

Mayor
Kenneth Romney

**City Engineer/ Land
Use Administrator**
Kris Nilsen

**Community
Development**
Addison Jenkins

**City Council
Representative**
Dell Butterfield

WEST BOUNTIFUL PLANNING COMMISSION

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West Bountiful, Utah 84087

Phone (801) 292-4486
FAX (801) 292-6355
www.WBCity.org

Chairman
Alan Malan

Vice Chairman
Corey Sweat

Commissioners
Laura Mitchell
Dennis Vest
Robert Merrick
Tyler Payne

**THE PLANNING COMMISSION WILL HOLD A REGULAR MEETING
AT 7:30 PM ON TUESDAY, MAY 28, 2024 AT THE CITY OFFICES.**

Invocation/Thought – Commissioner Vest

Pledge of Allegiance – Commissioner Malan

1. Confirm Agenda
2. Discussion – Moderate Income Housing Plan – Parking
3. Discussion – Ivory Homes PUD Submittal
4. Approve Meeting Minutes from May 14, 2024
5. Staff Reports (Engineering, Community Development)
6. Adjourn

*This agenda was posted on the State Public Notice website (Utah.gov/pmn), the city website (WBCity.org),
and provided to the Davis Journal on May 24, 2024, Remington Whiting, City Recorder.*

MEMORANDUM



TO: Planning Commission

DATE: May 23, 2024

FROM: Addison Jenkins

RE: Moderate Income Housing Plan – Parking Ordinance Draft

This memo continues the planning commission's work on amending the city's parking ordinances to help provide moderate income housing.

Background

In 2022, a new state law required West Bountiful City to amend its general plan to select three strategies to provide a realistic opportunity to meet the need for additional moderate-income housing within its jurisdiction in the near future. To help accomplish its moderate-income housing goals, the city selected the following 3 strategies from options provided by the state:

1. Develop and Adopt a Station Area Plan
2. Amend Land Use Regulations to Eliminate or Reduce Parking Requirements for Residential Development Where a Resident is Less Likely to Rely on the Resident's Own Vehicle, such as residential development near major transit investment corridors or Senior Living facilities.
3. Reduce, Waive, or Eliminate Impact Fees related to Moderate Income Housing.

In order to facilitate opportunities to increase moderate-income housing in West Bountiful, the city began work in 2023 by amending its parking requirements in accordance with Strategy 2. Updates to the city's parking code included defining minimum parking spaces for dwelling units in residential and mixed-use buildings and zones, and opportunities for a reduction in requirements for developments within a ½ mile public transit.

Per State law, the city must continue to work towards the selected strategies each year and demonstrate these additional efforts. Once work is done on the strategy, the general plan will be amended again to select additional strategies, which staff anticipates in 2024-2025.

Further Parking Strategies

At the March 12th meeting, commission members and staff discussed several ways to decrease parking requirements that might contribute to reductions in housing costs.

- Residential Health Care Facilities
- Senior Living Facilities
- Guest Parking Requirements

- Transit-adjacent Multi-family Residential

On May 14th, the planning commission reviewed an initial draft parking ordinance prepared by Citi Design and provided significant feedback. The comments and requests from that discussion have been incorporated into this draft.

Conclusion

Any new edits from this meeting's discussion will be incorporated into a final draft for the planning commission to consider at their next meeting, June 11th, along with a public hearing, before forwarding the draft recommendation to the city council for consideration and adoption.

The city's report is due to the state Department of Workforce Services Division of Housing and Community Development by August 1st.

17.52 Off Street Parking

17.52.010 Off-Street Parking Purpose

17.52.020 Size

17.52.030 Access To Individual Parking Space

17.52.040 Number Of Parking Spaces Required

17.52.050 Access Requirements

17.52.060 Maintenance Of Parking Lots

17.52.070 Location Of Off-Street Parking

17.52.080 Landscaping In Parking Lots

17.52.010 Off-Street Parking Purpose

The purpose of this chapter is to set a minimum standard for off-street parking to ensure that **ample necessary** parking for the generated demand of each land use will be available.

Sufficient parking should be provided to assure maximum utilization of the facilities on site will not unduly impose on neighbors in the vicinity or create an unsafe environment.

Off-street parking is required for residential, commercial, industrial, and retail buildings and structures based on current use, size and capacity in accordance with the requirements of this chapter.

HISTORY

Adopted by Ord. 374-15 on 11/18/2015

Amended by Ord. 423-20 on 6/8/2020

17.52.020 Size

The dimensions of each off-street parking space, exclusive of access drives or aisles, shall be at least nine (9) feet by twenty (20) feet for diagonal and ninety (90) degree spaces, and ten (10) feet by twenty-four (24) feet for parallel spaces. Drive aisle widths shall be a minimum of twenty-two (22) feet for ninety (90) degree and parallel parking and sixteen (16) feet for angled parking.

HISTORY

Adopted by Ord. 374-15 on 11/18/2015

Amended by Ord. 423-20 on 6/8/2020

17.52.030 Access To Individual Off-street Parking Space

Except for residential dwellings, direct access to each parking space shall be from a private driveway and not from a public street. All parking spaces shall have independent access not blocked by another parking space or other obstacle.

HISTORY

Adopted by Ord. 374-15 on 11/18/2015

Amended by Ord. 423-20 on 6/8/2020

17.52.040 Number Of Parking Spaces Required

An adequate number of off-street parking spaces shall be provided for all uses as follows. The following minimum requirements may be decreased if the applicant provides sufficient technical data (such as average parking counts from other existing

establishments and studies) by up to 20%. In no case, however, shall parking provided be less than one space for each employee projected for the highest employment shift plus additional parking for vehicles used in conducting the business and customer parking. Any parking calculations that result in less than a whole number shall be rounded up.

- A. Auto Dealer: one parking space for each two hundred (200) square feet of sales office area plus one space for every ten (10) vehicles displayed, or five spaces, whichever is greater. Separate storage space for vehicles for sale or under repair shall be provided.
- B. Business or professional offices: one parking space for each two hundred (200) square feet of floor area.
- C. Churches with fixed seating: one parking space for each four fixed seats, or one parking space for each seven feet of linear pew, whichever is greater.
- D. Churches without fixed seats, sports arenas, auditoriums, theaters, assembly halls, reception centers, meeting halls: one parking space for each four seats of seating capacity.
- E. Fast food dining: one parking space for each seventy five (75) square feet of floor area (excluding kitchen and storage), with a minimum of five (5) spaces, plus three (3) stacking spaces per drive-through lane.
- F. Furniture and appliance stores: one parking space for each six hundred (600) square feet of retail floor area.
- G. Grocery store: one parking space for each three hundred (300) square feet of retail floor space.
- H. Hospitals: one parking space for each two beds.
- I. Hotels and motels: one space for each living or sleeping unit, plus parking space for vehicles used in conducting the business.
- J. Medical/Dental office: one parking space for each two hundred (200) square feet of floor area or three parking spaces for each doctor/dentist, whichever is greater.
- K. Residential dwellings and Mixed-Use buildings:
 - a. In residential **only** districts: two parking spaces for each dwelling unit ~~including a garage and driveway.~~
 - b. In commercial districts, multi-family, **mixed-use areas, near transit,** and mixed-use buildings:
 - i. Studio apartment – **0.75** space per unit;
 - ii. One bedroom units - **1** space per unit;
 - ~~iii.~~ **Two or more bedroom units - 1.5 for two and 2 for three and up);**
 - iv.** All multi-family residential and mixed-use projects shall provide additional guest parking spaces equal to one guest parking space for every four (4) units. **On-street parking on local streets (non-UDOT) directly adjacent to the development may account for 25% of visitor parking.**
 - c. Transit adjacent multi-family residential and/or mixed-use, if located within one-half (1/2) mile of enhanced transit services such as a station, BRT, or

enhanced bus, may request up to a **ten-twenty percent (20%)** reduction in parking spaces at the discretion of the applicant.

