO designation can further resolve the challenges they have experienced.
  - Many issues cited by the Drakes were created by the overall development of the subdivision, including installing utilities and putting in infrastructure such as roads, sidewalks, etc. Overall development work is complete, with just improvements needed moving forward. This will lessen the likelihood of further interruptions.
  - The Drakes cited noise, dirt, and other such disruptions that are a part of construction. The best way to resolve these issues faster is to complete construction. Under the current conditions, completion of the subdivision is on hold due to a lack of sales. Based on market projections, removing the SHO designation will speed up the process by opening the homes to a broader segment of home buyers, including first-time buyers who have shown a desire to purchase even with the higher interest rates and other market forces that have sidelined the senior homebuyers.
- Improvements made by Liberty Homes are a benefit to the Drake Family Farm.
  - Liberty Homes now has improved access to the farm by constructing Drake Lane as a public street.
    - Before construction, the Drake Family Farm was accessed from a narrow dirt road.
    - West Jordan City now maintains access to the farm.
    - West Jordan City performs snow removal up to the Drake property.
  - New water, sewer, storm drainage, natural gas and electricity lines have been constructed in Drake Lane, providing better service to the Drake Family Farm.
    - Liberty Homes upgraded the service and utility lines that service the Drake Family Farm.

- Should the Drake Family Farm choose to do so, they can now upgrade their service and utility connections, including access to municipal sewer lines and treatment.

Will more complaints about farm odors or sounds be made?

- Whether seniors or all-age families, some residents may complain about odors or sounds made by the animals in the Drake Family Farm.
  - Liberty Homes' disclosure statement includes acknowledgment of the farm, what buying next to a farm means, and that Drake Family Farm has the right to continue its operations in perpetuity.
  - Existing farm operations are "Exempted Activities" under the City's Nuisance laws as found in City Code Section 5-3-2:
    - "Preexisting Farms And Ranches: The definition of a "nuisance" shall not apply to those properties and portions of properties engaged in active agricultural/ranch operations continuously dating from before the surrounding land was developed into the current residential or commercial uses. "Active agricultural/ranch operations" includes, but is not limited to, sights, sounds, odors, and dust inherent to raising crops, livestock, and livestock products. Included in this exemption are weeds growing in areas of cultivated farm properties which cannot be economically utilized for crop production."
- While new neighbors may complain to either the Drake Family or the City, both have the right to cite City code sections that exempt the farm's continued operations from being legally considered a nuisance.

Liberty Homes believes that it has made a significant effort to sell homes to seniors for two years. They are requesting relief from the SHO designation after two years, which includes developing the site, building six homes and pouring two additional foundations, and extensive marketing efforts that have combined to cost more than $4,000,000, in addition to the cost of the lots.

We believe that the circumstances are unique and do not create a precedent. Our Revised Preliminary Development Plan proposes to enrich the site by building off-street parking and a tot lot.

We hope that the City Council will approve our rezoning request to remove the SHO designation.

Sincerely,



Stephen G. McCutchan

In writing, explain the reason and justification for such zone change and the manner in which a proposed zone map change would further promote the objectives and purposes of the West Jordan Municipal Code and the General Plan. The statement must include:

Public purpose for the amendment in question

Utah is experiencing an affordable and attainable housing crisis. Currently, these lots/homes are only available to families where at least one member is 55 years or older. The public purpose would be better served if the lots/homes were available to families regardless of age.

Confirmation that the public purpose is best served by the amendment in question.

It is widely known that Utah is experiencing an affordable and attainable housing crisis.

Compatibility of the proposed amendment with general plan policies, goals and objectives

Page 23:

While lower density single-family residential uses are most preferred in West Jordan, the City should also address in its General Plan a range of residential densities and housing types in order to provide housing opportunities for all age groups and income levels. Higher density development should be limited to those areas that are adjacent to higher intensity land uses and nodes, along high volume traffic corridors, and within or near transit oriented developments where they can more easily be designed to buffer the impacts of these more intense land uses. In those areas where the General Plan recommends such developments, multiple-family residential developments should be compatible with the surrounding area, not negatively impact neighboring residential areas, and conform to strict design and buffering criteria established for such developments.

Page 25:

Medium Density Residential will include development providing for moderate intensity single-family attached/detached units as well as twin and town homes. Areas that should be designated as medium density residential uses should be preferred for infill development that are well buffered from commercial and industrial uses.

Consistency of the proposed amendment with the general plan's timing and sequencing provisions on changes of use

Parker Place is an existing subdivision where the request to delete the SHO – Senior Housing Overlay designation.

Potential of the proposed amendment to hinder or obstruct attainment of the general plan's policies

Parker Place is an existing subdivision where the request to delete the SHO – Senior Housing Overlay designation.

Adverse impacts on adjacent landowners

Parker Place is an existing subdivision where the request to delete the SHO – Senior Housing Overlay designation.

Verification that the correctness in the original zoning or general land use plan map is correct for the area in question

The request is to maintain the R-3-8 zoning but delete the SHO designation.

Impacts on City services such as water, sewer, storm drain, public streets, traffic, fire and police services

Parker Place is an existing subdivision where the request to delete the SHO – Senior Housing Overlay designation.

Impacts on schools

The change from a senior only housing development to family housing will result in more school age children living in Parker Place.

Impacts on the local economy and other factors as requested by the planning department

None known or requested.

FINAL DEVELOPMENT PLAN

FOR

THE COTTAGES AT PARKER PLACE

Revised 10/01/2018

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Final Development Plan

For The Cottages at Parker Place

The project plan includes the following revisions based on the City's comments and recommendations.

1. The subject project will be developed in 2 different phases with the 15 single family residential lots to be subdivided first.

2. Phase 1 will commence development immediately and any demo will be done prior to commencement of Phase 1. Parcel A will act as a mobilization, material supply and equipment storage site during the construction of Phase 1.

3. The detention basin will be constructed without interference of the existing shops and outbuilding that now occupy Parcel A.

4. The street now known as Drake Lane, that now has a dedicated road width of 19' width, will be widened to the approved city road width ranging from 40-52 feet.

5. The existing power lines on the property will be put underground.

6. The existing trees will be removed.

7. The existing home on Lot 15 will remain and will continue to be accessed off of Redwood Road without any interference to the new residences on the project.

8. Parcel A Office Project is owned by a separate company and will be developed and excavated under a separate development agreement with the city.

9. Density for project will be 7 dwelling units per acre Zoning with minimum 4000 sq ft lots (14).

The Cottages at

Parker Place

A Mixed Use Senior Housing & Office Community

October 1, 2018



The Cannon Company Development & Land Design

The Cottages at Parker Place

Development Plan Submittal

Parker Place, a mixed use Senior Housing Overlay and Office Park. Compromising of 3.18 acres located at 7400 S Redwood Road.

Introduction

The total residential and office area that will encompass our development will consist of 3.18 acres that is divided between approximately 2.49 acres of residential ground with 14 single family cottage style homes and the remaining acreage of approximately .69 of an acre that will be built, owner and operated by NACM a 125 year old Utah Company.

Location, Land Features & Proximity to Neighboring Properties

The Cottages at Parker Place is located at 7400 S & Redwood Road in West Jordan, Utah. It boarders Majestic Elementary School to the south and The Drake Family Goat Farm to the west. Access to the Drake business and he two residences will be enhanced by the fully improved, asphalt road that will be more that double its current width of 19'. The property has a very gradual slope back to the east and will be accessible onto Redwood Road only. Both the office site and the residential units will have ingress and egress onto Drake Lane, with only one formal entry onto Redwood Road for all uses.

Public Improvements

The entrance off of Redwood Road will have a sidewalk, curb and gutter on both the north and south entrance. The grassed detention pond will act as open space for the park and the future office building. The sidewalks will be equipped with handicap accessible stamping at the crossings. All overhead powerlines have been put underground to give a more visual pleasant feel. There will also be lighting throughout the grounds to aid in the safety of all.

Zoning Requirements

The residential lot size meets all requirements of the R-3-8 (SHO) zone. The office pad has met all requirements of planning and zoning as well as City Council to be placed in the PO zone.

Amenities

The residential units will be single family homes with 2 car garages and yards that will have an HOA for maintenance and care that will up keep the integrity and pride of the subdivision at its highest.

House Sizes and Exteriors

All homes will be a minimum square footage of 1100 sq ft on the main level. All exteriors will be 100% masonry with a combination of brick, stone and hardi plank to the buyers customization. No two homes built next to each to each other will have the same color package.

Perimeter Fencing and Wall

The property line on the west that borders the Drake Family Farm as well as the north property line will be of a solid masonry (6') material and will adhere to all requirements that are set forth by West Jordan City. The wall will encompass all the residential lots as well as the future office site and will be installed simultaneously even though the office pad has yet to find an end user.

Lighting

Please reference illustration for examples of lighting design. This, or a comparable product as direct by City Administration will be the permanent product.

Landscaping

The Cottages at Parker Place will be governed by an H.O.A. and all front and rear yards will be the responsibility of the H.O.A. However, the homeowner will have the right and the ability to add landscape and garden as they seem fit to customize and personalize to their tastes. The cottages at Parker Place will have a warm and inviting look and feel that will welcome the owner back home and all that visit will want to return.

Occupancy

The Cottages at Parker Place has been created to meet the needs of senior persons and to meet the West Jordan City Municipal Code for the SHO District. All units have two bedrooms. Occupancy restrictions and guidelines will be addressed in the CC&R's regarding qualifying persons and additional household members.

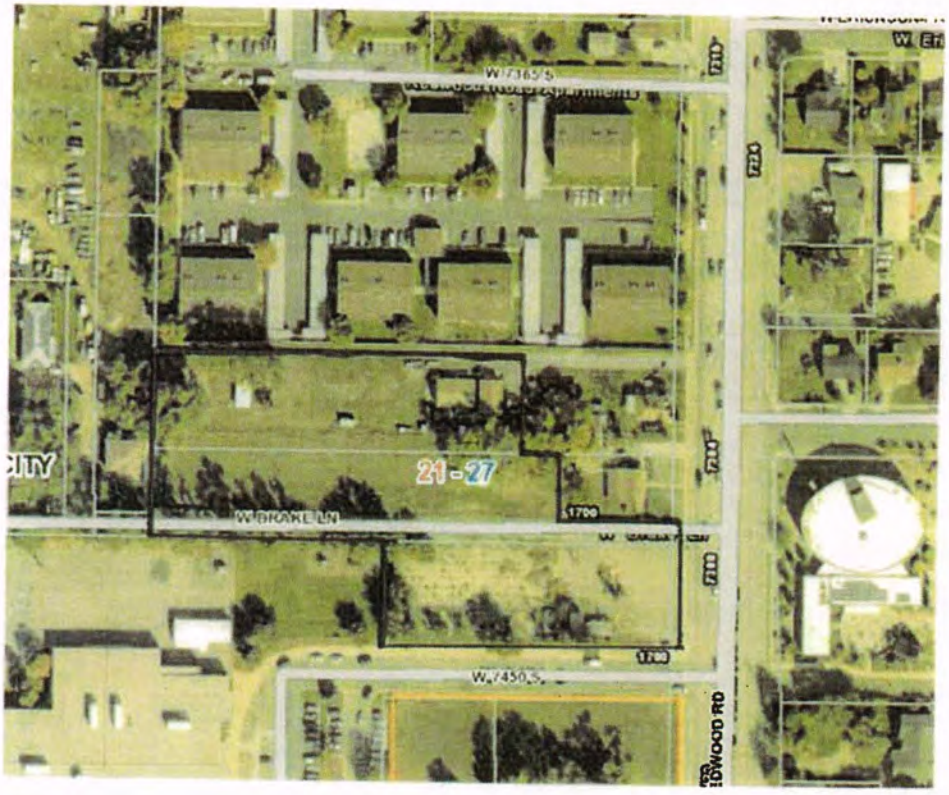
Demand for Empty Nester Produce is at the Highest Demand Ever

As the Baby Boomer consumer continues to enter into retirement age the demand for housing is increasing at a pace that is not being met. Recent statistics tell us that right over 10,000 people in the United States are turning 64. Of that number almost 90% are not being able to find a suitable housing option and are staying in the large home that they have raised their families in. In most of these cases they are not able to keep up with the exterior maintenance, monthly bills increasing property taxes and remodeling costs. We feel that this product will give them an option to make that move if so desired.

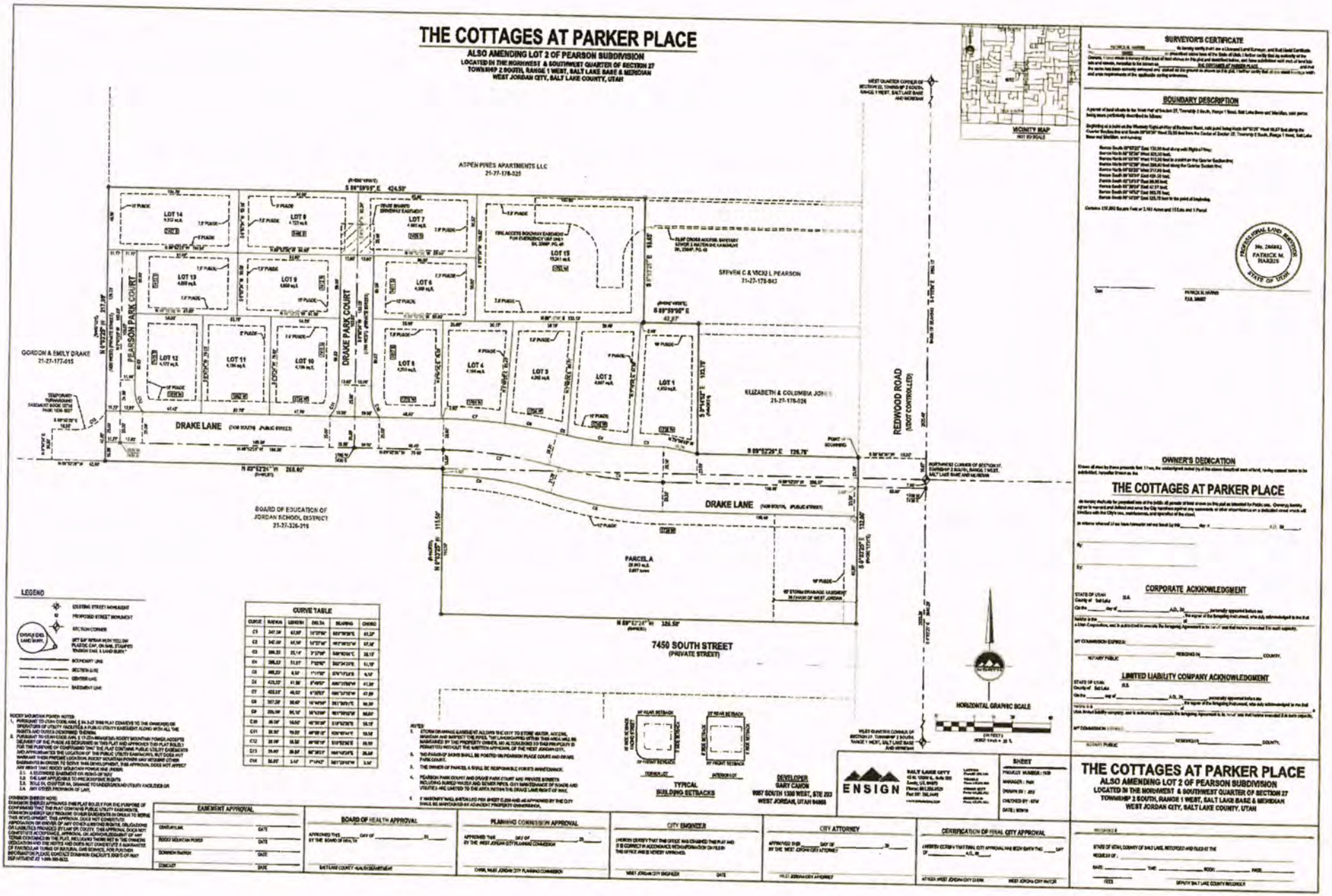
Future Office Building

The office exterior and architecture will also reflect the standards as set forth on the residential side but will have all commercial zoning issues and requirements met upon submission of future plans.

Location


W 7365 S
21 - 27
W DRAKE LN
1700
W 7450 S
IDWOOD RD

Final Plat


THE COTTAGES AT PARKER PLACE
ALSO AMENDING LOT 2 OF PEARSON SUBDIVISION
LOCATED IN THE NORTHWEST & SOUTHWEST QUARTER OF SECTION 27
TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
WEST JORDAN CITY, SALT LAKE COUNTY, UTAH
ASPEN PINES APARTMENTS LLC
21-27-178-025
STEVEN C & VICKI L PEARSON
21-27-178-043
GORDON & EMILY DRAKE
21-27-177-015
ELIZABETH & COLUMBIA JONES
21-27-176-026
BOARD OF EDUCATION OF
JORDAN SCHOOL DISTRICT
21-27-326-019
PEARSON PARK COURT
DRAKE PARK COURT
DRAKE LANE
REDWOOD ROAD
(UDOT CONTROLLED)
PARCEL A
7450 SOUTH STREET
(PRIVATE STREET)
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 15
VICINITY MAP
NOT TO SCALE
HORIZONTAL GRAPHIC SCALE
LEGEND
CURVE TABLE
TYPICAL
BUILDING SETBACKS
SURVEYOR'S CERTIFICATE
BOUNDARY DESCRIPTION
OWNER'S DEDICATION
THE COTTAGES AT PARKER PLACE
CORPORATE ACKNOWLEDGMENT
LIMITED LIABILITY COMPANY ACKNOWLEDGMENT
DEVELOPER
GARY CAHOR
9987 SOUTH 1300 WEST, STE 203
WEST JORDAN, UTAH 84088
ENSIGN
SALT LAKE CITY'S
45 W. 10000 S., Suite 500
Sandy, UT, 84070
Phone: 801.255.0529
Fax: 801.255.4449
SHEET
PROJECT NUMBER: 1169
MANAGER: PMH
DRAWN BY: JRO
CHECKED BY: STW
DATE: 8/2019
THE COTTAGES AT PARKER PLACE
ALSO AMENDING LOT 2 OF PEARSON SUBDIVISION
LOCATED IN THE NORTHWEST & SOUTHWEST QUARTER OF SECTION 27
TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
WEST JORDAN CITY, SALT LAKE COUNTY, UTAH
EASEMENT APPROVAL
BOARD OF HEALTH APPROVAL
PLANNING COMMISSION APPROVAL
CITY ENGINEER
CITY ATTORNEY
CERTIFICATION OF FINAL CITY APPROVAL

Density

SITE SUMMARY	
TOTAL LOTS	14
TOTAL AREA	3.18 ACRES
DENSITY	4.40 LOTS/ACRE

HOA Occupancy Restrictions

The Cottages at Parker Place has been created to meet the needs of senior persons and to meet the West Jordan City Municipal Code for the SHO District. A homeowners' association shall be established to ensure the maintenance of buildings, open space, recreational facilities and other common areas. The HOA will also enforce the occupancy restrictions as per West Jordan City Code 13-6H-6.

1. All units are restricted to a maximum of two bedrooms ~~on the main floor~~.

2. All units are to be occupied by, at least one person fifty five years and older per unit. A unit may be occupied by the surviving member of a household, regardless of age if the qualifying person of fifty five and older has passed away, providing that the surviving member was a resident of the unit at the time of the qualifying person's death.

3. A unit may be occupied by the management, medical, or custodial personnel, and his/her immediate family.

4. All units to have a minimum of a two car garage.

Safety Regulations

The Cottages at Parker Place housing has been specifically designed to meet the needs of senior persons and to meet the West Jordan City Municipal Code for the SHO District as per West Jordan City Code 13-6H-10.

The design concepts in the homes will include safety features where and when applicable by the owner and is customized to their specifications.

13-6H-10: SAFETY REGULATIONS

A. Housing shall be specifically designed for seniors and include facilities generally associated with the needs and interests of seniors. Universal design or "aging in place" design is a method of design that seeks to create development that can be used by persons of varying levels of physical condition. These design concepts are encouraged to be included in all developments, in addition to those design elements listed in subsection B of this section. Design concepts which may be incorporated into the project include, but are not limited to, no step building and unit entries, nonslip surface flooring, wheelchair accessibility throughout project and units, grab bars or walls built for later installation of grab bars, lever handle type doorknobs, or emergency signal systems. lighting--

Within the development the design concepts have also been taken into consideration to meet the needs of the senior residents. The safety features will include that the sidewalks will be equipped with handicap accessible stamping at the cross walks. There will also be adequate lighting throughout the grounds to aid in the safety of all. The safety of the development design will meet and or exceed code.

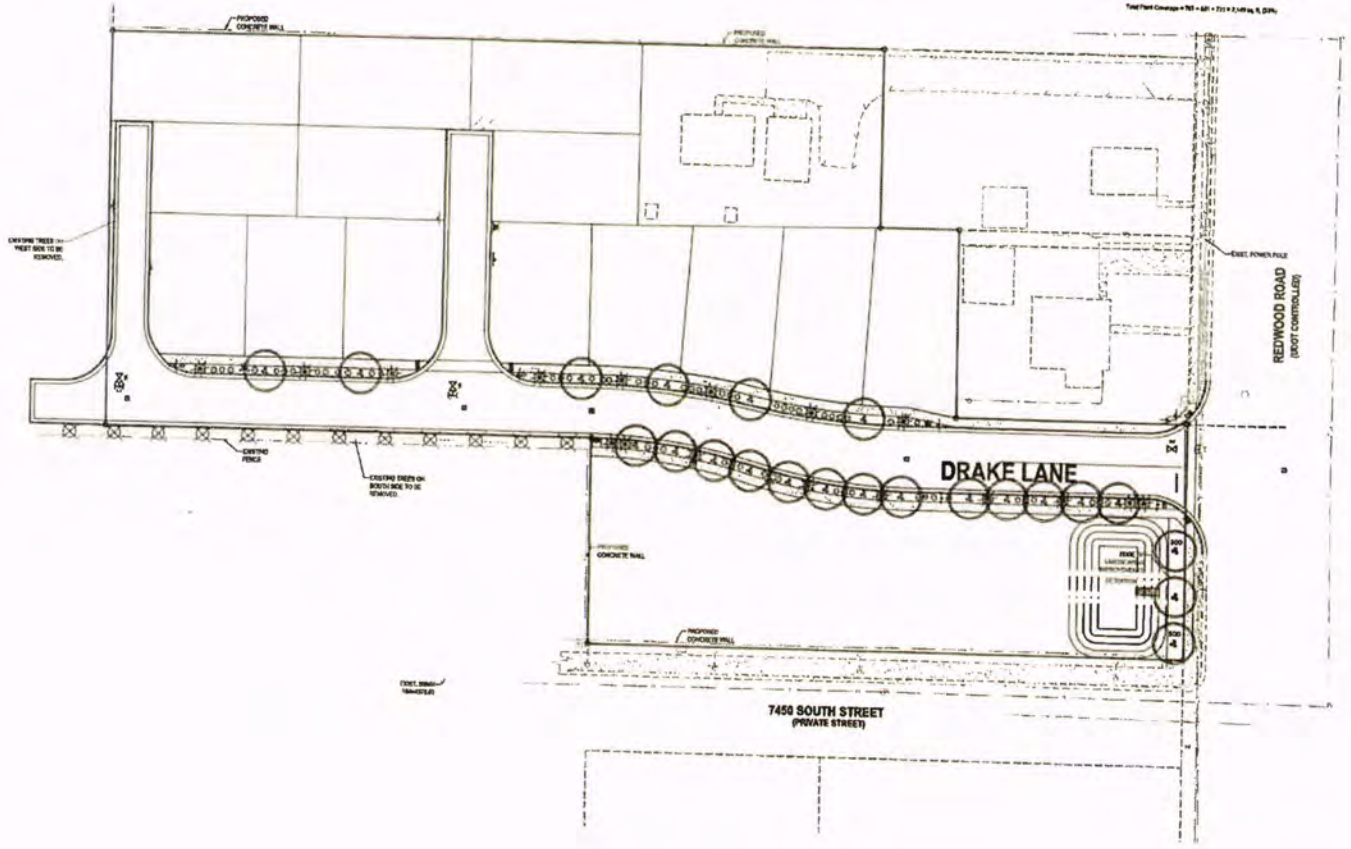
B. The following elements shall be incorporated into all SHO district developments:

1. Wherever steps are located, ramps or elevators shall be provided in addition;

2. Provide adequate lighting throughout the dwelling unit and grounds;

3. Pedestrian walkways shall be provided adjacent to streets and drive aisles where buildings are also located adjacent to the street and drive aisle. The pedestrian walkways shall also connect all building/unit entrances with other buildings, recreational facilities, common areas, mailboxes, parking facilities, adjacent transit stops and public sidewalks. Walkways shall be of a material which is easily traversed by those who may have mobility issues. (Ord. 11-03, 2-9-2011)

Landscape Plan



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

BENCHMARK

DENOTE OF SECTION SECTION 01, T3S, R1W SLB&M
(FOUND 3.0" BRASS CAP)

ELEVATION = 4213.20'

Landscape

Trees

Qty.	Symbol	Common Name	Botanical Name	Plant Size
*3		Existing Tree to be Removed	N/A	3"-6" Cal.
23		Elm, Chinese	Ulmus parvifolia	2" Cal.

Shrubs Under 4 Feet

Qty.	Symbol	Common Name	Botanical Name	Plant Size	Water Conservation Value
27		Barberry, 'Crimson Pygmy'	Berberis thunbergii atropurpurea nana	1 Gallon	12.8 sq. ft.
31		Cinquefoil	Potentilla fruticosa 'Abbotswood'	1 Gallon	7 sq. ft.
17		Juniper, Creeping	Juniperus horizontalis	5 Gallon	17 sq. ft.

LANDSCAPE CALCULATIONS

Parkstrip Area North of Drake Lane = 1,214 sq. ft.
Req. Plant Coverage = 1,214 x 0.60 = 712 sq. ft.
Plant Coverage Provided= (2 x 52) + (31 x 12.6) + (23 x 7) = 757 sq. ft.

Parkstrip Area South of Drake Lane = 1,592 sq. ft.
Req. Plant Coverage = 1,265 x 0.40 = 634 sq. ft.
Plant Coverage Provided = (5 x 56) + (11 x 12.5) + (2 x 7) = 561 sq. ft.

Total Parkstrip Area = 1,214 + 1,592 = 3,043 sq. ft.

Landscape Buffer Area = 731 sq. ft.
Total Landscape Area = Parkstrip Area + Buffer Area = 4,044 sq. ft.
Total Sod Area = 731 sq. ft. (18%)

Total Plant Coverage = 757 + 561 + 731 = 2,149 sq. ft. (53%)

ENSIGN
THE STANDARD IN ENGINEERING

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

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

www.ENSIGNENG.com

CARMA DEVELOPMENT
9350 SOUTH 150 EAST, SUITE 201
WEST JORDAN, UTAH 84070
CONTACT:
GARY CARVER
PHONE: 801-679-8222

THE COTTAGES AT PARKER PLACE

7410 SOUTH REDWOOD ROAD
WEST JORDAN, UTAH

DATE SUBMITTED:
SEPT. 28, 2018

LANDSCAPE PLAN

L-100

Stamped Concrete Wall



Material for exterior fencing will be of an all masonry material and will be 6 feet tall.

Street Lights



West Jordan City Standard Street Lights for Drake Lane.

Refer to engineering standards. This type of light is typical of an arterial street.

Architecture

6.c

6.c

Final Floor Plans

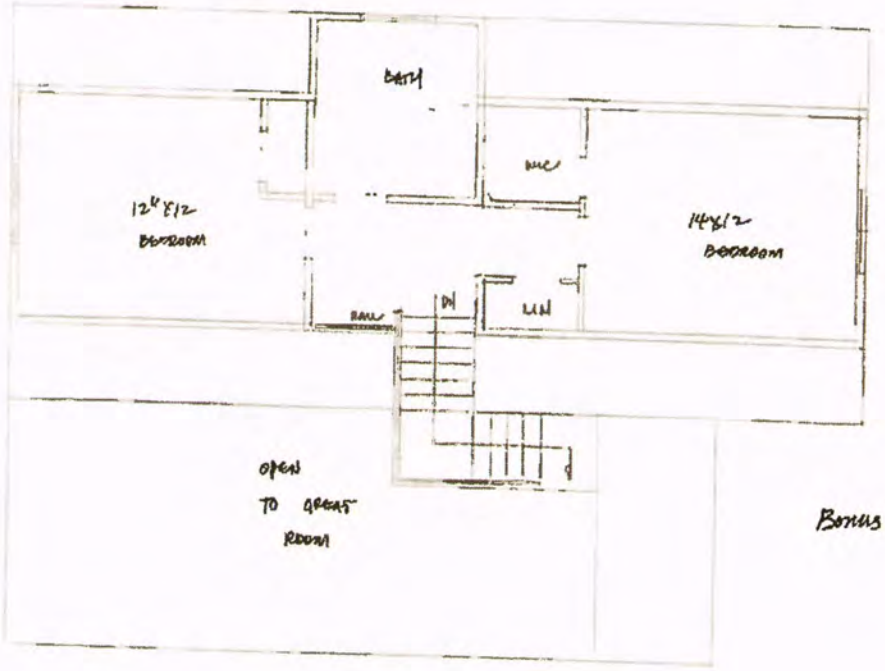
THREE
ELEVATIONS
RANSOM HOMES & DEVELOPMENT
DRAWN BY
ARCHITECTURAL CONCEPTS
ASPHALT SHINGLES
BRICK FRONT
PAINT GRADE
12
7
LEFT SIDE ELEVATION
SCALE 1/4"=1'0"
STUCCO
BRICK WAINSCOTT (OPTIONAL)
ALUM SOFFIT & FASCIA
BRICK VENEER
PAINT GRADE
30" MIN
BRICK OR STUCCO @ BAY
OPTIONAL BASEMENT
FRONT ELEVATION
SCALE 1/4"=1'0"

DRAWN BY
ARCHITECTURAL CONCEPTS

Bodison Homes — Development

MAIN FLOOR PLAN 1448 SF

ONE

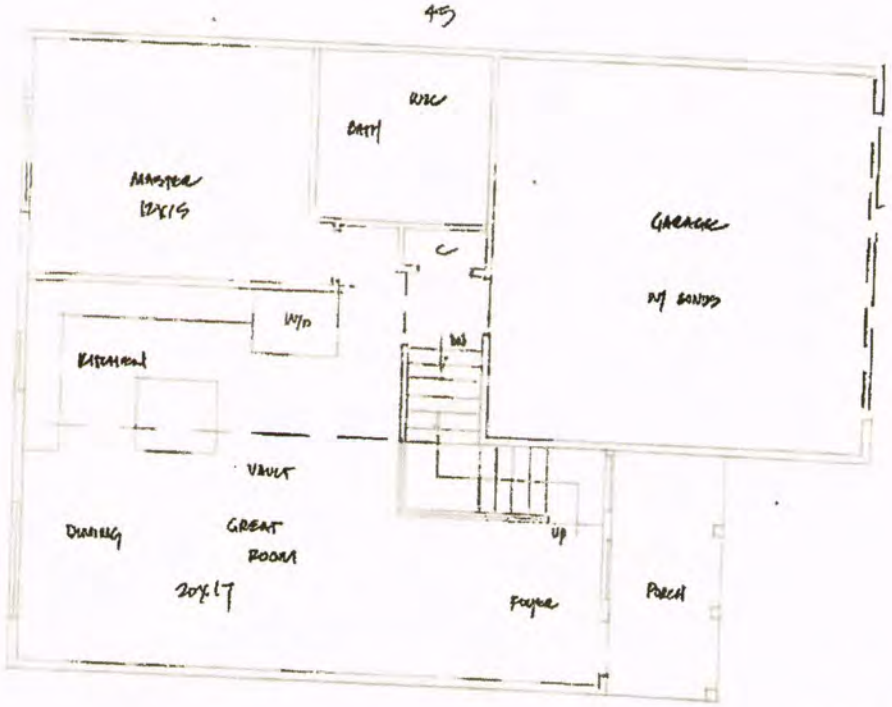


Bonus 2 Bedrooms



ALT FRONT ELEVATION

PATIO HOMES
UNIT R



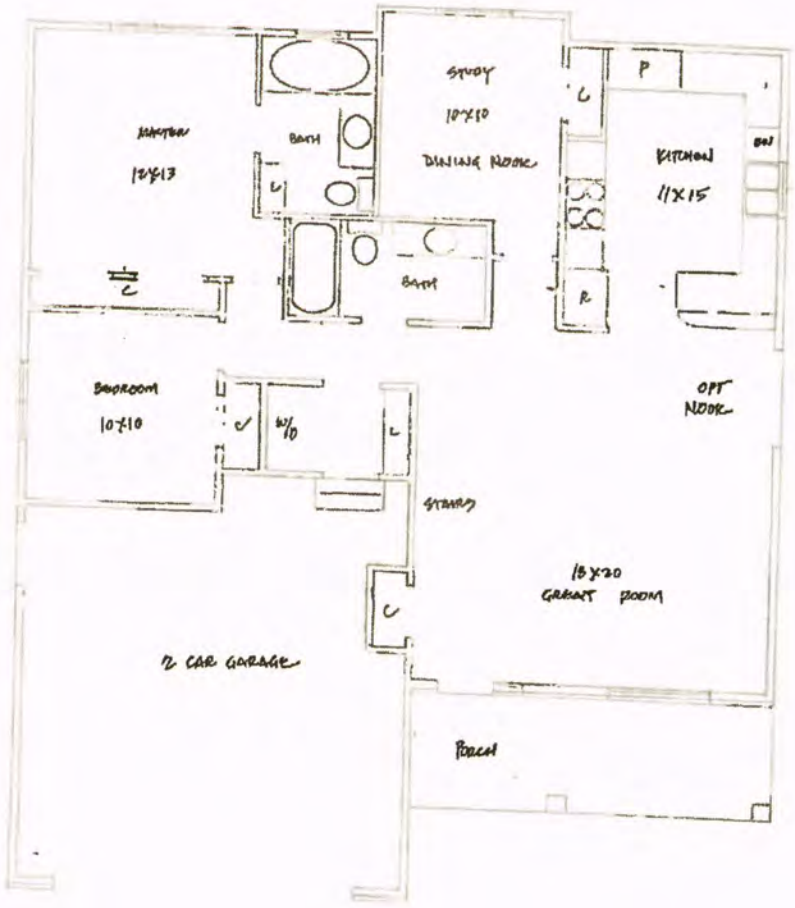
MAIN FLOOR PLAN
W/ BONUS 938 SF



FRONT ELEVATION

PATIO HOME
UNIT R

3:9



MAIN FLOOR PLAN
2 BEDROOM

1150

ARTICLE H. SENIOR HOUSING OVERLAY DISTRICT

13-6H-1: PURPOSE AND INTENT:

The purpose of the Senior Housing Overlay District (SHO) is to establish locations for the development of appropriate living arrangements, both assisted and independent, including independent elderly housing, nursing homes, convalescent centers and assisted living centers or similar uses as interpreted by the Planning Commission for residents fifty five (55) years and older. The SHO District provides standards for development which recognizes and accommodates the varied housing and lifestyle needs and desires of seniors, including decreasing mobility, changing health and the alternative needs of the senior person. The SHO District promotes independence and a high quality of life to meet the physical and social needs of seniors by encouraging specialized design features, and convenient access to community and civic centers, support services, mass transit stations and stops, recreational facilities, and shopping centers. This overlay zone is not intended for hospitals, clinics, health care centers, or like uses. (Ord. 11-03, 2-9-2011; amd. Ord. 17-24, 5-24-2017)

13-6H-2: ESTABLISHMENT:

The Senior Housing Overlay District applies standards in addition to the established standards of the underlying zoning district in this title. When the standards found within the underlying and overlaying zoning districts are in conflict, the standards located within the SHO District shall apply. The SHO District is designated on the zoning map by affixing the suffix "SHO" in parenthesis after the underlying zoning district in which the overlay is located, i.e., PC (SHO). (Ord. 11-03, 2-9-2011)

13-6H-3: SENIOR HOUSING OVERLAY BOUNDARIES:

A. Properties located within the following zoning districts shall be eligible for the SHO District zoning subject to the permitted and conditional use tables associated with the specific underlying zoning district:

1. R-2 (Two-Family Residential), R-3 (Multi-Family Residential) and R-M (Mobile Home Residential) Zones;

2. The PC (Planned Community) and PRD (Planned Residential Development) Zones;

3. The LSFR (Low Density Single-Family Residential), MFR (Medium Density Multi-Family Residential) and the HFR (High Density Multi-Family Residential) Zones within the west side planning area; and

4. The P-O Professional Office Zone.

these types of facilities shall not be restricted, but shall be subject to State Code requirements and compliance with all lot area, lot width, height, design, parking, landscape and other development standards as found in this title and the approved preliminary development plan. (Ord. 11-03, 2-9-2011; amd. Ord. 17-24, 5-24-2017)

13-6H-6: OCCUPANCY RESTRICTIONS:

A. The SHO District provides living arrangements specifically designed for the needs of senior persons. To qualify as senior housing, the following conditions shall be met:

1. The units are restricted to a maximum unit size of two (2) bedrooms;

2. The units are intended for, and to be occupied by, at least one (1) person fifty five (55) years of age or older per unit.

   a. A unit may be occupied by the surviving member(s) of a household, regardless of age, if the fifty five (55) years of age or older qualifying person has passed away, provided the surviving member(s) was a resident of the unit at the time of that qualifying person's death;

3. A unit may be occupied by the management, medical, or custodial personnel, and his/her immediate family.

B. A homeowners' association shall be established for developments containing owner occupied units to ensure the maintenance of buildings, open space, recreational facilities and other common areas. (Ord. 11-03, 2-9-2011)

13-6H-7: LOT AND BULK STANDARDS:

A. Lot and bulk standards shall be the same as the underlying zoning district. (Ord. 11-03, 2-9-2011)

13-6H-8: DESIGN AND MATERIALS:

A. Design Review Committee: All senior housing developments shall be reviewed by the Design Review Committee and meet the requirements of sections 13-7B-6 and 13-10-2 of this title.

B. Design And Materials: All detached single-family buildings shall comply with the masonry requirement found in subsection 13-5B-6A of this title. All attached and multi-family buildings shall

condition. These design concepts are encouraged to be included in all developments, in addition to those design elements listed in subsection B of this section. Design concepts which may be incorporated into the project include, but are not limited to, no step building and unit entries, nonslip surface flooring, wheelchair accessibility throughout project and units, grab bars or walls built for later installation of grab bars, lever handle type doorknobs, or emergency signal systems.

B. The following elements shall be incorporated into all SHO district developments:

1. Wherever steps are located, ramps or elevators shall be provided in addition;

2. Provide adequate lighting throughout the dwelling unit and grounds;

3. Pedestrian walkways shall be provided adjacent to streets and drive aisles where buildings are also located adjacent to the street and drive aisle. The pedestrian walkways shall also connect all building/unit entrances with other buildings, recreational facilities, common areas, mailboxes, parking facilities, adjacent transit stops and public sidewalks. Walkways shall be of a material which is easily traversed by those who may have mobility issues. (Ord. 11-03, 2-9-2011)

13-6H-11: FINDINGS FOR APPROVAL:

The following findings for approval shall be found when approving a site plan for a development in the SHO district:

A. The proposed senior housing is consistent with the intent of the goals and policies of the general plan;

B. Residential occupancy shall be limited to senior citizens fifty five (55) years of age or older and their immediate families;

C. The proposed senior housing development will not adversely impact the existing neighborhood and the land uses in the underlying district;

D. The design and site planning of the use will provide a convenient and functional living, social, or civic environment for residents and will be planned as one integrated land use rather than as an aggregation of individual and unrelated buildings or uses;

E. The housing is specifically designed for seniors and includes facilities generally associated with the needs and interests of seniors. Such facilities may include common meeting and recreation facilities, central dining facilities, laundry rooms, convenience and support facilities, emergency

signal systems, adequate exterior lighting for security, ramps, walkways and other provisions required by senior persons. (Ord. 11-03, 2-9-2011)

13-6H-12: DEVELOPMENT PLAN REQUIREMENTS:

A. Development Plan: A development plan is to be prepared for each proposed development (or phase) within the senior housing overlay zone. The development plan shall provide pertinent information relative to public improvements, density, universal design concepts being utilized in the development, development standards and compliance therein, and design criteria.

B. Development Plan Review: The steps outlined in section 15-3-8 of this code shall be followed in connection with applications for approval of a development plan, along with the required fees and other specific processes required by this code to complete a specific project.

C. Development Plan Submittal Requirements: A developer seeking city approval of a development plan shall follow the submittal requirements as outlined in subsections 13-5J-10B through E of this title. (Ord. 11-03, 2-9-2011)

13-6H-13: GENERAL PROVISION:

A. Garage Required: Every single-family, detached or attached, and two-family dwelling unit within the SHO shall have a fully enclosed attached or detached two (2) car garage.

B. Parking: All uses in the SHO district shall comply with the provisions governing off street parking in chapter 12 of this title.

C. Signs: All signs in the SHO district shall comply with the provisions governing signs in this title and in title 12 of this code. (Ord. 11-03, 2-9-2011)

incorporate durable materials with sound architectural designs. Building architecture shall incorporate appropriate fenestration and articulation that breaks up large flat walls and creates an inviting residential character. Four (4) sided architecture and facade details specific to a particular architectural style shall be incorporated. (Ord. 11-03, 2-9-2011)

13-6H-9: LANDSCAPING:

A. The amount of landscaping area to be set aside shall be the same as the underlying zoning district.

B. Diversity in the design and use of common open space and/or outdoor recreational facilities is encouraged, but at a minimum, common areas shall meet the following requirements:

1. Common open space and/or outdoor recreational facilities shall be interspersed within the development to allow for easy and convenient access to all residents;

2. Common open space and/or outdoor recreational facilities shall be located within close proximity to the entrance of a building or buildings and accessed by a paved walkway;

3. A central gathering area, such as a courtyard or plaza, shall be provided;

4. Site furniture shall be installed in open space and recreational areas, including benches. Where possible, locate seating around those areas with a balance of sun and shade exposure to take advantage of changing seasons. These areas should take advantage of views or be located near activity centers of the site;

5. Common open space and/or outdoor recreational facilities shall be designed to create an environment that limits pedestrian interaction with motor vehicles and shall be partially surrounded by the proposed residential buildingscape, various landscape elements and architectural amenities that enrich the residents' experience and create a stronger sense of place.

C. Site landscaping shall follow the tree requirements for multi-family developments and the buffer yard and parking lot landscaping standards as outlined in chapter 13 of this title. Active and independent adult communities developed as single-family or two-family housing shall follow the specific landscaping standards for single-family and two-family developments as outlined in chapter 13 of this title. (Ord. 11-03, 2-9-2011)

13-6H-10: SAFETY REGULATIONS:

A. Housing shall be specifically designed for seniors and include facilities generally associated with the needs and interests of seniors. Universal design or "aging in place" design is a method of design that seeks to create development that can be used by persons of varying levels of physical

B. The SHO District shall not be applied to any specific property until a rezone application has been approved by the City Council which affixes the overlay district suffix onto the properties underlying zoning designation. (Ord. 11-03, 2-9-2011; amd. Ord. 17-24, 5-24-2017)

13-6H-4: OUTDOOR RV, MOTOR HOME, TRAILER AND BOAT STORAGE FOR RESIDENTS OF A SENIOR HOUSING DEVELOPMENT:

A. In addition to the accessory use criteria found within this title, outdoor RV, motor home, trailer and boat storage for residents of a senior housing development shall be subject to the following standards:

1. Parking shall be limited to recreational vehicles, motor homes, trailers and boats owned by residents of the senior housing community. The storage area may not be rented out to nonresidents or be utilized as a "warehouse, self-service storage" facility.

2. All RVs, motor homes, trailers and boats stored at the site shall be in operable condition and if required, currently licensed. The storage of inoperable vehicles, trailers or boats is prohibited.

3. All RVs, motor homes, trailers and boats shall be parked within designated parking spaces.

4. RVs, motor homes, trailers and boats stored on the property shall not be used as a residence.

5. The storage area shall be fully screened by an opaque fence of durable material which is at least six feet (6') in height.

6. Landscaping shall be provided along all street frontages, at a depth of at least ten feet (10'), and shall include trees planted on at least thirty foot (30') centers. All landscaping shall meet the requirements of chapter 13 of this title.

7. Vertical curb walls shall be provided along the periphery of the parking lot to facilitate storm drainage and act as wheel stops for all recreational vehicles, motor homes, trailers and boats stored at the site. (Ord. 11-03, 2-9-2011)

13-6H-5: DENSITY:

A. Density:

1. The density allowed within the SHO shall be the same as found within the underlying zone, and subject to any density bonuses allowed within the underlying zoning district. The dwelling unit density in the Professional Office (P-O) Zoning District shall be established by the City Council as part of the development plan approval process.

2. For facilities which contain beds for residents rather than dwelling units, such as a convalescent care center or a mental health care facility for elderly persons, the maximum number of beds in

WEST JORDAN
UTAH

Office of Development Assistance
Letter of Transmittal

BlueBeam

Date: Tuesday, February 13, 2018

Project Number: 15408

Project Name: **Parker Place**

Status: Final

Bluebeam Team: Larry Gardner
Nate Nelson
Kristi Peterson

NOTES:

Engineering:
X Title Report – copy
X Drainage Report

****

Planning:
X Orig. Application
X Orig. Owner Affidavit
X Title Report – copy
X Envelopes
X Addresses – Missing, asked Gary to email it over

From the desk of Kristi Tuesday, February 13, 2018

City of West Jordan
Office of Development Assistance
8000 South Redwood Road
West Jordan, Utah 84088
(801) 569-5180

Community Development Application

SL County Sidwell # 21-27-178-017 Acreage of Dev: . # of Lots: 14 Zoning: R-3-8 (SHO)

Project Location / Address: 7410 S Redwood Rd *# of Units:*

Project Name: Parker Place *Square Footage:*

Type of Application:

- ☒ Subdivision (Multi-Family, Commercial or Amended)
- ☐ Conditional Use Permit
- ☐ General Land Use Amendment
- ☐ Agreement
- ☐ Variance
- ☐ Site Plan, (Multi- Family, Commercial or Amended)
- ☒ Final
- ☐ Minor (9 or less lots)
- ☐ Major (10+ lots)
- ☐ Lot Line Adjustment
- ☐ Preliminary
- ☐ Rezone
- ☐ Condominium
- ☐ Temporary Use Permit

Other

Applicant: Gary Cannon 7435 *Company:* Cannon & Company

Address: 9089 S 1300 W #130

City: West Jordan State; UT Zip: 84088

Telephone: Office: 801 753 8226 Cell: 8015738282

Email gary@thecannonteam.com

Property Owner: Gary Cannon 225168

Address: 9089 S 1300 W #130

City: West Jordan State; UT Zip: 84088

Telephone: Office: 801 753 8226 Cell: 8015738282

Email gary@thecannonteam.com

Engineer: Bob Elder *Company:* Ensign Engineering

Address: 45W 10000 S

City: Sandy State; UT Zip: 84070

Telephone: Office: 801 255 0529 Cell: 801 255 4449

Email relder@ensignutah.com

Architect: *Company:*

Address:

City: State; Zip:

Telephone: Office: Cell:

Email

SIGNATURE: **DATE:**

Project #: 15408 Date: 2-6-18

Received By: ODA KP PLANNING Kassy ENGINEERING Nate

AFFIDAVIT

PROPERTY OWNER

STATE OF UTAH }
} ss
COUNTY OF SALT LAKE }

I (we), Gary Cannon, _____, being duly sworn, depose and say that I (we) am (are) the owner(s) of the property(s) located at 7410 S Redwood Road, West Jordan UT 84084. My (our) signature below attests that I (we) have reviewed the proposal by Gary Cannor requesting review and approval of The Cottages at Parker Place by the City of West Jordan for the following process(s):

(Project Name)

☐ General Land Use Map Amendment ☐ Rezone ☐ Conditional Use Permit

☐ Temporary Use Permit ☐ Variance ☐ Lot Line

☒ Subdivision (Minor, Major, Amendment or

☐ Site Plan (Multi-Family, Commercial/Industrial or

☐ Other: _____

My (our) signature below attests the I (we) consent to the statements and information provided in the attached plans and exhibits for the requested process(s) as checked above, and that all information presented to me (us) is true and correct to the best of my (our) knowledge.

GARY CANNON
(Property Owner)

(Property Owner)

Subscribed and sworn to me this 6 day of Feb, 20 18

(Notary)
Residing in Salt Lake County, Utah

My commission expires: 3/17/20

STEPHANIE GHIRARDELLI
NOTARY PUBLIC-STATE OF UTAH
COMMISSION# 688014
COMM. EXP. 03-17-2020

CITY OF WEST JORDAN
NOTICE OF PUBLIC HEARING

8000 South Redwood Road, 3rd Floor

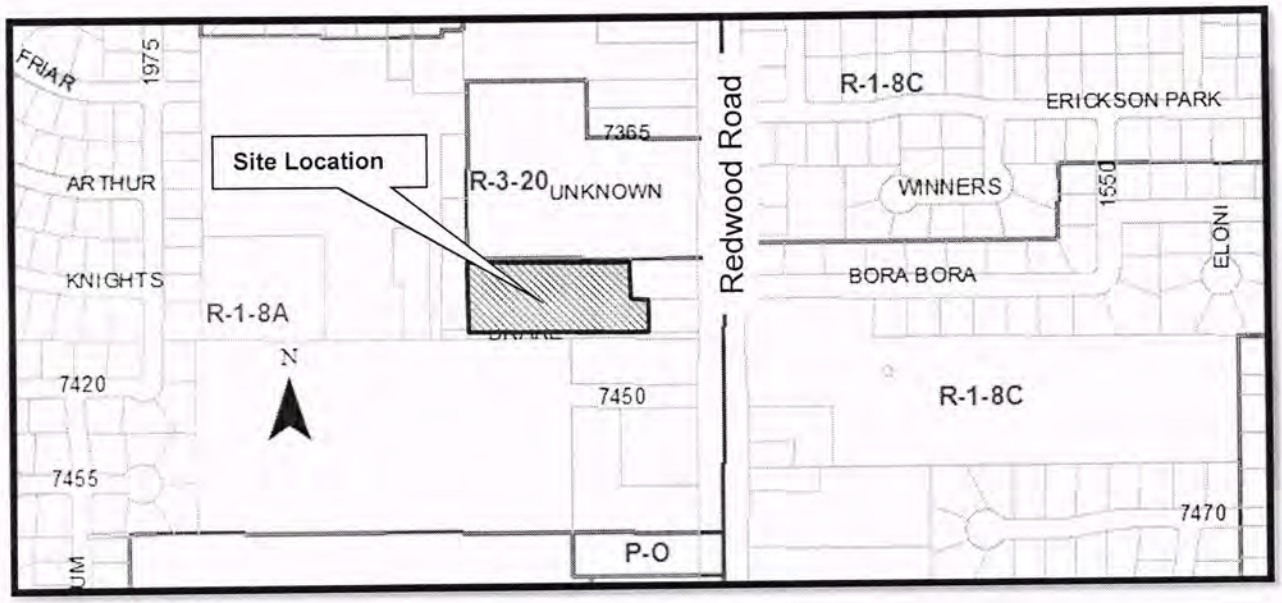
Pre-Meeting 5:30 P.M.
Regular Meeting - 6:00 P.M.