- d. If the application is for demonstrated affordable housing using an instrument to achieve a permanent commitment acceptable to the City, the above parking standards may be reduced by thirty (30) percent.
- e. Senior Living Facilities (55 plus): one space for every two units.
- f. Accessory Dwelling units: one additional parking space (beyond required number per unit).
- L. Residential health care facilities: one parking space for each **every** five beds plus a minimum of two (2) spaces for employees.
- M. Restaurants, taverns, private clubs, and all other similar dining or drinking establishments (except for fast food dining establishments): one parking space for each four seats or one parking space for each one hundred (100) square feet of floor area (excluding kitchen and storage), whichever is greater.
- N. Retail stores (except as provided in subsection F and G of this section): one parking space for each one hundred (100) square feet of retail floor space.
- O. Shopping center or other groups of uses not listed above: one parking space for each two hundred (200) square feet of total floor space.
- P. Wholesale establishments, warehouses, manufacturing establishments and all industrial uses: as determined by the zoning administrator.
- Q. All other uses not listed above, as determined by the zoning administrator, based on the nearest comparable use standards and information provided by the applicant.

HISTORY

Adopted by Ord. 374-15 on 11/18/2015

Amended by Ord. 423-20 on 6/8/2020

Amended by Ord. 472-23 on 6/27/2023

17.52.050 Access Requirements

Adequate ingress and egress to and from all uses shall be provided as follows:

1. Residential Lots. Each residential lot may have not more than two drive approaches which shall be a minimum width of twelve (12) feet each and a maximum width of thirty-six (36) feet at the property line, with a separation island of a minimum width of twelve (12) feet and maximum combined drive approach width of thirty-six (36) feet on any single street frontage. The drive approach flare entrance shall be no closer than four (4) feet to the abutting property line, or as approved by the City Engineer. On a corner lot, no driveway shall be closer than twenty (20) feet from the point of intersection of the front lot line and street side lot line.
2. Non-residential lots. Access shall be provided to meet the following requirements:
 1. Not more than two driveways shall be used for each one hundred (100) feet of frontage on any street;
 2. No two of said driveways shall be closer to each other than twelve (12) feet, and no driveway shall be closer to a side property line than three (3) feet;

3. Each driveway shall be not more than thirty-six (36) feet wide, measured at right angles to the center line of the driveway, except as increased by permissible curb return radii. The entire flare of any return radius shall fall within the right-of-way;
4. No driveway shall be closer than twenty (20) feet from the point of intersection of the front lot line and street side lot line at any corner, and no driveway shall extend across such extended property line; and
5. On a street where there are no curbs or gutters, all driveways shall be well marked street frontage and pedestrian access protection provided the entire length of the frontage exclusive of the driveways as per approved plans.

HISTORY

Adopted by Ord. 374-15 on 11/18/2015

Amended by Ord. 423-20 on 6/8/2020

17.52.060 Maintenance Of Parking Lots

Every parcel of land used as a public or private parking lot shall be developed and maintained in accordance with the following requirements:

1. Surfacing. Each off-street parking lot shall be surfaced with gravel, asphaltic or Portland cement or other binder pavement and permanently maintained to provide a dustless surface. The parking area shall be designed and maintained consistent with WBM 13.30 Storm Water Management.
2. Screening. The sides and rear of any off-street parking lot which adjoins an area that is primarily residential shall be screened from such area by a masonry wall or solid visual barrier fence not less than four nor more than six feet in height.
3. Lighting. Lighting used to illuminate any parking lot shall be directed downward and arranged to reflect the light away from adjoining residential uses and from street traffic.
4. All surfacing, screening, landscaping, lighting, and any other parking area elements shall be continually and properly maintained.

HISTORY

Adopted by Ord. 374-15 on 11/18/2015

Amended by Ord. 423-20 on 6/8/2020

Amended by Ord. 461-22 on 9/20/2022

17.52.070 Location Of Off-Street Parking

Off-street parking in non-residential districts is allowed in the front setback, as long as the parking area is set back and the frontage of the property is permanently landscaped in accordance with Section 17.52.080.

HISTORY

Adopted by Ord. 374-15 on 11/18/2015

Amended by Ord. 423-20 on 6/8/2020

Amended by Ord. 465-23 on 2/8/2023

17.52.080 Landscaping In Parking Lots

The following landscape requirements apply to parking lots.

1. Each parking lot adjacent to a public street shall provide along the entire frontage of the property (except for any drive approach) a minimum depth of ten (10) feet of permanently maintained landscaping.
2. Each parking lot consisting of more than twenty (20) spaces, or 4,000 square feet shall include landscaped parking islands as follows:
 1. Office and commercial: 7 percent of total parking lot area.
 2. Industrial and warehouse: 5 percent of total parking lot area.
3. Parking island areas are intended to define major drives and access ways, and to delineate ends of parking rows and aisle intersections. For every six required parking spaces, or portion thereof, a minimum of one tree shall be provided within each parking island. Additionally, each parking island shall contain:
 1. A minimum of 140 square feet;
 2. A minimum average width of 8 feet; and
 3. A minimum of one tree from the city's approved tree list.
 4. [Islands shall be designed to accept parking lot stormwater where feasible, as determined by the City Engineer.](#)
4. In all other respects, the landscaping of parking lots shall comply with Chapter 12.28-Water Efficient Landscape Standards and Chapter 17.50-Clear View Area and Fence Requirements.

MEMORANDUM



TO: Planning Commission

DATE: May 23, 2024

FROM: Addison Jenkins

RE: Ivory Homes PUD Application

INTRODUCTION

Ivory Homes has submitted a Planned Unit Development (PUD) Overlay application for a 120-lot residential subdivision on 2 parcels they own extending west of 1450 W along the north and south sides of 400 N. The property is a combined 110.098 acres located in the A-1 zone.

Staff has reviewed the initial submittal and found many requirements for a PUD application to be missing, as is detailed in the attached response. Representatives from Ivory Homes have received the city's request for a complete and more comprehensive application, but still expressed interest in attending the planning commission meeting to engage in an initial discussion about the proposed project with the city. The materials they have submitted are included in this packet.

PLANNED UNIT DEVELOPMENT (PUD) OVERLAY SUMMARY

PUD Overlays are a type of rezone. A density bonus is requested as part of this PUD application, as well as several deviations from Title 16 and Title 17 standards regarding street design and storm drains, among others. Where there are deviations from city code, a development agreement with project CCRs and their attachments would become the equivalent "zoning code" if a PUD Overlay request is approved. A PUD Application has 12 requirements (A – L) detailed in 17.68.020 that are included in the staff response to Ivory Homes attached to this memo.

1st Review of Application for Planned Unit Development: **Belmont Farms – Submitted 5/17/24**

An application for a rezone to a PUD Overlay will be accompanied by:

1. A written description of how the subject property and the rezone application meet the intent of this zone, including the design theme proposed, as well as the means in which it furthers the City's goal of continuing the rural theme into the future.

Status: Incomplete: The application submitted did not include a written description or narrative as described above

2. A conceptual development plan. This plan must be drawn to scale and show property boundaries, proposed uses, proposed lots, and proposed roads.