Dear Property Owner:

A Public Hearing will be held before the **West Jordan Planning Commission** on **December 19, 2017 at 6:00 p.m.** to consider a **Preliminary Subdivision Plat (15 lots on 2.83 acres) and Preliminary Development Plan for Cottages at Parker Place** located at **7410 South Redwood Road** in the R-3-8 (SHO) Zoning District; Cannon & Company/Gary Cannon (applicant).

You are invited to attend the Public Hearing and take part in the discussions and voice any support or concerns you may have with the above-mentioned project. If you want to speak on an item, the time will be limited to 3 minutes (5 minutes if representing a group).

If you have any questions concerning this notice, please contact **Larry Gardner** in the West Jordan City Planning and Zoning office at **(801) 569-5060**. Copies of the agenda packet for this meeting will be available for viewing at the West Jordan City Offices or on the West Jordan website **https://www.westjordan.utah.gov/agendas** approximately 5 days prior to the meeting.



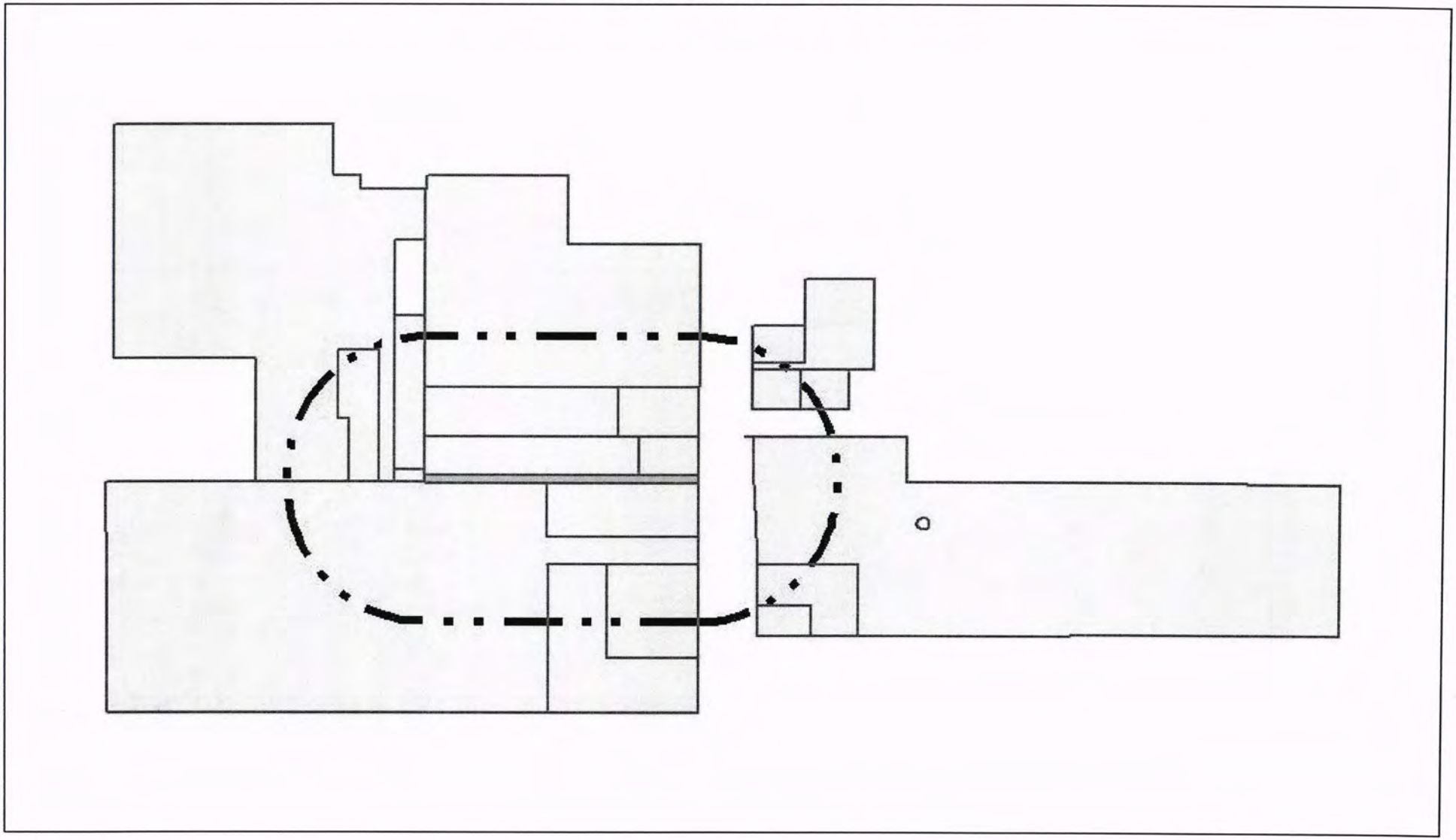
Items may be moved on the agenda or tabled by the Planning Commission. Items not heard will be scheduled on the next agenda.

The City of West Jordan, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call the City Recorder at 569-5115, giving at least three working days notice.

Resident 21271770160000, 014	1850 W Drake Lane	West Jordan, UT 84084
Resident 21271770150000	1850 W Drake Lane	West Jordan, UT 84084
Resident 21271770120000	1856 W Drake Lane	West Jordan, UT 84084
Resident 21271770180000	1850 W Drake Lane	West Jordan, UT 84084
Resident 21271780260000	7390 S Redwood Road	West Jordan, UT 84084
Resident 21271780270000	2228 W 8120 S	West Jordan, UT 84084
Resident 2121780290000	2150 S 1300 E #500	Salt Lake City, UT 84106
Resident 21271780420000	7378 S Redwood Road	West Jordan, UT 84084
Resident 21271780430000	7382 S Redwood Road	West Jordan, UT 84084
Resident 21272510110000	1684 W Bora Bora Dr	West Jordan, UT 84084
Resident 21272510120000	19265 SW Johnson St	Beaverton, OR 97006
Resident 21272510480000	89 Second Street	Clifton, NY 07012
Resident 21272510500000	7357 S Redwood Road	West Jordan, UT 84084
Resident 21272520190000	27 N C Street	Salt Lake City UT 84103
Resident 21273260090000	708 W North Temple St	Salt Lake City, UT 84116
Resident 21273260190000	7387 S Campus View Dr	West Jordan, UT 84084
Resident 2127326020000	708 W North Temple St	Salt Lake City, UT 84116
Resident 21274010010000	7439 S Redwood Road	West Jordan, UT 84084
Resident 21274010020000	12245 S 2240 W	Riverton, UT 84065
Resident 21274010182000	27 N C Street	Salt Lake City, UT 84103

21-27-326-008; 178-017
RESIDENT
1755 E 1140 N
LOGAN UT 84341

Salt Lake County Recorder's Office



September 18, 2017

1:4,514

0 0.0375 0.075 0.15 mi

0 0.05 0.1 0.2 km

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

The information depicted on this map is for general reference only, and is not intended to determine final ownership, jurisdictional boundaries or to replace a survey or any other legal document.
In conjunction with the Offices of:Salt Lake County Assessor, Salt Lake County Clerk,Salt Lake County Mayor,Salt Lake County Surveyor.

Redwood Rd
Redwood Road Apartments
7365 S
7450 S
Bora Bora Dr
Drake Ln
WEST JORDAN CITY
WEST JORDAN CITY
WEST JORDAN CITY
21 - 27
21 - 27
251-024
251-025
251-045
251-048
251-011
401-001
401-002
178-043
178-026
178-029
178-042
178-017
178-027
326-008
326-009
326-019
326-020
177-014
177-015
177-016
177-012
177-013
177-018

MINUTES OF THE WEST JORDAN PLANNING AND ZONING COMMISSION HELD NOVEMBER 14, 2023 IN THE THOMAS M. REES JUSTICE CENTER COMMUNITY ROOM

PRESENT: Ammon Allen, Kent Shelton, Matt Quinney, Trish Hatch, Jay Thomas, George Winn, and Catherine Richardson.

STAFF: Scott Langford, Larry Gardner, Duncan Murray, Tayler Jensen, Lisa Elgin, Mark Forsythe, Julie Davis, Todd Johnson, Paul Brockbank

****

The briefing meeting was called to order by Ammon Allen with a quorum present. The agenda was reviewed. Item #3 should be continued to the next meeting due to a change of layout. A condition was recommended for Item #4 regarding drive access. Item #8 was scheduled to be continued to the next meeting. Larry Gardner provided a refresher overview of two master-planned projects and the development process.

****

The regular meeting was called to order at 6:02 p.m. with a quorum present.

Ammon Allen notified the public that Items #3 and #8 would be continued to the December 5, 2023, meeting in order to obtain needed information for review.

1. Approve Minutes from October 17, 2023

MOTION: Trish Hatch moved to approve the minutes from October 17, 2023. The motion was seconded by Matt Quinney and passed 7-0 in favor.

****

2. Approve 2024 Planning Commission Meeting Schedule

Commissioner Thomas wanted to cancel the meeting on November 5, 2024, because of election day.

MOTION: Trish Hatch moved to approve the 2024 Planning Commission calendar with one exception to cancel the November 5, 2024, meeting. The motion was seconded by George Winn and passed 7-0 in favor.

****

Ammon Allen gave some instructions on the procedure of the Planning Commission meeting and different types of applications and actions.

3. Highlands South Lot 3 Pad C; 7836 South 5600 West; Preliminary Site Plan and Conditional Use Permit for Restaurant, Fast Food; SC-2 Zone; Peterson Development Co., LLC/Barrett Peterson (applicant) [#31299, 31336; parcel 20-35-226-012]

MOTION: Matt Quinney moved to continue Highlands South Lot 3 Pad C located at 7836 South 5600 West to December 5, 2023. The motion was seconded by Jay Thomas and passed 7-0 in favor.

DRAFT

****

4. Highlands South Lot 5 Pad B; 7862 South 5600 West; Preliminary Site Plan and Conditional Use Permit for Restaurant, Fast Food; SC-2 Zone; Peterson Development Co., LLC/Barrett Peterson (applicant) [#31298, 31335; parcel 20-35-226-012]

Jeff Seaman, Peterson Development, explained that this is a retail pad in front of Home Depot on Lot 5 that faces 5600 West. He pointed out the drive aisles and access points. He said there has been a lot of interest in this area, but he did not know which tenant was going into this building.

Tayler Jensen gave an overview of the item for a preliminary site plan and conditional use permit for fast food, with a drive through for a two-tenant building. The existing access drives to the north and west were planned to come in with Lot 3, so any approvals tonight will be conditioned on either Lot 3 building the accesses or the accesses be shown on Lot 5 construction plans. All lot and bulk standards are met. The Design Review Committee reviewed the elevations and recommended approval.

Based on the analysis contained in the staff report, staff recommended that the Planning Commission approve the Preliminary Site Plan and the Conditional Use Permit for a *Restaurant, Fast Food (General)* for Highlands South Lot 5 Pad B, a two (2) tenant commercial building located on approximately 1.174 acres at 7862 South 5600 West, with the conditions and requirements of approval listed in the staff report.

Conditions of Approval
Staff recommended the access to Lot 5 be addressed in a condition to either show the access on the construction plans for Lot 5, or that they are constructed with Lot 3 prior to construction of Lot 5.
If the Planning Commission disagrees with the Staff's analysis and/or identifies any reasonably anticipated detrimental effects of this use, reasonable conditions should be identified, which, if imposed, would reasonably relate to, and substantially mitigate each of the reasonably anticipated detrimental effects of the use, and which would comply with existing law. Such information should be clearly included in any motion made by and subsequent decision of the Planning Commission relative to the Application. Any Planning Commission decision will supersede any conflicting analysis or opinions of the staff stated in the report or otherwise presented to the Planning Commission.

Commissioner Richardson was concerned with the added traffic this will present on 7800 South. She asked for an update on when the road will be expanded. She also wondered if there were plans for a signal on 7800 South.

Mayor Burton gave an update on the plans to widen 7800 South in this area, which will be five lanes from the roundabout to U-111. The project will start next spring with the sewer replacement and then the road widening. He offered to provide a copy of the plan.

Commission Chair Allen opened the public hearing.

Further public comment was closed at this point for this item.

Commissioner Richardson said she would vote against the project because 7800 South needs to be expanded before additional development is approved in the area.

DRAFT

MOTION: **Jay Thomas moved to approve the Preliminary Site Plan for Highlands South Lot 5 Pad B, a two (2) tenant commercial pad building located at 7862 South 5600 West subject to all the requirements of approval, adding the condition to create the north and west entrance prior to approval. The motion was seconded by George Winn.**

Commissioner Quinney said that voting no simply because the road needs to be widened flies in the face of what was presented to the public at the beginning of the meeting. The commission should not put their opinions and desires ahead of that. They need to vote appropriately and not emotionally.

VOTE: **The motion passed 6-1 in favor with Commissioner Richardson casting the negative vote.**

MOTION: **Jay Thomas moved to approve the Conditional Use Permit for a *Restaurant, Fast Food (General)* for Highlands South Lot 5 Pad B with the conditions and requirements of approval listed in the report, including the condition to create the north and west entrance prior to approval. The motion was seconded by Matt Quinney and passed 6-1 in favor with Catherine Richardson casting the negative vote.**

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5. Carroh Way Retail; 2877 West 7800 South; Preliminary Site Plan and Administrative Conditional Use Permit for Restaurant, Fast Food; SC-2 Zone; Iron Horse Real Estate/Tate Baxter (applicant) [#30728, 30729; 21-33-127-100]

Tate Baxter, Iron Horse Real Estate, said they have been working with staff on the proposal to develop a retail pad for some time. It is a two-tenant building, with each having a drive-through lane. He explained traffic circulation. He provided the following answers to questions from the Commission. There was not a location with this particular layout that he could think of, but this new style is being developed. There will be clear directional signage, and the lanes will be striped and there will be no hard barrier to separate them. He provided an additional explanation on how the traffic will circulate and merge at the exit.

The Commission mentioned some concerns with the potential vehicle conflicts with the two lanes, especially when customers are first getting used to the layout. Regarding the question about access from 7800 South, Mr. Baxter stated that UDOT and West Jordan would not even allow an exit slip lane access. This was because the distance from Carroh Way to a new access would not meet the code for spacing.

Tayler Jensen said the first plan had an exit lane onto 7800 South, but that is not allowed according to our Master Transportation Plan and UDOT regulations. This commercial pad is part of the Cottages at Applecross Subdivision and access has always been intended to come off of Carroh Way rather than 7800 South. He explained the driveways, which can be confusing at first. Tenant one's drive lane has six stacking spaces, which meets the requirement. Tenant two has a longer stacking area and pick up is on the north side of the building. Ten stalls are required and 16 are shown in addition to the stacking lanes, which are also considered parking. The building is quite small and only one tenant has an inside

customer seating area. Parking requirements are calculated based on the building's square footage. Another concern that will be raised tonight is with traffic. The applicant hired a third-party traffic engineer who conducted a study and traffic counts. There was no mitigation recommended. West Jordan's traffic engineer reviewed the study and agreed with the report. The study shows at peak hours there would be 60 new trips in the morning and 53 in the evening. The intersection at 7800 South and Carroh Way operates with some backup traffic between 48-60 seconds, which will probably continue but there is nothing reasonable that the applicant could do to mitigate that situation according to the traffic engineer. The Design Review Committee gave a positive recommendation on the building elevations with the recommendation of a concrete cap on the wainscot. The property is designated and zoned for commercial uses. The photometric plan needs to be revised to show no light trespass on 7800 South or the neighboring properties.