Status: Mostly Complete. Application includes Conceptual Site Plan map that shows: 1. Property boundaries; 2. Proposed use as residential lots, open space, and trails; 3. 120 Lots, their configurations and sizes; 4. Roads. The application also includes a proposed 50' street section and 60' street section.

Needed: Please clarify any plans for phasing the project.

3. Conceptual building elevations, materials, and commitments to architectural features.

Status: Incomplete. Application includes "Ivory Homes Signature Catalogue 2024" which shows limited building elevations for all homes available by Ivory, with a focus on floor plans. Application also has one sheet labeled as "Streetside Elevation" that primarily shows driveway widths.

Needed: Specific proposed building elevations, materials, and architectural features for this PUD.

4. Proposed, typical street cross sections addressing the width of street pavement, park strips and sidewalks, type of curb and gutter, park strip landscaping, street lighting and street furniture.

Status: Incomplete. Application includes a proposed 50' street section and 60' street section, showing asphalt width, 4' sidewalks, park strip "swell" and what appears to a 2.5' transition from asphalt road to park strip swell. The application also includes a street tree plan, a fence plan, and locations of monument signs.

Needed: Street lighting plan and more details about street/swell transition (type of curb and gutter detail).

5. A written description of the recreational amenities.

Status: Incomplete. Application maps show two trail connections to Legacy Trail and what appears to be a trail through what is now the Mill Creek Canal. Application also includes two “Community Improvement Option” maps, one showing a proposed road improvement on 400 N to connect to existing trail systems, and another showing a trail following the Mill Creek Canal to the north.

Needed: A written description describing these or other recreational amenities. Please include descriptions of trail materials, width, etc. Also, the Conceptual Plan calls out for Equestrian Trails along roads, but the Street Section does not clarify what this means.

6. If applicable, a density bonus justification – address the criteria found in Section 17.68.090.

Status: Incomplete. Application includes “Project Statistics” on Conceptual Site Plan showing the desire for a density bonus, and also includes two “Community Improvement” option maps.

Needed: Please supply: 1. A base density calculation as described in WBM 17.68.040; 2. The bonus density requested; 3. A written narrative using the elements found in WBM 17.68.090 justifying the density bonus. Regarding the two Community Improvement options, please include more details on what is being proposed, such as the details of the improvements, estimated value, benefit to the community, etc.

7. A detailed description of the flexibility being requested over traditional development in the current zone.

Status: Incomplete. The application appears to request flexibility related to lot sizes, standard street sections (e.g. alternate curb/gutter and asphalt width) and at least one lot not fronting a public street.

Needed: Please provide additional details/justification for these requests and provide a written explanation of all flexibility being requested (density is already being covered in other application materials).

8. A conceptual improvement plan for all amenities and public improvements such as storm drainage.

Status: Incomplete. Application includes proposed street sections that show “park strip swells” that will presumably be used for storm drainage.

Needed: Please provide a conceptual improvement plan for storm drainage, including wetland considerations. Please also provide additional details on “open space” areas. Finally, please provide information on any other plans for public improvements not already covered (other application materials should already cover street and trail improvements).

9. A draft development agreement to be considered concurrently with the rezoning that commits in writing to the concepts described above. See Section 17.68.030.

Status: Incomplete. Application included a draft development agreement that did not contain the needed information.

Needed: Please include a draft that meets the requirements of WBMC 17.68.030, specifically including “(1)... the existing subdivision and land use standards that will be changed in the PUD Overlay Zone and (2) detail the amenities and other benefits being provided to the City and its residents.”

10. Project expectations – all PUD requests will include the following at a minimum:

1. Parking. Garages and Parking Lots. Each dwelling unit in a PUD shall include at least a two (2) car garage constructed in accordance with West Bountiful City building standards. In addition, every PUD shall provide for adequate off street parking of vehicles, including recreational vehicle parking, unless specifically excluded in the Development Agreement and CCRs.

All parking spaces, parking areas, and driveways shall be hard surfaced and properly drained. Large expanses of asphalt should be reduced and broken into smaller parking lots. Parking lots should include ample landscaping to buffer cars from neighboring properties.

Incomplete: The Conceptual Site Plan map, Streetside Elevation sheet, and Signature Catalogue imply that these requirements will be met. Please specifically address/confirm: (1) at least a two-car garages for each property; (2) plan for “adequate off street parking of vehicles, including recreational vehicle parking.”

2. Attractive Elevations - Variety in Architecture. Structures in the PUD must include, at a minimum, the following design elements:
 1. A variety of elevations, roof types (e.g., mansard, hip, gabled, traditional), colors, materials, and other architectural features must be incorporated into the housing units so as to eliminate or greatly reduce the impression of tract housing.
 2. The appearance of garage doors must be mitigated. Side entry garages that do not face public streets, garage doors that are recessed from the front of the structure, front elevations where the overall width of the building is at least twice the width of the garage or other creative solutions, such as windows, carriage door style, and/or color coordination, are highly encouraged.
 3. Dwellings with the same or similar elevations, façade, exterior design, or appearance generally should not be placed adjacent to each other or across the street from dwellings with the same or similar characteristics.

Incomplete: Please provide your plan to meet these requirements.

3. Upgraded Materials. The materials used to construct the structures in a PUD will represent an upgrade from typical construction practices. At a minimum, all

residential structures within a PUD will include at least eighty (80) percent hard surface exterior materials defined as brick, stucco, stone, stacked stone, simulated/composite wood concrete siding, or similar materials. The applicant must present samples of proposed materials to the City for review in connection with approval of the PUD Overlay Zone.

Incomplete: Please provide your plan to meet these requirements.

4. Vehicular and Pedestrian Access. Adequate vehicular and pedestrian access must be provided. A traffic impact study may be required, as part of the preliminary PUD Overlay plan, to project auto and truck traffic generated by the uses proposed. The traffic impact study shall be prepared by a registered traffic engineer, unless otherwise expressly waived by the City. The traffic study shall include, as a minimum, an analysis of on-site circulation, capacities of existing streets, number of additional trips which will be generated, recommended traffic flow enhancements, origin/destination studies and peak traffic generation movements.

Submitted: Traffic study currently under review.

11. Project considerations – all PUD requests will include the following, as applicable:

1. Open spaces. Preservation, maintenance and ownership of all open spaces within the development shall be accomplished by either:
 1. Dedication of land to the City as a public park or parkway system; or
 2. Creation of a permanent, open space easement on and over private open spaces to guarantee that the open space remains perpetually as open space or as an agricultural or recreational use, as the case may be, with ownership and maintenance being the responsibility of a corporation or other association established with articles of association and bylaws or similar rules, which are satisfactory to the City.

As part of the subdivision process for a PUD, the applicant shall submit a detailed improvement plan indicating the landscaping, trails, facilities, and other amenities proposed in the development. Upon approval of the amenities package by the City Council, the applicant will be required to complete all improvements in accordance with the development approval. Furthermore, if any open space area is anticipated to be dedicated to West Bountiful City, the landscaping materials, irrigation system and other improvements shall be completed in accordance with any design or improvement standards adopted by West Bountiful City.

Incomplete: Please supply your proposal for the preservation, maintenance and ownership as described above. Please note the city's particular interest in maintenance of the park strip swells.

2. Connection with Trails. Any PUD that is traversed by or connected to a City or regional trail will be required to install the trail connection or extension, consistent with all applicable ordinances and improvement standards of West Bountiful City.

Submitted and under review (request for more details is covered in other sections).