Based on the analysis contained in the staff report, staff recommended that the Planning Commission approve the Conditional Use Permit for *Restaurant, Fast Food (General)* and the Preliminary Site Plan for Carroh Way Retail, a two-tenant fast food building located on approximately 0.56 acre at 2877 West 7800 South, with the conditions and requirements of approval listed in the staff report.

Conditions of Approval – Conditional Use Permit

There are no conditions of approval suggested by staff because staff has not identified any reasonably anticipated detrimental effects of this use. If the Planning Commission disagrees with the staff's analysis and/or identifies any reasonably anticipated detrimental effects of this use, reasonable conditions should be identified, which, if imposed, would reasonably relate to and substantially mitigate each of the reasonably anticipated detrimental effects of the use, and which would comply with existing law. Such information should be clearly included in any motion made by and subsequent decision of the Planning Commission relative to the Application. Any Planning Commission decision will supersede any conflicting analysis or opinions of the staff stated in the report or otherwise presented to the Planning Commission

Requirements of Approval – Site Plan Only

1. Building Elevations are updated to include a concrete cap above the wainscot.
2. The applicant shall revise the lighting and provide a photometric plan that shows the lighting plan prevents light trespass onto 7800 South and neighboring properties.

It was pointed out that the concrete cap was recommended for a more finished look and to help prevent the wainscot from weathering.

Commission Chair Allen referred to comments on emails received from the public and asked staff to address them.

Tayler Jensen responded to the questions. An access to the site, even an exit, onto 7800 South would not be allowed because 7800 South carries such a heavy volume of traffic that they don't want to introduce any new intersections or conflict points. He pointed out the dumpster enclosure location. Trash is typically emptied weekly or as needed. Soda and coffee shops do not produce high levels of food waste, but if it becomes a nuisance those can be addressed by the code enforcement division or the Board of Health.

Commissioner Allen asked if this property is paying into HOA fees for maintenance of the road since it is part of the subdivision, and if that should be considered in their deliberations. Those issues should be set forth in the HOA bylaws. He stated that some of the comments asked about rezoning the property, which is not an option for this meeting. The residents of the subdivision could get together and purchase the property and then ask for a rezone. The Commission is obligated to ensure that the owner of the property can do with the property what is on the master plan.

Tayler Jensen said he received a comment from The Learning Tree to the east, which was concerned that the proposal would make their property unsafe. The applicant responded to him that there is parking and a buffer and two trees against that property. The property owner asked for bollards to be installed, which they could talk to the applicant about to see if they are willing, but it is not required. There is an existing wall next to The Learning Tree, and a buffer and wall next to the residential.

Paul Brockbank said he saw the same type of drive-through in Santa Clara. They went through it multiple times and did not see any problems with it.

Ammon Allen opened the public hearing.

Jordan Miera, West Jordan resident calling remotely, asked if the specific tenants were known.

Cindy Chatwin, West Jordan resident calling remotely, said it is already hard to get out of the neighborhood for the residents leaving and coming back at the same time. She will often wait 3-8 minutes to turn left into the neighborhood. This business will cause an extreme amount of traffic and backing into Carroh Way. She asked if there was a plan to widen the entrance or to create an additional buffer.

Brian Beckstead, West Jordan resident calling remotely, voiced opposition due to the unacceptable amount of traffic that the dual drive through will add to an area with only one entry point. Since this is a new type of product, he didn't know if the traffic study had done justice. He said it takes 5-8 minutes to turn into the neighborhood during high volume traffic times.

Nolan Kiiskila, West Jordan resident calling remotely, voiced opposition based on the impact of the wear and tear that this development will cause on the road, so there needs to be a plan where the property owner will contribute for maintenance, snow removal, and equipment, in addition to addressing the other statements. He asked if there were plans to open the other entrance from the subdivision.

Ann Phan, West Jordan resident calling remotely, said her main concern was the amount of traffic. She didn't know if the traffic study accounted for all traffic on 7800 South going east and west and the vehicles turning into the neighborhood and the commercial site. There are multiple points of traffic conflict. Based on the traffic at Swig in Macey's parking lot, she felt the study underestimated the additional cars.

Melinda Beasley Northrup, West Jordan resident and Vice President of the Cottages at Applecross HOA, said the original plat for the commercial lot does not show a drive-through, so it is not allowed by the CC&R's. The owners of the parcel are supposed to be paying 50% of the maintenance and will have to contribute. Currently the residents have been paying for it.

Mohd Alqaaydeh, West Jordan resident, said his main concerns are for the safety of his children. Also, he is building this same thing in Grantsville, but it was denied because of the number of cars in the drive through that would block the street, so they had to modify the plans. This concept will generate a lot of cars in the morning. It has taken up to 12 minutes for him to get out of the subdivision. There are weekly accidents on 7800 South. His property value will go down with this development, and the owner of the subject property is not paying for maintenance.

Cliff Stevens, West Jordan resident, distributed a presentation. He did not believe that 60 cars per hour could exit Carroh Way during rush hour, because there is a very limited period when left turns can be made. With that number of cars, it will take so long to get in and out that drivers will take more risks instead of waiting, which will cause accidents. He would like a low-traffic business on the property. The solution for street maintenance is that the fast-food businesses assume total maintenance costs since they will have the most traffic, or West Jordan takes it over. He also thought that trash would be a problem.

Courtland McMullin, West Jordan resident, said peak hours of 7800 South are from 6 a.m. to 8 p.m. because there is no stop to the traffic. Along with the other concerns that had been mentioned, the safety of school children was his main concern. Added morning traffic and people taking more risks will put the children more at risk.

Cody Jenkins, West Jordan resident, agreed with the other concerns. He works in the restaurant industry, and he did not believe that the dual drive-through design was realistic, and it would cause traffic to back up. Problems associated with noise, trash, and light pollution are not being mitigated properly for the residents directly adjacent. Having only one entrance and exit to the property is dangerous, in case of emergency cars from the business will block the residents of the community from getting out. This design is irresponsible.

Anna Caruso, West Jordan resident, said traffic is a major concern. She gave examples of businesses that have direct access from 7800 South at the same distance that this would be, so that should be discussed further. The statement on page 5 says the detrimental effects of the proposal have been addressed by the applicant, but all of the proposed solutions deal with how many cars they can get into the business and not how the community can be accessed. Issues of light or noise pollution that will most likely occur have not been addressed. It doesn't address possible pests or impacts from food businesses that are close to residents. There are a lot of unanswered questions regarding traffic, road maintenance costs, noise pollution, signage to discourage traffic into the community, and an additional access to the subdivision, and she asked that this not be approved.

Kyle Pierson, West Jordan resident, said anyone who has lived in Utah knows how long a soda shop line can get, and it will go out onto the road like Thirst on 1300 West. He said the opposition is not necessarily for any commercial because that is the zoning, but this particular design with the drive through causes the most concern.

Danielle Geiger, West Jordan resident, has the same concerns with travel and traffic. She has driving teenagers. Cars are going in all directions trying to navigate their way on 7800 South. This will bring traffic into their cul-de-sacs when people get lost. She was also concerned with the maintenance issues and assisting with the HOA.

Taylor Maw, West Jordan resident and President of the Cottages at Applecross calling in remotely, agreed with everyone who spoke in opposition. Traffic, safety of children, getting in and out is hard enough without the extra cars. She did not see how the drive-through traffic would not back up into Carroh Way and then Nairn Way. The HOA pays the dues and should have priority in getting out of the neighborhood safely. She said there are enough soda and coffee shops along 7800 South. The corporation needs to connect with the HOA board and the property management company and come to an agreement on maintenance. She said the noise, smell, and pest concerns deserve further study.

Further public comment was closed at this point for this item.

Commissioner Hatch said she lives in an HOA that pays for road maintenance. She is on the planning commission because she realized how important it is to be involved in the community, and she understood their concerns. She said that the planning commission rarely has the ability to stop a development, only in the case where it does not meet the severe criteria.

Commission Chair Allen said the planning commission cannot dictate what a property owner can do with their property if it meets the requirements of the zone. However, the public has provided some compelling thoughts to compare with the criteria. He said there could be a situation when the residents on Carroh Way are waiting to get out of the subdivision and customers to the business are trying to turn in but are blocked, the traffic could back up. He asked if the criteria allows the commission to require more parking even though the minimum in the code had been met.

Tayler Jensen said the applicant hired a traffic engineer that provided a report, and the West Jordan traffic engineer agreed that the proposed design will work. The study shows based on observations of queuing on comparable sites that the project queue storage should be adequate. West Jordan code addresses stacking requirements of six per lane, which has been exceeded in this case. The recommendation from the traffic study says in the event the queues exceed storage then someone at the window will be directed to a parking stall to wait for their order, which is appropriate. The businesses want to be successful, and if traffic backs too much it will be detrimental to the business, so the business will want to make sure the flow works.

Commission Chair Allen asked if the site elevation would be high enough that headlights would be shining over the wall facing south. After looking at a street view online it appeared to be flat.

Tayler Jensen said there is a 6-foot wall and a 20-foot separation as a buffer. There are also shrubs and trees shown on the landscaping plan to the south and east. The light study will need to be corrected at final review to show that there isn't light trespass. Concerns such as noise, pests, and trash that arise would be taken care of with code enforcement and city and county agencies.

Scott Langford spoke to the comment regarding the layout of the commercial lot shown in the HOA documents. That drawing was purely conceptual, and the city has no entitled or pre-approved plans for the property. Regarding driveway spacing on 7800 South and other major arterial roadways, there are a number of driveways that existed before the current standards were adopted. UDOT has strict guidelines that must be met for new projects, which is why there was a very clear denial from UDOT for access from 7800 South for reasons of safety and traffic efficiency.

Commissioner Allen asked if it were true that it is not the city's responsibility to enact or enforce CC&Rs of the HOA.

Duncan Murray said the city does not get involved with enforcing CC&R's unless they conflict with city regulations. He reminded the commission that approval of the site plan is based on compliance with code provisions. A conditional use permit is a little different as the Commission should identify any possible detrimental effects and ways to find mitigating conditions. If there are no conditions that adequately address the concerns, then there are occasions to deny based on the intensity of the use. For example, there has been a lot of testimony tonight regarding Criteria C. On C3 the site circulation potentially might not work. The public comment seems to be focused more on what traffic will do on Carroh Way combined with the residential traffic and not with stacking on the site. C4 talks about access to public streets and highways and whether the residential traffic has the ability get to the main street. C6 asks will this development unreasonably interfere with the lawful use of properties within the vicinity or does the testimony show it will slow down the flow even more. C8 deals with public health, safety, and welfare and the ideas presented are that maybe people will take risks to get past the impasse and if that would cause more accidents. If the Commission identifies detrimental effects, then what conditions could mitigate them. They could consider if the site layout could change, maybe there is more professional information needed, and what are the detrimental effects and what are the appropriate conditions, but the decision should be based on the criteria.

Commissioner Hatch asked what the impact to emergency access is with only one in and out on Carroh Way.

Paul Brockbank said emergency vehicles can reach the entire structure on this particular site. Like any street, Carroh Way could be impacted in an emergency, but hopefully people will move out of the way.

Scott Langford explained that when this subdivision was approved another road with bollards was built for emergency access.

Paul Brockbank said the emergency access was required because there were more than 30 homes on a single access, but the developer didn't want to have a lot of traffic coming through that entrance. He said the HOA could look at removing the bollards, but that would require a look at easements, etc. The Fire department would prefer them to be gone.

Commissioner Richardson would like the city and UDOT to look at the traffic situation more. She was concerned that traffic wanting to turn into Carroh Way could back up onto 7800 South, which could impair the vision of people turning out of Carroh Way. She gave the example of Dutch Bros that had traffic backup on 7800 South for several weeks when it first opened. The traffic study needs to be updated and consider removal of the bollards or installing a traffic signal.

Commissioner Thomas wasn't opposed to postponing the item to obtain clear answers.

Commissioner Quinney said the applicant did their job to get to this point, so the Commission needs to take an action tonight.

Commission Chair Allen agreed that there was enough information in front of them to note the detrimental effects and then determine if there are conditions that can address them.

Tayler Jensen said the traffic impact study did look at access from the project off of Carroh Way and from Carroh Way onto 7800 South. He spoke to the traffic engineer just before the meeting and he felt that the traffic study was making it out that the traffic problem seemed worse than it would be, in his opinion.

Commissioner Quinney said that the people in attendance have confirmed what the traffic study found with poor line of sight. The remedy for traffic to reroute and adapt is not fair to the homeowners.

Commissioner Allen said the traffic cannot reroute when there is a single access.

Commissioner Shelton said stacking on Carroh Way is already a problem. He said that the extra trips should actually be doubled since the vehicles are coming in and going out. He was also concerned with the crossover traffic in the drive-through that would occur in the lane and then again at the exit. He could anticipate accidents with this layout.

Commissioner Winn said there are several criteria related to traffic, and he felt that is was a detrimental effect. The traffic impact study seems to contradict itself, because it says that everything is okay, but then recommends mitigations to adapt and reroute at peak times.

Commissioner Allen asked the applicant to address communications with the HOA and the understanding of the CC&Rs.

Tate Baxter said that Iron Horse Real Estate does not currently own the parcel, but they are under contract to purchase it. So, they are not aware of any back payments, which would be addressed by the existing property owner. Iron Horse is aware of the HOA and plans to participate in their fair share. As far as tenants, they have been in discussions with a soda shop and a coffee shop, but nothing is set in stone. It could be a sandwich shop, or something else. He said that staff has the residents' concerns top of mind and that is why the stacking area was increased. The longer drive-through has 12 stacking spaces, which in the fast-food world is more than typical.

Commissioner Quinney asked if only one tenant were a drive-up shop and the other was an office or sit-down business, would one of the lanes be removed, which would address some of the concerns.

Tate Baxter said that with current market conditions this only makes sense as a dual drive through concept. He realized that this concept is different, but it is a growing trend in a lot of cities in the state. He gave Kaysville and Santa Clara as examples. It may seem confusing on the site plan, but it is quick to pick up on the circulation. They want to have a product that flows well and works for everyone. There will be clear directional signage. They are updating their photometric plan to make sure there won't be light pollution to the residents to the south. The dumpster enclosure design and placement are to code as requested by the city, and they could make the enclosure taller if necessary. He said that removal of the bollards at the emergency access could help to alleviate some traffic issues and give the residents a second access to 7800 South. He stated that they hear the concerns and they do not want to create a hazard to the community. Their request is to provide a retail business on a commercial pad, and they will do what they can to address the comments moving forward.

Commissioner Richardson asked if they considered how difficult it might be for their customers to get in and out.

Tate Baxter said the original request was for a right-in right-out on 7800 South like some other businesses had, but that was denied. They are aware of what the proposed scenario looks like.

Commission Chair Allen said he is conflicted, because this is a commercial use on a commercial property, which meets the requirements, so if not this then what? On the other hand, he agreed that there are detrimental effects, particularly access to a public street.

Commissioner Winn wondered if it would help for the applicant to meet with the HOA to see what they can work out before the Commission decides.

Commissioner Quinney said the concern is traffic. The applicant can work out the issues with the HOA, but that doesn't address the decision of the Commission. If the bollards are taken out, then that potentially creates more traffic from customers going through the subdivision.

Duncan Murray reiterated that the job of the Commission tonight is to identify detrimental effects and which conditions can reasonably address those effects.

Commission Chair Allen felt that the detrimental effects that they have identified won't likely be addressed with the site plan as presented.

Tayler Jensen agreed that if the bollards are removed then people will use that access.

Larry Gardner explained that two accesses were required by the fire department. Carroh Way exits onto a public street, but the other access exits onto private property. At the time of approval, the daycare was opposed to the second access being open. If removal of bollards becomes a condition, then research to see what the cross-access agreement through that property will have to be done. He thought it would probably cause more traffic through the neighborhood and the parking lot to the east.

Todd Johnson said people will cut through wherever it is most convenient. The second exit was approved as an emergency access, so it would have to be reworked to become a public access.

Paul Brockbank said the fire code allows a gated community, which would limit access to only the residents.

Commissioner Hatch said she lives in a gated community, and gates work, but she recommended it as a last resort.

MOTION: Commissioner Thomas moved to reject the conditional use permit based on Criteria C, that the traffic study is not clear enough and contradicts each other. There is a lot of evidence to support the traffic situation on Criteria C.

The motion died for lack of a second.

Commissioner Shelton agreed that Criteria C4 relating to adequate access to public streets and highways cannot be mitigated by reasonable conditions.

Commission Thomas said there are ways to mitigate the situation, but they have not been presented today, which is why they can't make an educated decision.

Duncan Murray said if they are to deny the conditional use permit, rather than go directly to a motion, they need to have the rest of the discussion regarding possible conditions, and then reach the conclusion that none of the conditions are adequate.

Commission Chair Allen said the detrimental effects he sees are traffic and access to public streets. He couldn't see that those could be mitigated with the existing site plan. So, it is suggested that it be denied on that.

Larry Gardner said they need to identify the detrimental effect first, and then determine if there is or is not a mitigation for that effect.

Commissioner Thomas said there could be a mitigation process, but he could not identify one tonight. There had been enough evidence presented that there is an issue, especially with Criteria C4, and he did not see a way to mitigate it.

Duncan Murray said one of the detrimental effects that they are saying based on public comment and discussion is there the traffic combined with the existing residential would be so intense that it would not function properly. That concern is related to C4 with inadequate access to public streets. The other detrimental effect that the Commission is talking about is related to C6 that it would interfere with the lawful use of the existing residential properties to have continued access, especially with only one access. Thirdly, the Commission seems to be articulating a heightened potential for increased accidents. If those are the three detrimental effects, he asked what conditions could mitigate them, such as wider streets, less traffic, only one drive-through, wider access, or other conditions that could possibly provide a remedy. After the Commission has that discussion and if they still feel like there are no reasonable conditions to mitigate the effects, then the motion to deny would be appropriate.

Commissioner Hatch asked if there can be a turn lane coming out of Carroh Way instead of just one way in and one way out, and a turn lane coming from 7800 South onto Carroh Way.

Todd Johnson said he had not done the analysis for that, which was probably in the traffic study. He pointed out that 7800 South is set to be a 7-lane arterial in the future, so if a turn lane were possible, it would be removed once the extra traffic lanes were added.

Commissioner Quinney said he is sensitive to the traffic, but without properly thinking it through he didn't know if the Commission had standing to deny, and doing so would send a warning to any other potential developer that the answer is already no for business along 7800 South because the same conversation will take place. This is a commercial lot created with the understanding that access would be onto Carroh Way, which will bring traffic in and out of the lot. Traffic is just going to get worse. The property owner has the right to sell the property and the applicant has the right to develop it according to the zoning. He is sensitive to the issues, but he felt that this applicant had done what they could and is willing to have conversations with the residents to work out as many concerns as possible.

However, the next applicant may be less willing to work with the neighborhood. This application is not an ideal situation, but it could be worse.

Commission Chair Allen said that Commissioner Quinney summarized well "if not this then what", which is what he is struggling with. He felt like they had talked through some possible solutions without success.

Commissioner Richardson did not think the argument that we have to approve this based on the statement that traffic is bad and is just going to get worse. They need to consider the residents' evidence and to be concerned with the safety of all residents of West Jordan who drive on 7800 South and the added accidents that could occur. She was in favor of new development, but not at the expense of the residents. She suggested that a different type of business that isn't fast food or retail could go there. She could not identify any conditions that could mitigate the concerns unless UDOT were to allow the access.

Commissioner Quinney said the property is commercial, so there will be a commercial use, but even a different use will still have the same issues. They have discussed all of the points, but unless someone can concisely point out a detrimental effect then the proposal meets the criteria, and the rules have to be followed.

Commissioner Winn said the detrimental effect has been identified as traffic. He asked if a reasonable condition could be to have one shop instead of two in order to generate less traffic.

Commission Chair Allen said the applicant already said that it had to be two shops in order to make it economically feasible.

Duncan Murray said if they identify a detrimental effect then the Commission needs to identify at least one condition that would reasonably mitigate it.

Commissioner Shelton said he identified Criteria C4 as a reason for denial. The traffic study says there are no mitigations but then says that drivers will have to reroute and adapt at peak times. We asked about an additional widening of the right turn, or a dedicated right turn lane from Carroh Way onto 7800 South without having to merge immediately, but the answer from engineering was no because of the widening of 7800 South in the future. He didn't think it was the responsibility of the commission to come up with mitigations on the fly when it was clear to him that Criteria C4 has not been met.

Larry Gardner said they could direct staff to find reasonable conditions to mitigate these effects, but that would require a continuance to another meeting.

Commission Chair Allen said it is also difficult for the Commission to identify mitigation during the meeting. He referred to the traffic study that compares existing and anticipated trips. The study did not show a change to the conditions such as poor line of sight and turning difficulties. He saw traffic as an issue, and the Commission had talked through some possible options such as a dedicated turn lane onto 7800 South, but that is not possible, if Carroh Way was forced to be right-in right-out only it would be a detriment to the residents, widening Carroh Way would not be beneficial because it already has a right-in and a left and right turn out. He did not see a way to mitigate without changing the site plan and getting access to 7800 South, but any other development on the property will have the same issues.

Commissioner Winn liked the suggestion to refer it to staff for possible conditions.

Commission Chair Allen said it might be hard to come up with conditions in a situation where they don't think there is an issue. He asked staff if they saw an issue with traffic.

Tayler Jensen said traffic is an issue. The traffic report says the existing traffic is an issue but is it the responsibility of the applicant to correct the problem when it exists and there are no ways to change it. It seemed that the Commission had already identified all of the possible solutions, but staff would be happy to look into it further if directed.

Commission Chair Allen said that he also could not think of any other solutions. A traffic signal at that intersection would be a UDOT decision.

Commissioner Quinney said they could either decide tonight or put the ball in the developer's court to work with staff on possible solutions, but he didn't think there is another idea that hadn't already been thought of.

Commissioner Thomas agreed that if the Commission feels staff can find any new options, then they should table the item, if not then they should vote tonight.

Commission Chair Allen asked the applicant if there was a benefit to tabling the item for two weeks regarding the traffic plan or if he wanted a decision tonight.

Tate Baxter said where they are with the seller and financing and because they have done everything staff and the traffic study have asked them to do, he didn't know if there was anything else they could do to fix the issue and they needed an answer.

MOTION: Matt Quinney moved to approve a Conditional Use Permit for a Restaurant, Fast Food (General) for Carroh Way Retail on approximately 0.56 Acres at 2877 West 7800 South subject to all conditions and requirements of approval. The motion was seconded by Trish Hatch. The motion failed 3-4 with Commissioners Richardson, Shelton, Thomas, and Allen casting the negative votes.

MOTION: Matt Quinney moved to approve a Site Plan for Carroh Way Retail, a two-tenant fast food restaurant located at 2877 West 7800 South, subject to all requirements of approval. The motion was seconded by Trish Hatch and failed 3-4 with Commissioners Richardson, Shelton, Thomas, and Allen casting the negative votes.

The meeting took a recess at 8:31 p.m. and reconvened at 8:36 p.m.

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6. Duffy's Lane Subdivision; 7221 South Redwood Road; Preliminary Major Subdivision Plat (2 lots on .49 acres); R-1-8C Zone; Greenrock, LLC/Christopher Ames (applicant) [#30777; parcel 21-27-254-039]

Chris Ames, applicant, said this parcel has frontage on an existing road with existing access to water and sewer. He explained that the family of this property sold the surrounding land for the existing subdivision and pre-planned this property with a water meter and sewer, so it was always in the plan to include it in the subdivision. The existing house will be renovated, and a new home will be built on the new lot. The lot meets the setback and other zoning requirements.

Lisa Elgin said the lot is double fronting, which is not currently allowed and will be cleared up with this application. Lot 1 along Redwood Road is 12,500 square feet and the new lot is just over 8,000 square feet, which meets the minimum requirement. Staff received two comments in opposition to the subdivision, stating concerns about the lot size and house size. The new lot has enough space for a size C rambler, which is the requirement. The lot already has access to utilities. There have been issues with some of the recorded documents, and those have been cleared up and the right-of-way area is ready to be dedicated to the city with this application. Access to Lot 2 is from 7270 South.

Based on the analysis and findings contained in the staff report, staff recommended that the Planning Commission approve the Preliminary Major Subdivision Plat for Duffy's Lane Subdivision; a 2-lot subdivision located in the R-1-8C Zone District on approximately 0.49 acres at 7221 S Redwood Road with the requirements of approval listed in the report.

Requirements of Approval:
1. All current redlines from city staff are corrected.
2. The preliminary subdivision shall remain valid for one year following the date of approval (§14-3-8).
3. The proposed subdivision plat shall meet all applicable zoning ordinance requirements relating to building area, width, frontage, and setback requirements.
4. The preliminary and final subdivision plat must meet all zoning or subdivision standards, and requirements of Public Works, Utilities, and Fire Departments.

Commission Chair Allen noted that one of the concerns was if there was enough room for a home, which had already been established that there would be. The other concern was that the new driveway may encroach onto the neighboring driveway, but that was addressed with the comment that it meets all setbacks.

Ammon Allen opened the public hearing;

Further public comment was closed at this point for this item.

MOTION: Jay Thomas moved to approve the Preliminary Major Subdivision Plat for Duffy's Lane Preliminary Subdivision located at 7221 S Redwood Road with the requirements of approval listed in the report. The motion was seconded by Matt Quinney and passed 7-0 in favor.

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7. Cottages at Parker Place Rezone; 7398 South Redwood Road; Rezone 2.17 acres from R-3-8 (SHO) (Multi-family Residential 8 units per acre maximum density – Senior Housing Overlay) to R-3-8 (Multi-family Residential 8 units per acre maximum density) and Amended Development Plan; Dave Tolman (applicant) [#31279, 31281]

Steve McCutcheon, representing the applicant, gave a presentation of the property that is an existing improved subdivision with a number of homes already built. Liberty Homes has six homes ready for occupancy and two other foundations have been poured. They have not been able to sell a single home in two years, so the applicant would like to get relief from the Senior Housing Overlay designation to be able to sell the homes to families of any age. Things in the senior housing market are not moving due to high costs and interest rates. The main restrictions limit bedrooms to two and residents must be 55 or older. The plan will change to add family homes that would fit on the five remaining lots and to make a tot lot and some parking on Lot 12. He showed some of the new home elevations to be added to the development plan. He noted that Sequoia Cottages was approved across Redwood Road with similar sized lots, but they are in the Infill Development Overlay. That developer has had success with sales that have no age restrictions. He felt that the reason the City Council denied a similar request in 2020 was that no homes had been built yet. Now Liberty Homes has made a valiant effort to sell these homes and the request is more reasonable at this time.

Commissioner Shelton said removing the SHO will add more people to the area even with the addition of the park. He asked how that will affect on-street parking verses leaving it in the SHO. A middle-aged family with teenagers could have five or six cars.

Steve McCutcheon said a variance was granted by the Board of Adjustment to allow for 10-foot front yard setbacks, which does not allow for parking in the driveway. They will add six or seven parking stalls on Pearson Park Court and the new homes will have at least 20 feet in front of the garage for parking. There is no parking allowed on Pearson Park Court or Drake Park Court. There is some parking allowed on Drake Lane. Lot 12 will have a playground and off-street parking.

Commissioner Quinney asked who will enforce the no parking rule and if the other demographic will be okay with only two bedrooms. He said that Sunset Villas north of them seems to be selling to seniors successfully. He also said that removing the SHO will not improve interest rates.

Steve McCutcheon said people come to look at the homes before they know it is for seniors. Sunset Villas was built sooner and sold some units, but they are also not selling currently. He pointed out that the homes also have a den and an unfinished basement that could have additional bedrooms. He said the state has $20,000 for families who are buying for the first time, and there are other incentives that seniors don't usually qualify for. It is difficult to get seniors interested in selling their home for less value than what is was two years ago and to pay cash or have to pay a high interest rate.

Mark Forsythe explained the amended development plan would account for the park and added parking as well as any language and restrictions related to the SHO. The density of the product will be slightly reduced from 6.9 to 6.5 dwelling units per acre. Staff recommended six conditions of approval that relate to parking code regulations. He noted that the variance for a 10-foot front setback runs with the land.

Based on the findings explained in the staff report, staff recommended that the Planning Commission forward a positive recommendation to the City Council for 1) the proposed rezone from an R-3-8(SHO) zone to an R-3-8 zone; and 2) the Amended Development Plan for the Cottages at Parker Place, located at 7398 South Redwood Road.

Requirements of Approval (Amended Development Plan):

1. The public sidewalk along Drake Lane should remain as is and not be re-routed around the perimeter of the park. Preservation of the existing design of this public sidewalk serves to ensure an efficient and seamless transition to a future potential continuation of Drake Lane to the west.
2. The 3 parking stalls on the south end of the new park should not directly back out onto Drake Lane, as alluded to in §13-12-7A-2a of the West Jordan City Code and per the advice of the Traffic Engineer. Remove these 3 parking stalls on the south end of the park and keep the existing sidewalk and park strip intact.
3. Back-out space for parking stalls should be 24'-8" per the Large Car parking modules of West Jordan City Code §13-12-7B and the advice of the Traffic Engineer. Per §13-12-7A-3, this distance may be reduced by no more than 2 feet if the parking spaces are bordered by a concrete curb wall and have at least 4 feet of adjacent landscaping or at least 6 feet of adjacent sidewalk for bumper overhang. The adjacent private lane is only 20 feet wide, which is the minimum backout area under the Small Cars parking modules. Generally, the Large Car standards are applied in order to account for pickup trucks, vans and other large vehicles that will likely use these spaces.
4. At least 1 van-accessible handicap parking space and loading area is required per the U.S. Department of Justice standards under the Americans with Disabilities Act (ADA). This parking space may be at least 8' x 18' with an 8' x 18' loading area or have an 11' x 18' parking space with a 5' x 18' loading area. Sidewalk ramps and paved paths must also be adjacent to the loading area and meet all ADA dimensional and slope standards.
5. A fire hydrant is located on the southeast corner of Lot 1. Remove all on-street parking within 15 feet of this fire hydrant as required by §7-3-4 of the West Jordan City Code.
6. On-street parking near the Drake Lane/Redwood Road intersection must not extend east of the storm drains. The roadway in front of and east of the storm drains must be kept clear for vehicles turning in and out of the street, per UDOT standards and advisement of the Traffic Engineer.

Ammon Allen opened the public hearing.

Chelsea Clark, with Liberty Homes and the real estate agent, stated that selling right now is difficult regardless, but when there is a restriction of only two bedrooms it is even more difficult. It is hard to find affordable housing and they are in the 500,000's for a new home. After all of the things they have done to market to seniors, one of the complaints of the seniors is that there are no amenities. They are next to an elementary school and apartments, which is a better fit for a family. Their target will be for young first-time homeowners rather than the move-up homebuyers that have teenagers, which will help with the parking concern.

Dave Clark, owner of Liberty Homes, said they are giving up a building lot with this request, which is at least a $200,000 investment. He has been building for a long time and has never had this situation. He understood that his problem is not the concern of the city, but he didn't think that it is good for the

city to have vacant lots and homes. They are trying to do everything they can to sell the homes. Agents have been at the property 6 days a week almost every week for 1 ½ years. He felt that giving up a building lot for parking and a playground is a major move.

Jeanette Drake, West Jordan resident and an owner of Drake Farm, said that they have been dealing with these meetings since 2017 when this project was first approved. She listed some of the items that have happened to them during the approval process. They granted the easement for emergency turnaround without compensation. They have dealt with dirt, dust, mud, detours to their property, two cut gas lines, no electricity during milking time, irrigation and water line problems, a curb installed across their lane, loss of thousands of dollars because customers did not want to come through the construction. She is grateful that the council required the cement wall to remain and that the curb has been removed. She said they should stick with the original design. There is plenty of traffic on Drake Lane already between customers, employees, deliveries, farm equipment, horse trailers, and trailers for the cement business and it cannot handle the additional traffic that will come with a change in the zoning designation.

Dan Drake, an owner of Drake Family Farms, referred to Mr. Clark's statement that he wanted to sell his homes and get out. Mr. Drake said that some people have to still live in the city and don't want the problems that will be created if the request is approved. He said in a previous meeting there was a comment that changing the designation would result in a huge parking problem. He said that is true, there will be a huge line of cars parking along Drake Lane, which will narrow the road. He said the city should stick with the current development plan and what was promised.

Further public comment was closed at this point for this item.

Commissioner Quinney didn't think that a tot lot is considered an amenity except for the three houses around it and doesn't improve the city. Criteria 2 refers to compatible land uses, and it was clear to him that removing the designation would increase traffic and parking on the street. He didn't think that the HOA would restrict on-street parking, because it will be managed by those people who need somewhere to park. The road width will be pinched and it will not be able to accommodate the vehicles such as garbage trucks, traffic associated with the development, and traffic for Drake Farm. The only benefit of this change is to the development and goes against Criteria 2. He did not think it was consistent with the goals, purposes, and policies of the city's general plan. If this property had been developed according to the plan at the time, there wouldn't be an SHO designation. There was a concession made on the front end, so the development needs to live up to the approvals on the back end.

Commissioner Hatch disagreed. She lives in an HOA, which has no street parking. The residents manage the HOA and they do remove cars when needed. The residents understand, and the CCR's back it up. The problem with the area was it should never have been zoned and sold in the first place, but it was. It was never compatible with the surrounding area in the first place. However, we want these homes occupied. She felt it was worse to have them vacant than it is to remove the SHO. With the removal, there may be families able to buy a home for a price that is a little lower than most. The tot lot provides an area to play, but she wasn't sure along Drake Lane was the best place for it. This might be the best way to mitigate what was created in the first place.