3. Non-residential structures. Any proposed nonresidential structures, such as recreational amenities, should be complementary to the surrounding and historic architecture in terms of scale, massing, roof shape, exterior materials, etc. Such structures should not create masses out of proportion to the residential structures in the development and surrounding neighborhoods, but should be scaled down into groupings of smaller attached structures, that imitate single family home design or incorporate features that are consistent with the historical or rural characteristics of the City.

Please confirm/clarify the existence of any non-residential structures.

4. Signage. Entry feature signage should help unify the project and provide a positive image. Signage for any nonresidential community buildings within the PUD should be part of a coordinated signage system for the entire PUD project. Natural materials such as wood, stone, rock, and metal with external illumination are encouraged for all development-specific signs. The size, location, design and nature of signs, if any, and the intensity and direction of area or floodlighting (down lighting only) shall be detailed in the application. The size and location of signage shall conform to the requirements and guidelines for monument signage from Chapter 17.48 of this Title unless modifications are approved as part of the PUD Overlay.

Submitted and under review.

12. General Contributions. The City, as part of the approval of a PUD Overlay, shall review any contributions, as specified in the Development Agreement.

Contributions may include, but are not limited to any combination of the following:

1. Dedication of land for public park purposes.
2. Dedication of land for public school purposes.
3. Dedication of land for public road right-of-way purposes.
4. Construction of, or addition to, roads servicing the proposed project when such construction or addition is reasonably related to the traffic to be generated.
5. Installation of required traffic safety devices.
6. Reservation of areas containing significant natural, environmental, historic, archaeological or similar resources.

Application shows a road connecting to 1200 N. Please clarify whether this intended to be a general contribution as described in 12.4. Please clarify any other general contribution as described above.



APPLICATION FOR PLANNED UNIT DEVELOPMENT (PUD-REZONE)

West Bountiful City

550 N 800 W
West Bountiful, UT 84087
(801) 292-4486
www.wbcity.org

DATE:

5/15/2024

SUBDIVISION NAME:

Belmont Farms

SUBDIVISION LOCATION:

1450 W 400 N

PARCEL NUMBER:

060310037
060316035

ZONE:

2 Acres B-1 w/ legacy 1/4 day

SIZE OF PARCEL:

+/- 110 Acres

Property Owner(s):

Ivory Land Corp.

Developer:

Ivory Development LLC

Address:

978 E Wood oak lane, SLc UT 84117

Primary phone (1):

801 747 7076

Phone (2):

801 520 9127

E-mail address:

skylar+@ivoryhomes.com

Property Owner's Statement:

I (We), the owner(s) of the above described parcel(s) hereby authorize the Developer, to act for and on behalf of the Owner(s) in all appearances before the public bodies, agencies or representatives necessary to execute the purpose of subdividing the property.

Ivory Development

Property Owner Signature

Skylar Tolbert

Property Owner Signature

THIS APPLICATION IS CONSIDERED COMPLETE WHEN THE REQUIREMENTS OF WBMC 17.68 ARE MET.

FOR OFFICIAL USE ONLY

Application Received: _____

PUD Fee (\$150) paid: _____

Planning Commission Recommended Approval: _____

City Council Approval: _____

BELMONT FARMS
DEVELOPMENT AGREEMENT

This BELMONT FARMS AGREEMENT ("**Agreement**") is entered into as of this [____] day of [____] ("**Effective Date**"), by and between Ivory Development LLC, a Utah limited liability company (hereinafter collectively "**Developer**"), and West Bountiful City (hereinafter "**the City**"), a political subdivision of the State of Utah. Developer and the City may hereinafter be referred to individually as a "**Party**" and collectively as the "**Parties**".

RECITALS

- A. The City, acting pursuant to its authority under Utah Code, and in furtherance of its land use policies, goals, objectives, ordinances, and regulations, has elected to approve and enter into this Agreement to memorialize the Applicable Law and to help the future owners understand the Development.
- B. Developer holds legal title to the real property, consisting of approximately [____] acres located in the unincorporated portion of the City, as described in Exhibit A attached hereto ("**Property**").
- C. The Land Use and Development Code indicates that the Property can be developed, subject to compliance with the requirements of Applicable Law, with a base density of up to [____].
- D. The City desires to enter into this Agreement to help clarify the process to continue the development of the Subdivision. This Agreement is not intended to modify or exempt any legal requirement or code provision contained in any state or local law, but rather to clarify the Applicable Law.
- E. Developer desires to enter into this Agreement to secure vested rights regarding the law applicable to the development of the Subdivision.
- F. Each Party acknowledges that it is entering into this Agreement voluntarily.

AGREEMENT

Developer shall comply with the he rules, regulations, official policies, standards and specifications applicable to the development of the Property ("**Applicable Law**") as of the Effective Date. Developer shall have the vested right to proceed with the development of the Property in accordance with Applicable Law.

The term of this Agreement (the "**Term**") shall commence upon the Effective Date and continue for a period of up to Twenty-Five (25) years, so long as the Developer moves forward with reasonable diligence by proceeding in conformity with West Belmont Code [____].

IN WITNESS WHEREOF, this Agreement has been entered into by and between Developer and the City as of the date and year first above written.

CITY:

WEST BELMONT CITY:

Attest:

[]
City Manager

[]
Clerk Auditor

DATE: _____

STATE OF UTAH)

ss:

COUNTY OF DAVIS)

The foregoing instrument was acknowledged before me this ____ day of _____, 2024, by [], who executed the foregoing instrument in his capacity as the [] and by [], who executed the foregoing instrument in his capacity as the Clerk Auditor.

NOTARY PUBLIC

Residing at: _____

My Commission Expires:

DEVELOPER:

IVORY DEVELOPMENT, LLC,
a Utah limited liability company

By: _____

Name: _____

Title: _____

DATE: _____

STATE OF UTAH _____)

:ss

COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 2024, by _____, who executed the foregoing instrument in his capacity as the _____ of Developer.

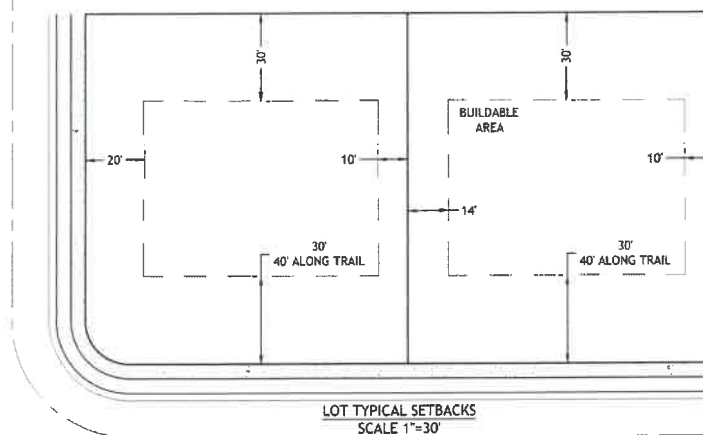
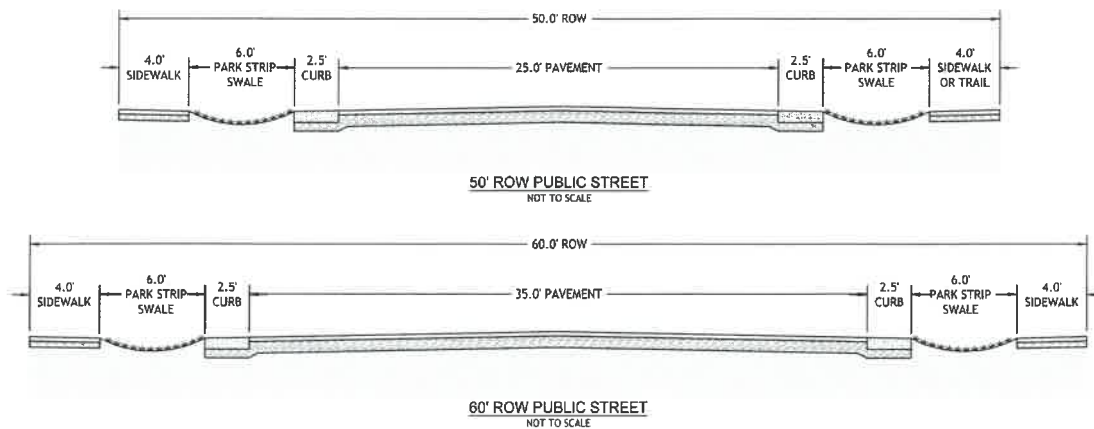
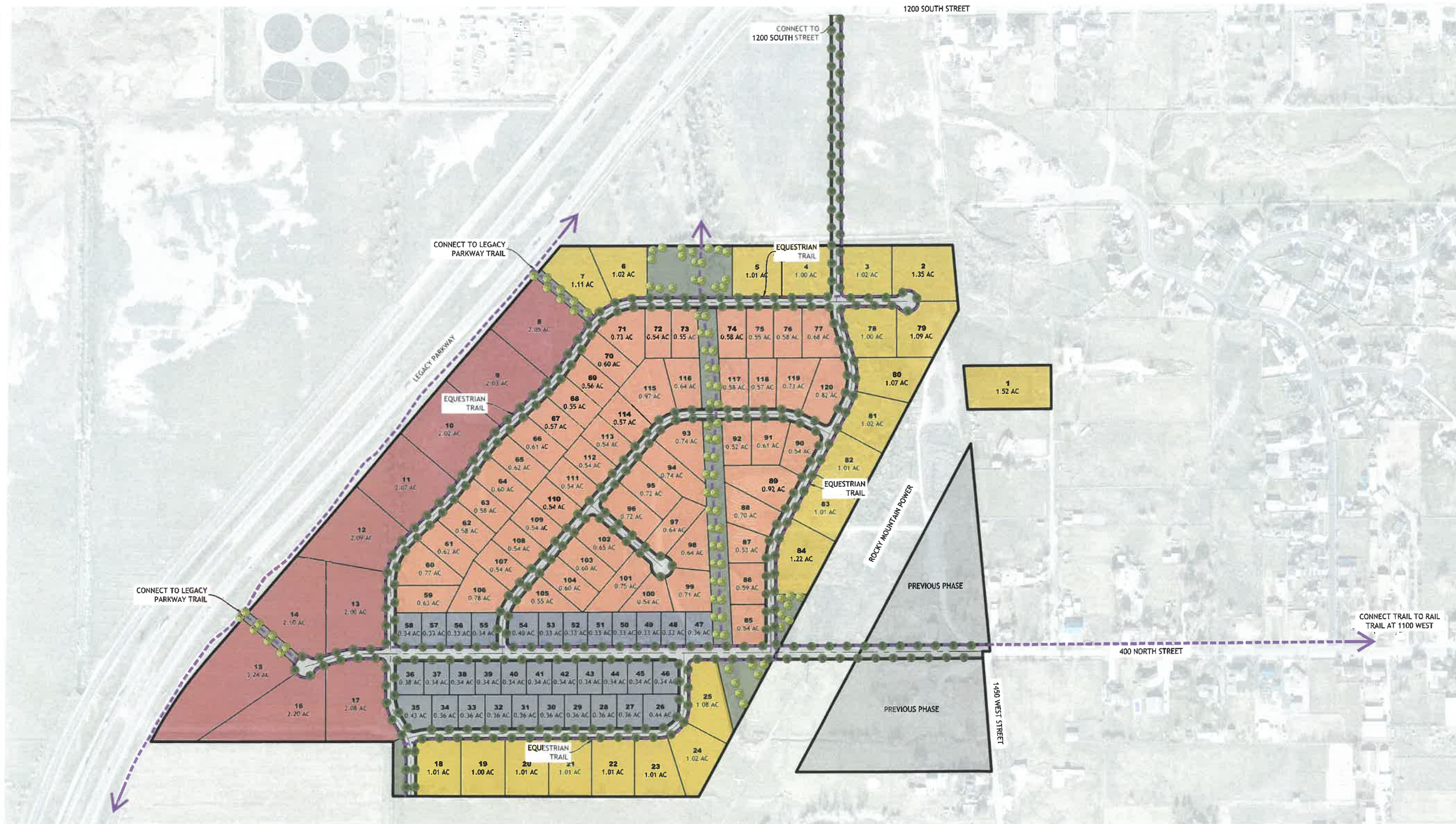
NOTARY PUBLIC

Residing at: _____

My Commission Expires:

EXHIBIT A
DEVELOPMENT APPROVAL
[Legal Description of Property]

C:\Users\NMM\Documents\Projects\Belmont Farms\Drawings\Conceptual Site Plan 2.dwg



PROJECT STATISTICS		
TOTAL AREA	111.4 AC	
1/3 TO 1/2 ACRE LOTS	33	
1/2 TO 1 ACRE LOTS	55	
1 TO 2 ACRE LOTS	22	
2 + ACRE LOTS	10	
TOTAL LOTS	120	
DENSITY	1.08 DU / AC	
OPEN SPACE	6.30 AC	



2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



SCALE: 1" = 200'
0 100 200 400 600

DEVELOPER:

Ivory Development
978 East Woodoak Lane
Salt Lake City, UT 84117
801-747-7000



NOTES:

DISCLAIMER:

ARTIST RENDERING ONLY. PLAN MAY BE ALTERED OR CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS A CONVENIENCE TO AID YOU IN LOCATING THE LAND INDICATED HEREON WITH REFERENCES TO STREETS AND OTHER LAND. NO LIABILITY IS ASSUMED BY REASON OF ANY RELIANCE HEREON.

Belmont Farms

Conceptual Site Plan

PROJECT: _____
DRAWN BY: NMM
REVIEWED BY: PMD
REVISIONS: _____
No. DATE REMARKS

DATE: October 12, 2023

SHEET NUMBER:

O-1

BELMONT FARMS

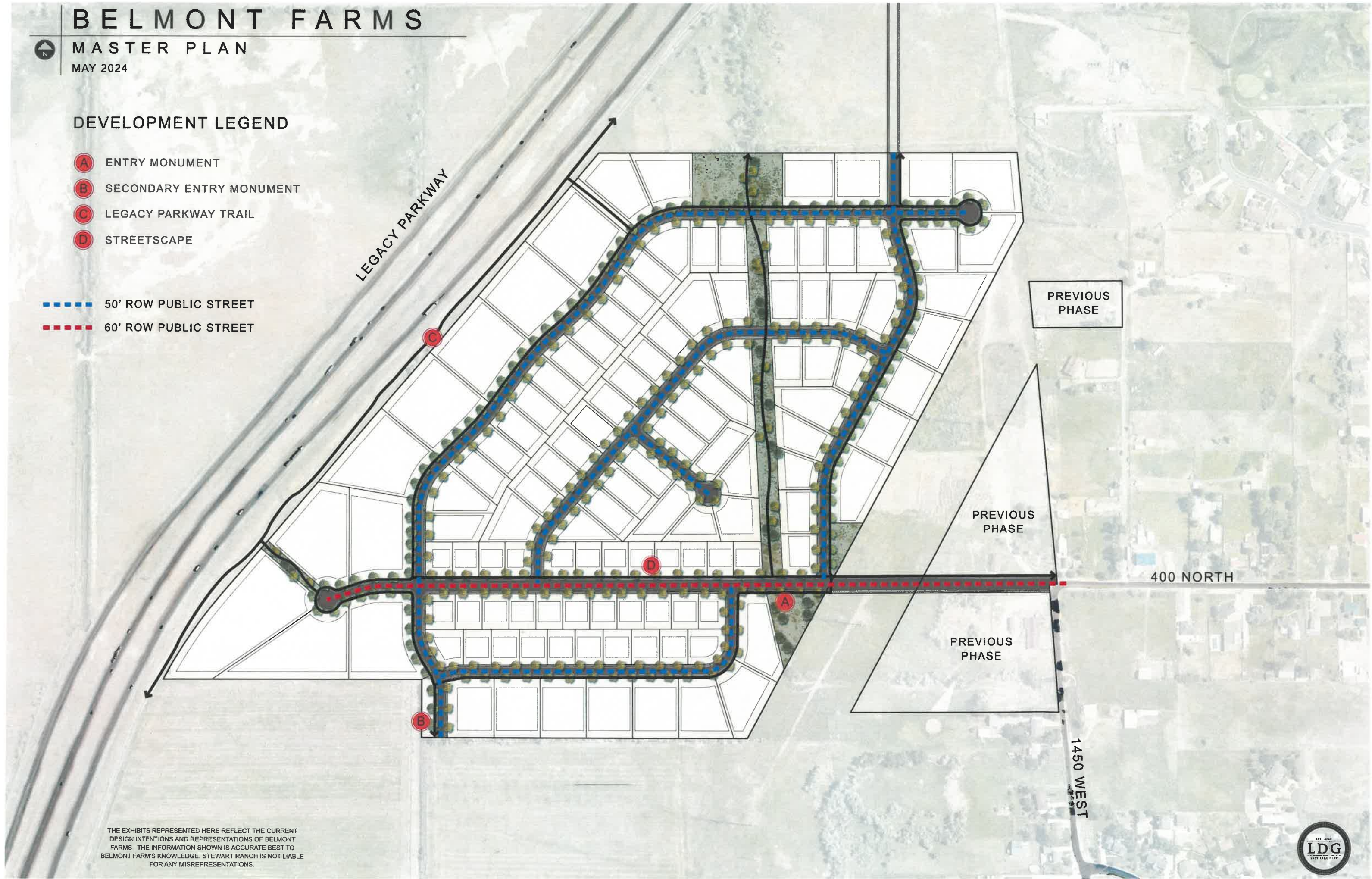
MASTER PLAN

MAY 2024

DEVELOPMENT LEGEND

- A ENTRY MONUMENT
- B SECONDARY ENTRY MONUMENT
- C LEGACY PARKWAY TRAIL
- D STREETScape

- 50' ROW PUBLIC STREET
- 60' ROW PUBLIC STREET



THE EXHIBITS REPRESENTED HERE REFLECT THE CURRENT DESIGN INTENTIONS AND REPRESENTATIONS OF BELMONT FARMS. THE INFORMATION SHOWN IS ACCURATE BEST TO BELMONT FARM'S KNOWLEDGE. STEWART RANCH IS NOT LIABLE FOR ANY MISREPRESENTATIONS.