Commission Chair Allen agreed on both measures. He pointed out that just because it has an SHO designation doesn't mean there will only be two cars per home and that there won't be on-street parking, especially when families visit, so vehicle parking is moot. He disagreed with the housing price being a justification and it isn't the job of the Commission to make a developer whole who has bought into a project. But he loves the idea of getting some affordable housing for new homebuyers.

Commissioner Winn said that the Drakes addressed the adverse effects they have experienced, but he thought that if the property is left as it is, then the adverse effects will only get worse with property that is undeveloped. Removing the SHO overly would be the smart thing to do, because it will get developed and the Drake's won't have any more problems with it.

Commission Chair Allen asked if the allowance of the 10-foot setback could be withdrawn if the SHO is removed.

Mark Forsythe said the variance runs with the land per city ordinance.

Kent Shelton asked if it were within the purview of the planning commission to prohibit street parking if the SHO were removed.

Staff indicated that it was not.

Commissioner Richardson said that she was inclined to vote in favor because it is better that the homes be occupied, and by lessening the restrictions that might help someone else to buy a home.

Commissioner Quinney said he didn't understand how it is the city's responsibility to make one company whole to the detriment of another company when agreements have been in place since 2017. The Drakes have been operating and building toward their future with a certain expectation of what will happen but time and again the city feels it is their responsibility to make the developer whole. Just like the other application on this meeting tonight, if the developer chooses to build a business that doesn't make good sense that is on them, and this is no different. The Drakes have been making concessions in good faith from the beginning and is not the Drake's responsibility to take care of the problem. If we continue to give in to the developer it continues to harm the Drake Family Farm business, and that is not fair.

Commissioner Richardson said the city has removed SHO overlays before. She did not think that removal in this case is so much to make the developer or property owner whole as it is to do what is best for West Jordan.

Commissioner Quinney said this kind of approval has been granted where it makes sense. This development used the SHO as a go-around to get more density and now they are asking for it to be taken off and it doesn't make sense to grant it.

Commissioner Thomas said this will ultimately be the decision of the City Council, and they have denied it before. He didn't think that they should overrule what the City Council has already said.

Commissioner Shelton said this application is a little different than the previous request because the developer has given a building lot for parking and a playground. His concern was with the street

parking and the impact it has on vehicles coming in and out of the project. The minutes from a previous City Council meeting said it felt like a bait-and-switch when they were given a certain level of density in exchange for a senior housing project.

Commissioner Winn said he wasn't sure how removing the SHO will harm the Drakes.

Commissioner Quinney said Ms. Drake gave testimony numerous times on how the development has harmed their business over the years. He understood that many of the problems of the past don't exist anymore, but it is not fair for the Drakes to continue to bear the responsibility with the development.

Commissioner Winn said if this is approved and they are allowed to go forward, then construction can be finished, and the Drakes will be done with it. He felt that it was unfortunate that the Drakes had been imposed upon in the past and it shouldn't have happened, but if development stops now then things will just deteriorate.

Commissioner Quinney said the property owner is still responsible for maintaining the property. If the city removes the SHO because it is hard to sell houses, what will happen with other developments. The Drakes' problems are mostly in the past, and the HOA is responsible for parking, and they may enforce that, and the developer has said they will provide 20-foot setbacks but that can't be guaranteed. The City Council has already said no to this same request.

Commissioner Winn didn't see that we are trying to make the developer whole. He saw it as trying to improve the city instead of languishing.

Commissioner Hatch didn't think they would be setting a precedent. Each case is taken on its own merits on a case-by-case basis. It is not true that just because they do something once, they will do it again. They are deciding based on one piece of property that needs to be resolved.

Commissioner Shelton asked if the commission disagreed with the conditions set by staff. Is the traffic going to be a bigger problem, will street parking be a problem for neighbors, if they agree that those are problems that can't be mitigated then they vote no. If they aren't problems and the conditions do mitigate then vote yes.

Commissioner Richardson said regarding the prior decision from the City Council that the circumstances have changed since the last time they saw it, and maybe it will be approved this time.

MOTION: Trish Hatch moved, based on the information and findings set forth in the staff report and upon the evidence and explanations received today, to forward a positive recommendation to the City Council concerning the proposed rezone from an R-3-8(SHO) zone to an R-3-8 zone for the Cottages at Parker Place, located at 7398 South Redwood Road. The motion was seconded by George Winn and failed 3-4 with Commissioners Shelton, Allen, Thomas, and Quinney casting negative votes.

MOTION: Trish Hatch moved, based on the information and findings set forth in the staff report and upon the evidence and explanations received today, to forward a positive recommendation to the City Council concerning the Amended Development Plan for the Cottages at Parker Place, located at 7398 South Redwood Road, with the

Requirements of Approval listed in the staff report. The motion was seconded by George Winn.

Ammon Allen explained that the application will be decided by the City Council, and he recommended to the applicant that if they stay with the tot lot amenity that it be moved to one of the back lots.

VOTE: The motion failed 3-4 with Commissioners Shelton, Allen, Thomas, and Quinney casting negative votes.

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8. Copper Meadows General Plan Amendment, Rezone, and Master Development Agreement/Plan; 8200 South Stokesley Drive; General Plan Amendment for approximately 75 acres from Future Park, Public Facilities, and Very Low Density Residential to Low Density Residential, Rezone from VLSFR (Very Low Density Single-family Residential), LSFR (Low Density Single-family Residential), and P-F (Public Facilities) Zones to P-C (Planned Community) Zone, and a Master Development Plan and Agreement; Barrett Peterson (applicant) [#29705, 29702, 29704; parcel 20-33-401-002]

Staff recommended the Planning Commission continue this item to December 5, 2023, to facilitate a complete staff review of updated project proposals.

MOTION: Trish Hatch moved to postpone the application for Copper Meadows General Plan Amendment, Master Development Agreement, and Rezone to the December 5, 2023, Planning Commission meeting. The motion was seconded by Matt Quinney and passed 7-0 in favor.

MOTION: Jay Thomas moved to adjourn.

The meeting adjourned at 9:31 p.m.

_____
AMMON ALLEN
Chair

ATTEST:

JULIE DAVIS
Executive Assistant
Community Development Department

Approved this _____ day of _____, 2023

DRAFT

Determination # 31474

ADMINISTRATIVE DETERMINATION

1. Authority:

13-14-12

1. Interpretation: The zoning administrator shall interpret this title to members of the public, city departments, and to other branches of government, subject to general and specific policies established by the planning commission and city council. Upon request, the zoning administrator shall make a written interpretation of the text of this title pursuant to subsection C of this section. c. The determination and all information pertaining to it shall be assigned a file number classifying it as an administrative determination and shall become a permanent public record in the office of the planning and zoning division, of the development department.

2. Request and/or Question:

Determination for requirement of application # 31279 "Parker Pace Rezone" if the request must attend a City Council "Committee of the Whole" meeting.

3. Request by:

Duncan Murray, Assistant City Attorney, Mark Forsythe, Associate Planner.

4. Analysis:

The applicant, Dave Tolman, has requested to rezone the Parker Place Subdivision properties consisting of 1736,1748,1756,1764,1776,1794,1802,1816 Drake Lane; 7411, 7409,7408,7412 Drake Park Court; 7413, 7407 Pearson Park Court and 7378 Redwood Road from R-3-8(Senior Housing Overlay) to R-3-8.

As related to land use in West Jordan City the City Council conducts "Committee of the Whole" City Council meetings to discuss land use map amendment applications outside of a public hearing to determine if the land use map amendment is appropriate for the location, serviceable with utilities and roads, is generally compatible and is acceptable to the legislative body.

The future land use map illustrates what the city council envisions, in their legislative role, the land use type that is appropriate for a specific location and/or area of the city. The land use map is only a guiding document and does not entitle a property owner specific rights.

The zoning map on the other hand entitles property to a specific land use, codified in city code, and detailing such things as uses, setbacks, lot area etc. The zoning map regulates what can be constructed, guides residential density and results in development that is consistent with the vision of the land use map. The Parker Place development was rezoned in 2017 to R-3-8 (Senior Housing Overlay).

13-7D-4 C(2) If the zoning administrator determined that the application for an amendment to change the zoning does not conform to and is not consistent with the purposes, goals, objectives and policies of the adopted general plan and/or future land use map, or if the application requires a zoning text amendment or a waiver or exception, then the application, together with

all concurrent applications, shall be placed on a city council work session ("committee of the whole") agenda and a planning commission quarterly map meeting agenda as follows:

The applicant is only requesting to remove the senior housing overlay zoning from the properties described in section 4. The requested zoning of R-3-8 is consistent with the purposes, goals and objectives and policies of the adopted general plan and/or future land use map. The property is on the future land use map under "Medium Density Residential." From Table 5.2 on page 45 of the 2023 General Plan, R-3-8 zoning is consistent with zones allowed in the Medium Density land use category. Overlay zones are not specifically mentioned in the General Plan of the city relating to land use categories.

5. Determination:

Because the requested zone change is consistent with the purposes, goals and objectives and policies of the adopted general plan and/or future land use map the applicant is not required to attend a Committee of the Whole City Council meeting or a Planning Commission quarterly map amendment meeting.

Larry Gardner

_____ 10/11/2023

Larry Gardner, AICP — Date

Zoning Administrator

MOTION: Council Member Green moved to approve Consent Items 5a and 5b as listed. Council Member Worthen seconded the motion.

The vote was recorded as follows:

Council Member Kelvin Green	**Yes**
Council Member Zach Jacob	**Yes**
Council Member Chad Lamb	**Yes**
Council Member David Pack	**Yes**
Council Member Kayleen Whitelock	**Yes**
Council Member Melissa Worthen	**Yes**
Chair Christopher McConnehey	**Yes**

The motion passed 7-0

6. PUBLIC HEARINGS

a. Parker Place Proposed Rezone

Community Development Director Scott Langford explained the request to remove a Senior Housing Overlay (SHO) from the subject property. He emphasized that, if the SHO were removed, cap and grade provisions would prohibit development of attached homes on the subject property. Mr. Langford showed a map of the area, and showed a site plan submitted by the applicant.

Gary Cannon, applicant, thanked the Council for their time. He spoke with pride of development projects in West Jordan of which he had been a part. Mr. Cannon emphasized that he had great respect for the Drake Family, and reported that Drake Lane had been asphalted and reopened. He explained that the SHO had not been as conducive to the subject property as originally anticipated, and spoke of infrastructure challenges. He pointed out that property tax revenue from the property would increase significantly after development.

Chair McConnehey opened a public hearing at 7:48 p.m.

Comments:
Jeanette Drake, West Jordan resident, said development of the subject property in the last couple of years had negatively affected their home, their business, and the community they served. She spoke of dust and dirt, cut gas lines and electrical services, and no access to irrigation water. She said she spoke at a meeting in August of 2017 when the development was first presented to the Council and suggested that people purchasing homes in the development needed to understand there would be a working farm next door. Ms. Drake expressed surprise that the Planning Commission had discussed the future of the Drake Family Farm property, and emphasized that they intended to continue farming their property.

Chair McConnehey closed the public hearing at 7:53 p.m.

Gary Cannon said he knew that Drake Family Farms had experienced financial challenges brought on by the road construction. He commented that the water line, gas line, sewer line, and storm drain were all in the road that led to the Farm, and said he had worked in cooperation with the Drakes to the best of his ability to create secondary access for the Farm during construction of the road. Mr. Cannon said he had never stated or implied that the farm property would be sold for development, and said his intention had always been to build and market a development next to an existing working farm. He said he hoped the improved City road and the planned development would improve business for the Drake Family Farm.

Responding to questions from Council Member Whitelock, Mr. Langford said 15 detached units were possible on the subject property with or without the SHO. The SHO included limitations on construction

type (e.g. maximum of two bedrooms and ramp requirements) that the applicant had found challenging. Mr. Langford said he knew purchasers of homes in close proximity to the airport were notified of potential noise, and said there may be a similar tool to notify purchasers of units in the proposed development of the neighboring working farm. City Attorney Rob Wall stated that, with the plat already recorded, The Council could ask the applicant if he would be willing to agree to the notification request. A development agreement could be recorded obligating the applicant to notify potential buyers of the neighboring working farm. Mr. Wall said such an agreement could be a condition of rezone approval.

Mr. Cannon said he viewed the Drake Family Farm as an amenity to the project, and would not be against putting a provision in the CC&Rs noting that purchasers would be residing in an area with a working farm.

Mr. Wall stated a development agreement with condition of notification would need to be recorded at the County Recorder's Office to legally assure that notification would appear on the title reports. The simple development agreement could be required prior to rezone approval. Council Member Whitelock said she believed the notice was important, and she would need the assurance in order to vote in favor of the requested rezone.

Council Member Green said it was apparent on the recorded plat that proposed lot five and other lots did not meet minimum lot width requirements. He said he was on the Planning Commission in 2017 when the proposed development was first presented, and said the current request was contrary to everything the Planning Commission was trying to accomplish. He said he would not have voted in favor of R-3, and was not willing to give on minimum lot widths. Council Member Green said he did not want to set a precedent for removing the SHO, commented that the plat could be changed, and stated it felt to him like a bait-and-switch situation.

Community Development Director Scott Langford said he respectfully disagreed with Council Member Green that the project did not meet lot width requirements. He explained how lot width was measured, and stated the proposal met minimum lot widths for the R-3 Zone.

Council Member Lamb said the proposed plan did not seem significantly different to him from the original proposal and said he would like to see the project move forward.

Responding to a question from Chair McConnehey, Mr. Langford explained some of the SHO construction requirements. Chair McConnehey suggested modifying SHO requirements to allow the applicant flexibility with types of construction rather than removing the SHO. He said the requirement that at least one individual living in the home needed to be at least 55 years old seemed young to him for construction customized for limited-mobility.

MOTION: Council Member Worthen moved to reopen the public hearing.

Chair McConnehey seconded the motion.

The vote was recorded as follows:

Council Member Kelvin Green	**No**
Council Member Zach Jacob	**Yes**
Council Member Chad Lamb	**Yes**
Council Member David Pack	**Yes**
Council Member Kayleen Whitelock	**Yes**
Council Member Melissa Worthen	**Yes**
Chair Christopher McConnehey	**Yes**

The motion passed 6-1

Chair McConnehey re-opened the public hearing at 8:28 p.m.

Comments:
Gary Cannon thanked the Council for their input. Mr. Cannon said the project was sold to a builder who committed to the SHO but was not able to perform because of additional costs. He said he bought the project back, spoke of sewer and storm drain surprises, commented that stairs would be necessary because slab on grade was not possible, and emphasized that existing zoning did allow for multi-family, but he had never asked for multi-family.

Dan Drake said he believed the project should have been planned better. He said there had not been a sewer line; residents had septic tanks. Mr. Drake said the irrigation ditch had been in place for a hundred years. He expressed frustration with the prolonged lack of access and the amount of dirt spread to their property for multiple years.

Chair Christopher McConnehey closed the public hearing at 8:35 p.m.

Chair McConnehey said he did not see that vacating the SHO portion of the zoning would remedy challenges and frustrations expressed by Mr. Drake. Council Member Worthen said she would hate to reduce the number of senior housing options available, but she could understand the concerns with the construction limitations.

Council Member Green said he understood the challenge with the stairs, but said he still had a problem with R-3. He said he believed the only reason the Planning Commission originally approved the project was because of the belief at the time that senior housing was necessary. Council Member Green pointed out the possibility that cap and grade could be changed over time and said there was nothing to prevent units in the development from being changed to multi-family if the zoning remained R-3-8. He stated he believed removing the SHO would be a mistake.

Council Member Whitelock said the area was zoned for high density on the Future Land Use Map. She commented that families with children had potential to create far more impact on the area than the original SHO development approved, and said she believed senior housing was still needed.

Council Member Jacob said he shared the concerns expressed regarding R-3 development on the subject property and said he would rather look at it as a PRD. Chair McConnehey said he liked the PRD suggestion.

MOTION: Council Member Green moved to table Ordinance No. 20-37 regarding Parker Place Rezone removing the Senior Housing Overlay to a time uncertain, to allow the developer and Staff to see if another zone, including PRD, was appropriate.
Council Member Whitelock seconded the motion.

Council Member Jacob said he would prefer to deny the application.

Council Member Green withdrew the motion to table.

MOTION: Council Member Jacob moved to deny Ordinance No. 20-37 regarding Parker Place Rezone removing the Senior Housing Overlay.
Council Member Whitelock seconded the motion.

Council Member Pack thanked the Council for their thoughtful discussion, and said he believed it was clear than the Council would like to see a different option for the property brought back.