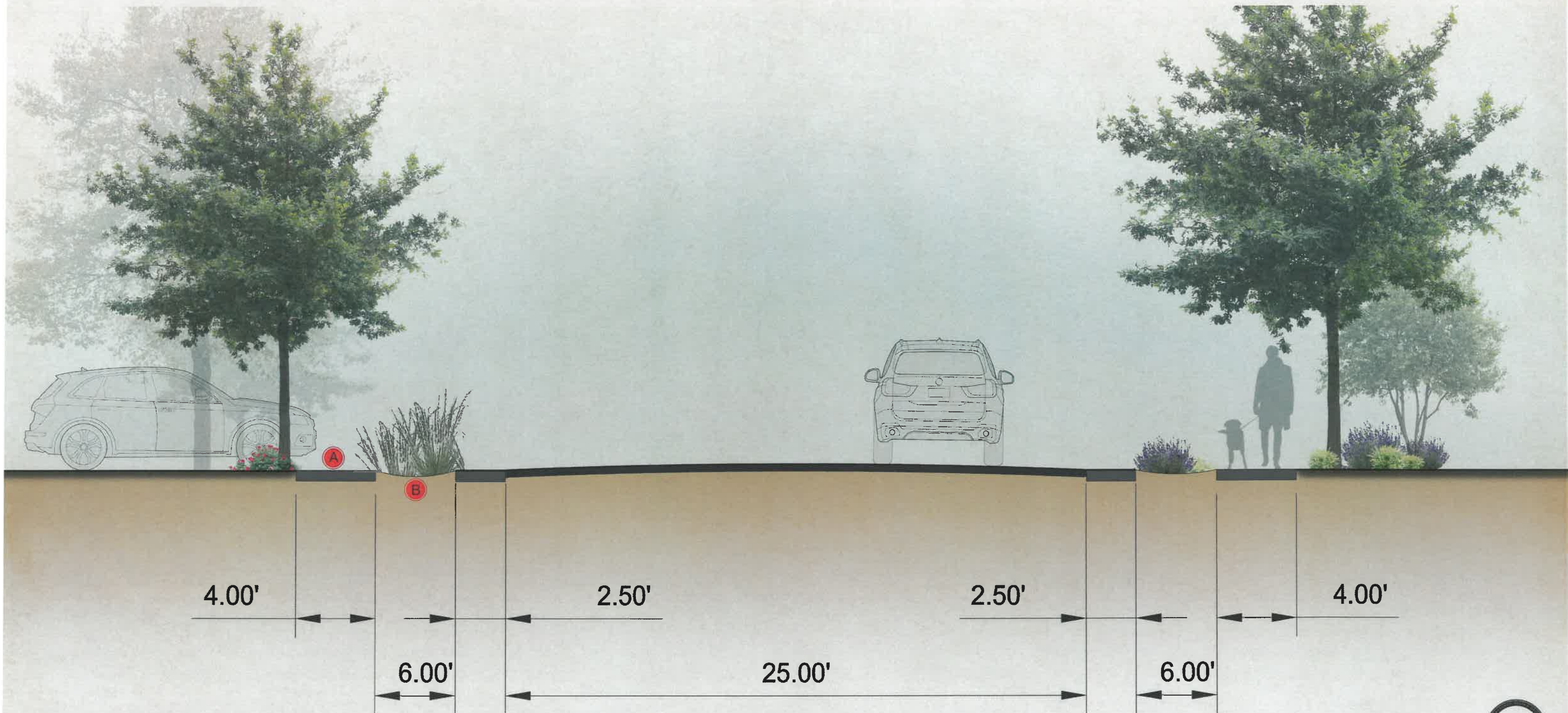
BELMONT FARMS

50' ROW STREET SECTION

MAY 2024

DEVELOPMENT LEGEND

- A** 4' SIDEWALK
- B** 6' PARK STRIP SWALE



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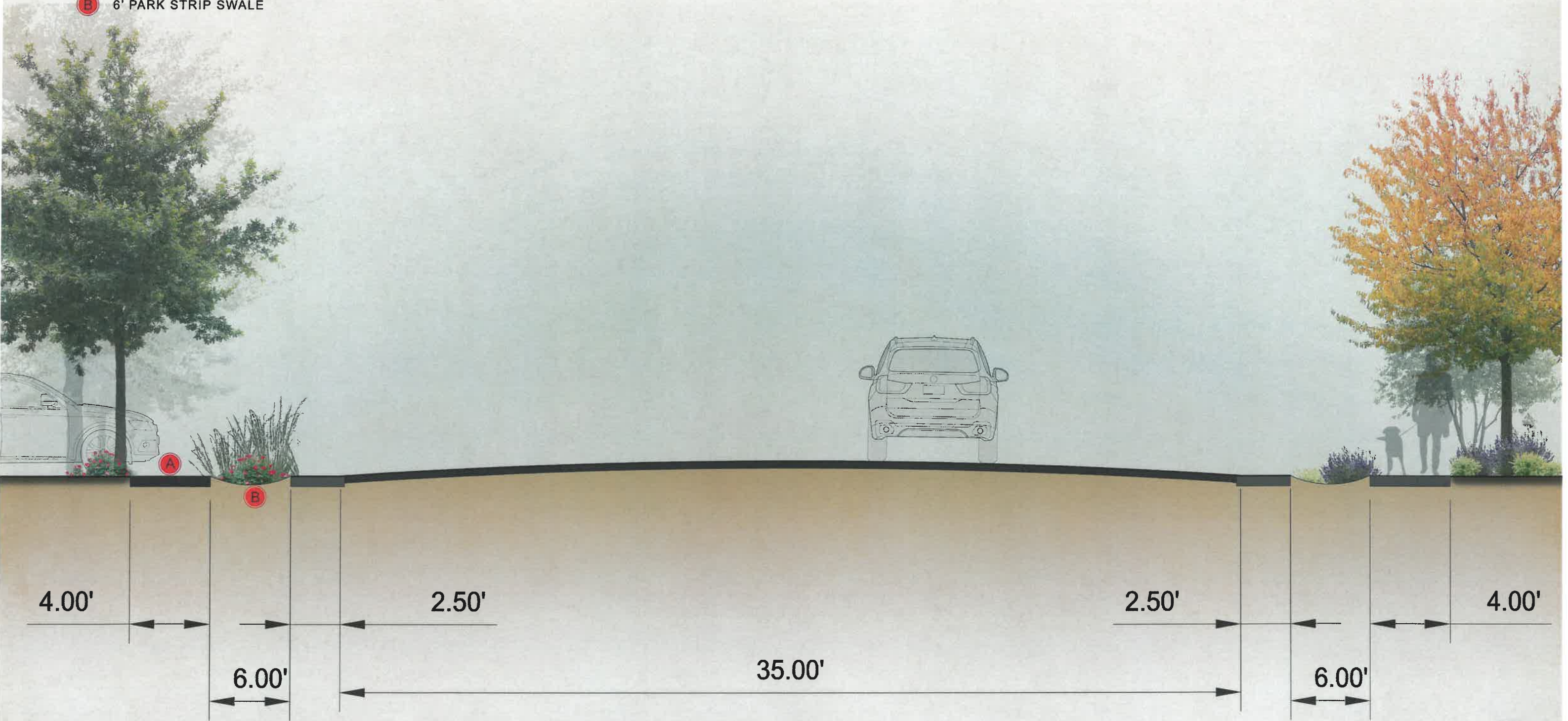
BELMONT FARMS