The vote was recorded as follows:

Council Member Kelvin Green	**Yes**
Council Member Zach Jacob	**Yes**
Council Member Chad Lamb	**Yes**
Council Member David Pack	**Yes**
Council Member Kayleen Whitelock	**Yes**
Council Member Melissa Worthen	**Yes**
Chair Christopher McConnehey	**Yes**

The motion passed 7-0

7. BUSINESS ITEMS

a. Performance Measure Report West Jordan Fire Department

Fire Chief Derek Maxfield reported on community classes and activities sponsored by the Fire Department, including twice-monthly CPR/First Aid/AED classes, a monthly Babysitting Academy, school programs, and Fire Prevention Week. He spoke of future plans, and commended Becky Steeneck for her work. Chief Maxfield commented that fire prevention was closely related to code enforcement, and emphasized that public education was key.

Council Members thanked Chief Maxfield for the community outreach efforts. Chief Maxfield thanked the Council for their support. Council Member Whitelock thanked the Chief for pursuing grant opportunities.

b. *Jordan Fields Master Development Agreement and Preliminary Development Plan*

Chair McConnehey said he did not believe immediate action on this item was necessary considering the Code amendment that was scheduled for Planning Commission review on October 20th and City Council presentation on November 4th.

MOTION: Chair McConnehey moved to bring back Ordinance No. 20-30 regarding the Master Development Agreement and Preliminary Development Plan for Jordan Fields to the Council as soon as reasonably possible.
Council Member Worthen seconded the motion.
All voted in favor and the motion passed 7-0.

8. REMARKS

Council Member Whitelock –

- Asked for an update regarding Woods Ranch at the next Council meeting.
- Asked for an update regarding planned community form-based zone.

Mayor Burton said the Council could receive an update on Woods Ranch at the next Council meeting. Chair McConnehey asked that the Council receive an update via memo prior to the next meeting, and asked for an informal update from Mr. Langford following Council remarks.

Council Member Worthen –

- Gave a shout-out to West Jordan City Fire Fighters, Police Officers, Council, and Staff. She said she believed West Jordan was a beautiful city, and a great place to live.
- Reported the City did not currently have an Events Committee, but said the City was sponsoring a Halloween House Decorating Contest on the City Facebook page.
- Shared the statement: “If you don’t take time for your health, you will make time for your illness.”

Further public comment was closed at this point for this item.

Jay Thomas asked where hazardous materials such as used oil and antifreeze will be stored.

Mitch Vande Guchte said there are two used oil tanks in the storage area. They are drained once per week. The pits are shallow and self-contained. Storage is aboveground and sealed in the storage area, which is separate from the operating area.

There was a discussion regarding parking based on the number of employees expected at one time. The staff report was corrected to state that the number of employees is three per bay instead of ten total. Nine stalls are required, and 14 stalls are provided.

MOTION: Matt Quinney moved, based on the findings set forth in the staff report, to approve the Preliminary Site Plan, Preliminary Subdivision Plat, and Conditional Use Permit for Vehicle and Equipment Repair, limited for Take 5 Oil Change located at 8980 S. Redwood Road in the SC-2 zone with the conditions of approval listed on pages 2 and 3 in the staff report. The motion was seconded by Pamela Bloom and passed 6-0 in favor. Trish Hatch was absent.

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6. Parker Place Rezone; 7398 South Redwood Road; Rezone 2.17 acres from R-3-8 (SHO) (Multi-family Residential 8 units per acre maximum density – Senior Housing Overlay) to R-3-8 (Multi-family Residential 8 units per acre maximum density); Gary Cannon (applicant) [#21810; parcel 21-27-178-044, 045]

Gary Cannon, applicant, said this project is going on three years and it is in a very unique situation with the surrounding uses. There have been a number of challenges with development that necessitates the request to single-family homes without the senior housing overlay.

Larry Gardner said Parker Place was originally zoned with a senior housing overlay, restricted to 55+ and other restrictions such as entrances at slab on grade, no basements, etc. Mr. Cannon has run into several issues that were not at his causing. The sewer line is much shallower than what City standards allow, so now the homes need to have access with stairs instead of slab on grade. He had to install the pipe for the City storm drain line that goes into the irrigation box. There was a costly bore under Redwood Road to connect the sewer line. Density of the project, housing type, and lot layout will not change with the removal of the overlay. These homes will be similar to those at Gansen Lane, but with larger lots. The R-3-8 zone is preferable and allows 4,000 square foot lots minimum. These lots are 4,000 - 5,000 square feet. If the zoning were changed to R-1-5 then the subdivision would have to be resubmitted and the layout might change. He didn't think that removal of the overlay would negatively affect the surrounding neighborhood.

Staff recommended that the Planning Commission forward a positive recommendation to the City Council to remove the Senior Housing Overlay for 2.17 acres for Parker Place; 7398 South Redwood Road.

Matt Quinney said on paper it looks the same, but a senior housing project would have many fewer cars. Single-family homes could have more cars, which would add congestion on Drake Lane to the farm and exiting onto Redwood Road.

Gary Cannon said the road was built to City standards. The goat farm will not be there forever, and the road will eventually provide an access point for that five acres. They will honor and accommodate the farm and the other business on that lane while they are in operation. Business traffic already goes to the farm. The road was built to accommodate the excess traffic now and in the future.

Matt Quinney said the bigger concern is the traffic that will be going onto Redwood Road. When the Drake farm is developed it will be connected to his neighborhood. These will be his neighbors and he is concerned with the many access points in the area and it will bring more congestion onto Redwood Road. This road is also close to the school access.

Kent Shelton asked if Drake Lane or any of the other streets will allow for on-street parking.

Gary Cannon said the parking requirements have been met for the subdivision with two-car garages and driveways that meet city standards. There is an office parcel to the south that could possibly be used for parking at night depending on how it is developed.

Larry Gardner said Drake Lane meets city standards for a neighborhood street, and he didn't see a reason to prohibit street parking. But if it becomes an issue, then it can be addressed with the city traffic engineer.

Pamela Bloom asked if a traffic study was done with the project and if they could require a right turn only to prevent accidents.

Gary Cannon said there was a study done on this development and Sunset Villas to the north at the same time.

Matt Quinney opened the public comment.

Jeanette Drake, West Jordan resident, said there are pros and cons to the development. Mr. Drake said he would like it remain farmland, but since it is too late for that they need to get on with the project.

Further public comment was closed at this point for this item.

Gary Cannon said the Drake family has been very patient. It has been hard on them economically due to road construction and utility location. When this project is finished there will be a paved road for them.

MOTION: Pamela Bloom moved, based on the information and findings set forth in the staff report and upon the evidence and explanations received today, to forward a positive recommendation to the City Council to remove the Senior Housing Overlay for Parker Place; 7398 South Redwood Road; Gary Cannon (applicant). The motion was seconded by Jay Thomas and passed 6-0 in favor. Trish Hatch was absent.

MINUTES OF THE CITY OF WEST JORDAN
SPECIAL CITY COUNCIL MEETING
Wednesday, November 29, 2023 – 6:00 pm
Waiting Formal Approval

Thomas M. Rees Justice Center
8040 S Redwood Road • West Jordan, UT 84088

1. CALL TO ORDER

COUNCIL: Chair Chris McConnehey, Vice Chair Pamela Bloom, Kelvin Green, Zach Jacob, Kayleen Whitelock, David Pack (*joined at 6:14 pm*)

STAFF: Council Office Director Alan Anderson, Mayor Dirk Burton, City Attorney Josh Chandler, Policy Analyst & Public Liaison Warren Hallmark, City Administrator Korbai Lee, Assistant City Attorney Duncan Murray, Council Office Clerk Cindy Quick, City Recorder Tangee Sloan, Administrative Services Director Danyce Steck

Chair McConnehey called the meeting to order at 6:00 pm and noted that Council Member Pack would join shortly.

2. PLEDGE OF ALLEGIANCE

Henry McConnehey led participants in the Pledge of Allegiance.

3. FILLING MID-TERM VACANCY FOR DISTRICT TWO

a. Legal Review

Council Office Director Alan Anderson provided an overview of Utah Code and the procedure for filling a mid-term City Council vacancy.

b. Mid-Term Vacancy Process and Procedures

Chair McConnehey outlined the process for the remainder of the meeting. City Recorder Tangee Sloan determined by coin toss that Robert Bennett would be interviewed first, followed by Bob Bedore. It was noted that Gary Leany, one of the three candidates, was unable to attend and withdrew his application.

c. Candidate Interviews

The Council interviewed Robert Bennett. Responding to questions from the Council, Mr. Bennett said he was interested in focusing more on what the Council could accomplish rather than what the Council had not accomplished. He believed every citizen who took the time to attend a Council meeting deserved to be heard. Mr. Bennett would personally feel honored to be able to sit on the Board of Canvass and accept the votes of the electorate. He spoke of issues he had participated in when previously on the City Council and mentioned a willingness to do what it took to give a voice to residents in District 2.

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Council Member Pack joined the meeting at 6:14 pm.

Mr. Bennett had experience administering a multi-million-dollar budget from his previous time on the Council. He would be available to attend both scheduled Council meetings in December. Mr. Bennett referred to the many active construction projects in West Jordan and expressed concern for the potential of construction fatigue on the part of residents. He suggested increasing the ability of the City to involve the citizens in understanding the need of and how the city would benefit from the completion of the projects. Mr. Bennett appreciated the opportunity, respected the rule of law, was proud to be a citizen of West Jordan City, and would respect the decision of the City Council.

The Council interviewed Bob Bedore. Responding to questions from the Council, Mr. Bedore referred to residents who had attended Council meetings regarding plans for 9000 South. He suggested Council Members meet with residents on the property and discuss the situation with them. He also suggested residents could possibly provide a solution. Mr. Bedore expressed a desire to get to work on the Council. He spoke of his work with the Midvale Arts Council, and his experience working with the theatre. He expressed the opinion that working with a multi-million-dollar budget was not very different from working with a family or business budget. He believed in asking whether a budget item was needed, and whether there was money for it. He expressed the opinion that if the answer to either question was no, a different solution was needed. He always wanted to do his best to avoid debt. Mr. Bedore believed there was a housing divide within the community and felt the Council could work to bring the community together. He noted that he would be out of town for the first Council meeting in December but would be able to join electronically. Mr. Bedore looked forward to working with the Council.

d. **Council Discussion**

The Council submitted votes electronically, with 50% cast for Bob Bedore and 50% for Robert Bennett. The Council voted electronically a second time, with the same 50/50 result. Following procedure, Ms. Sloan designated Mr. Bennett "heads" and Mr. Bedore "tails" and tossed a coin to break the tie vote. The coin landed "heads" up, and Mr. Bennett was selected to fill the mid-term vacancy in District 2.

e. Resolution 23-070 appointing Robert Bennett to fill the vacancy on the West Jordan City Council District 2.

MOTION: Council Member Green moved to APPROVE Resolution No. 23-070 appointing Robert Bennett to fill the mid-term vacancy in West Jordan City Council District 2.

Chair McConnehey seconded the motion.

Council Members expressed appreciation to both candidates.

The vote was recorded as follows:

YES: Chris McConnehey, Pamela Bloom, Kelvin Green, Zach Jacob, Kayleen Whitelock, David Pack

NO:

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ABSENT:

The motion passed 6-0.

City Recorder Tangee Sloan administered the Oath of Office to Robert Bennett. The Council welcomed Council Member Bennett and invited him to join them on the dais.

4. PUBLIC HEARINGS

a. City Budget Amendment

Administrative Services Director Danyce Steck presented proposed amendments to the FY2024 Budget. Council Member Whitelock expressed concern that postponing construction of a planned water tank would cost the City more in the long run, in terms of construction costs. The Council and staff discussed the future of the Water Fund. Ms. Steck answered questions from the Council. Council Member Bennett encouraged sharing news of grant awards and confirmation of technology/security with the public.

Chair McConnehey opened a public hearing at 7:27 pm

Comments:
Henry McConnehey (age 10), West Jordan resident, he was in favor of allocating funding for the Wheels Park.

Chair McConnehey closed the public hearing at 7:28 pm

MOTION: Council Member Green moved to APPROVE Ordinance No. 23-41 amending the West Jordan Annual Budget for FY 2024.
Council Member Jacob seconded the motion.

The vote was recorded as follows:

YES: Chris McConnehey, Pamela Bloom, Robert Bennett, Kelvin Green, Zach Jacob, Kayleen Whitelock, David Pack

NO:

ABSENT:

The motion passed 7-0.

5. COUNCIL MEETING WRAP UP

a. City Council Remarks

Council Member Pack –

- Gave a shout-out to the Police Department for recent drug busts.

Council Member Green –

- Suggested the City track whether construction costs were stabilizing or going down, said he would like to have the additional water tank for back up, and said it was better to build sooner than later.

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Responding to a question from Chair McConnehey, Council Members unanimously expressed a desire for the Mayor's Office to bring back a budget adjustment discussion.

Chair McConnehey –

- Welcomed Council Member Bennett back to the City Council and expressed appreciation for his service.

b. Council Administrative Items

Council Members took the opportunity to take a group picture including Robert Bennett

6. ADJOURN

Council Member Green moved to adjourn the meeting. Council Member Bennett seconded the motion, which passed by unanimous vote (7-0).

The meeting adjourned at 7:32 pm.

I hereby certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on November 29, 2023. This document constitutes the official minutes for the West Jordan Special City Council Meeting.

Cindy M. Quick, MMC
Council Office Clerk

Approved this_____ day of_____2023

DRAFT

MINUTES OF THE CITY OF WEST JORDAN
BOARD OF CANVASSERS MEETING
Wednesday, December 06, 2023 – 6:00 PM
Waiting Formal Approval

Thomas M. Rees Justice Center
8040 S Redwood Road • West Jordan, UT 84088

BOARD OF CANVASSERS 6:00 pm

1. CALL TO ORDER

COUNCIL: Chair Chris McConnehey, Vice Chair Pamela Bloom, Robert Bennett, Kelvin Green, Zach Jacob, Kayleen Whitelock, David Pack

STAFF: Council Office Director Alan Anderson, Mayor Dirk Burton, City Attorney Josh Chandler, Deputy City Recorder Rachel Dority, Policy Analyst & Public Liaison Warren Hallmark, City Administrator Korban Lee, Assistant City Attorney Duncan Murray, Council Office Clerk Cindy Quick, City Recorder Tangee Sloan, Administrative Services Director Danyce Steck

2. PLEDGE OF ALLEGIANCE

3. ELECTION RESULTS

a. ***Resolution No. 23-069 Approving the Canvass of the 2023 City of West Jordan Municipal General Election and Declaring the Highest Vote Recipients as Elected.***
Deputy Recorder Rachel Dority provided official results for the 2023 General Election for Mayor, District 1, 2, 3, and 4 as follows:

Mayor	**Votes**	**Percentage**
Kayleen Whitelock	5,710	39.53%
Dirk Burton	**8,735**	**60.47%**
TOTAL VOTES	14,445	

City Council District 1	**Votes**	**Percentage**
Chad Lamb	**2,417**	**64.54%**
Rulon Green	1,328	35.46%
TOTAL VOTES	3,745	

City Council District 2	**Votes**	**Percentage**
Gary Leany	1,714	45.83%
Bob Bedore	**2,026**	**54.17%**
TOTAL VOTES	3,740	

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City Council District 3	Votes	Percentage
Sterling Morris	994	34.19%
Zach Jacob	**1,913**	**65.81%**
TOTAL VOTES	2,907	

City Council District 4	Votes	Percentage
David F. Pack	1,652	42.81%
Kent Shelton	**2,207**	**57.19%**
TOTAL VOTES	3,859	

The candidates proceeding to the 2023 General Election are:
- Mayor: Dirk Burton
- District 1: Chad Lamb
- District 2: Bob Bedore
- District 3: Zach Jacob
- District 4: Kent Shelton

During the meeting, voting statistics were reviewed:
- Active voters: 53,639
- Total ballots counted: 14,577
- Voter turnout: 27.2%
- Challenged and uncounted ballot statistics
  - Curable ballots not cured: 124 (53.7%)
  - Rejected ballots not curable: 284

Provisional ballots issued: 12
Provisional ballots counted: 9 (75%)

MOTION: Council Member Green moved to APPROVE Resolution No. 23-069 Approving the Canvass of the 2023 City of West Jordan Municipal General Election and Declaring the Highest Vote Recipients as Elected.

Council Chair McConnehey seconded the motion.

The vote was recorded as follows:

YES: Chris McConnehey, Pamela Bloom, Robert Bennett, Dirk Burton, Kelvin Green, Zach Jacob, David Pack, Kayleen Whitelock

NO:

ABSENT:

The motion passed 8-0.

4. ADJOURN

Board Member Green moved to adjourn the meeting. Board Member Bennett seconded the motion. All voted in favor and the motion passed unanimously 8-0.

The meeting adjourned at 6:08 pm

DRAFT

I hereby certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on December 6, 2023. This document constitutes the official minutes for the West Jordan City Board of Canvassers.

Cindy M. Quick, MMC
Council Office Clerk

Approved this _____ day of _____ 2023

DRAFT