60' ROW STREET SECTION

MAY 2024

DEVELOPMENT LEGEND

- A** 4' SIDEWALK
- B** 6' PARK STRIP SWALE



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BELMONT FARMS

MASTER PLAN - FENCE PLAN

MAY 2024

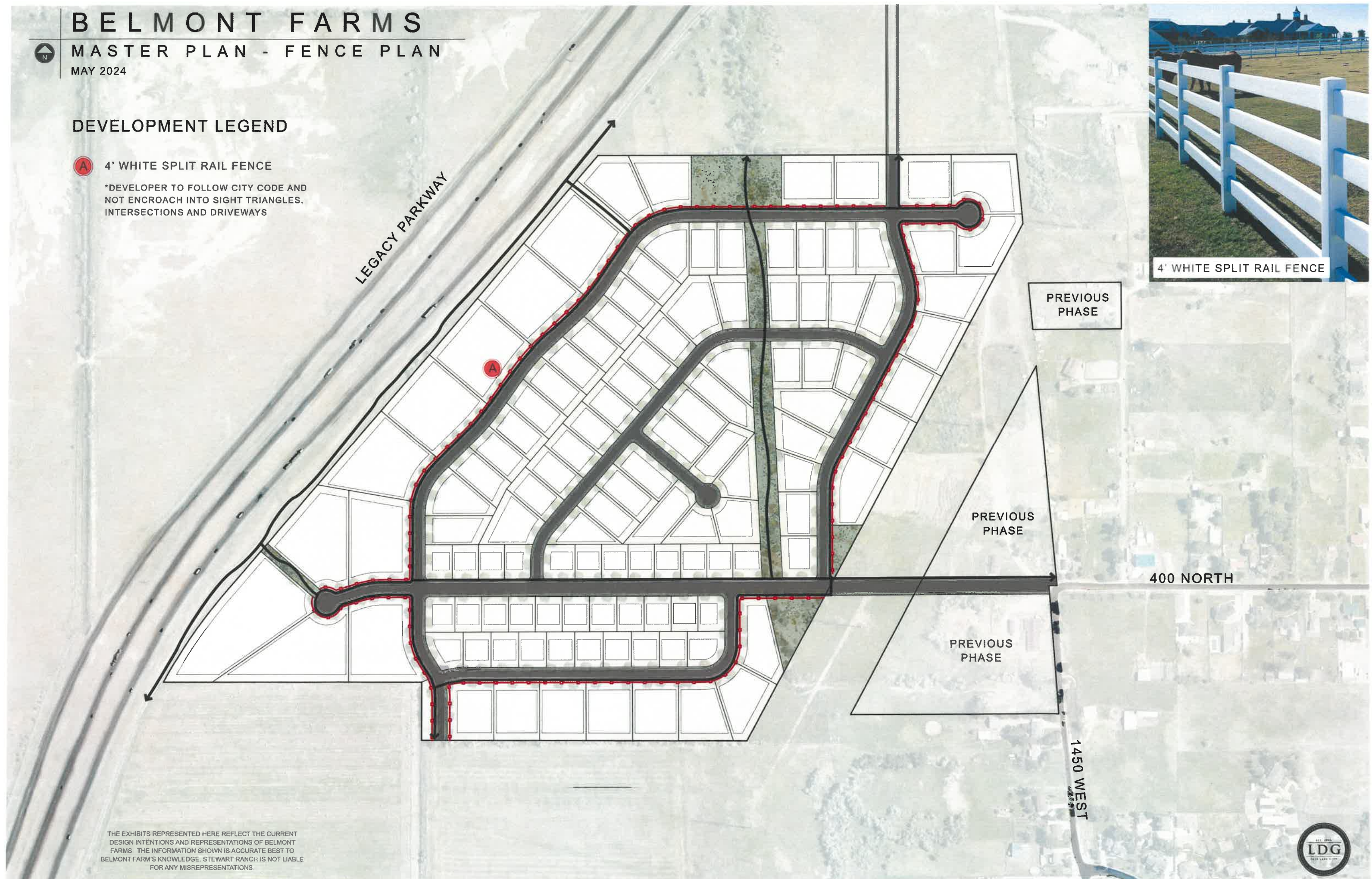
DEVELOPMENT LEGEND

A 4' WHITE SPLIT RAIL FENCE

*DEVELOPER TO FOLLOW CITY CODE AND NOT ENCROACH INTO SIGHT TRIANGLES, INTERSECTIONS AND DRIVEWAYS



4' WHITE SPLIT RAIL FENCE



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BELMONT FARMS

ENTRY MONUMENT

MAY 2024

DEVELOPMENT LEGEND

- A** 8' STONE COLUMN
- B** METAL SIGN WALL
- C** 2.5' STONE WALL



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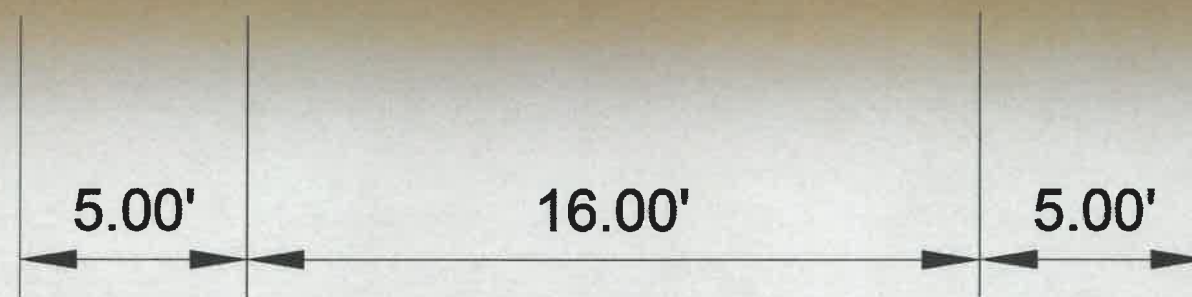
BELMONT FARMS

STREETSIDE ELEVATION

MAY 2024

DEVELOPMENT LEGEND

- A DRIVEWAY
- B PLANTING STRIP - STREET TREES
- C 4' WHITE SPLIT RAIL FENCE



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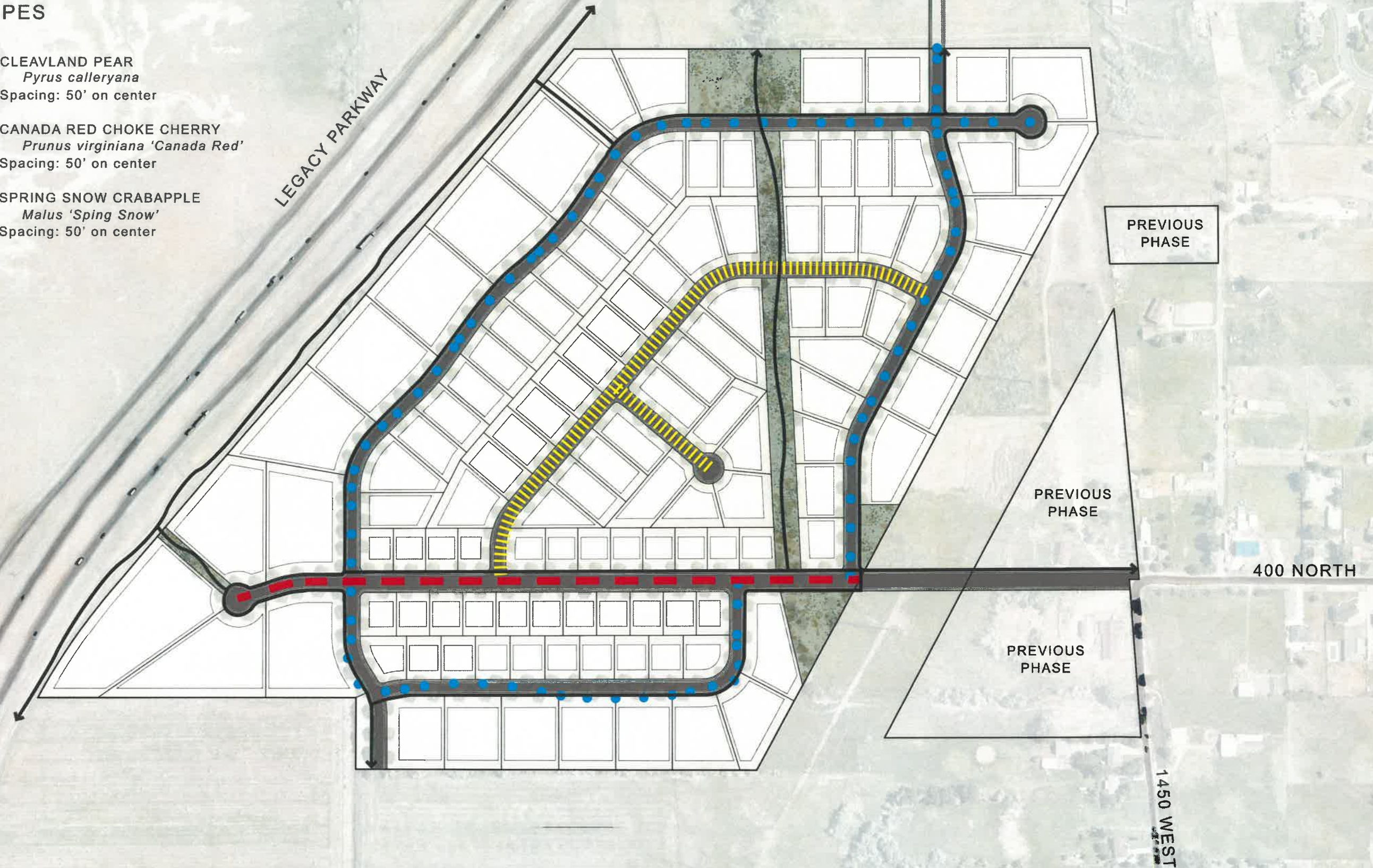
BELMONT FARMS

STREET TREE PLAN

MAY 2024

TREE TYPES

-  CLEAVLAND PEAR
Pyrus calleryana
Spacing: 50' on center
-  CANADA RED CHOKE CHERRY
Prunus virginiana 'Canada Red'
Spacing: 50' on center
-  SPRING SNOW CRABAPPLE
Malus 'Sping Snow'
Spacing: 50' on center



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BELMONT FARMS

COMMUNITY IMPROVEMENT - OPTION 1

MAY 2024

- EXISTING TRAIL
- PROPOSED IMPROVEMENTS TO ROAD
WIDEN ASPHALT.
ADD CURB AND GUTTER.
ADD SIDEWALK

THE SITES REPRESENTED HERE REFLECT THE CURRENT DESIGN INTENTIONS AND REPRESENTATIONS OF BELMONT FARMS. THE INFORMATION SHOWN IS ACCURATE BEST TO BELMONT FARM'S KNOWLEDGE. STEWART RANCH IS NOT LIABLE FOR ANY MISREPRESENTATIONS.



BELMONT FARMS

COMMUNITY IMPROVEMENT - OPTION 2

MAY 2024

- PROPOSED IMPROVEMENTS TO CANAL TRAIL
- CANAL BEAUTIFICATION
- IMPROVE TRAIL TO LEGACY PARKWAY TRAIL

LEGACY PARKWAY

PREVIOUS
PHASE

PREVIOUS
PHASE

PREVIOUS
PHASE

400 NORTH

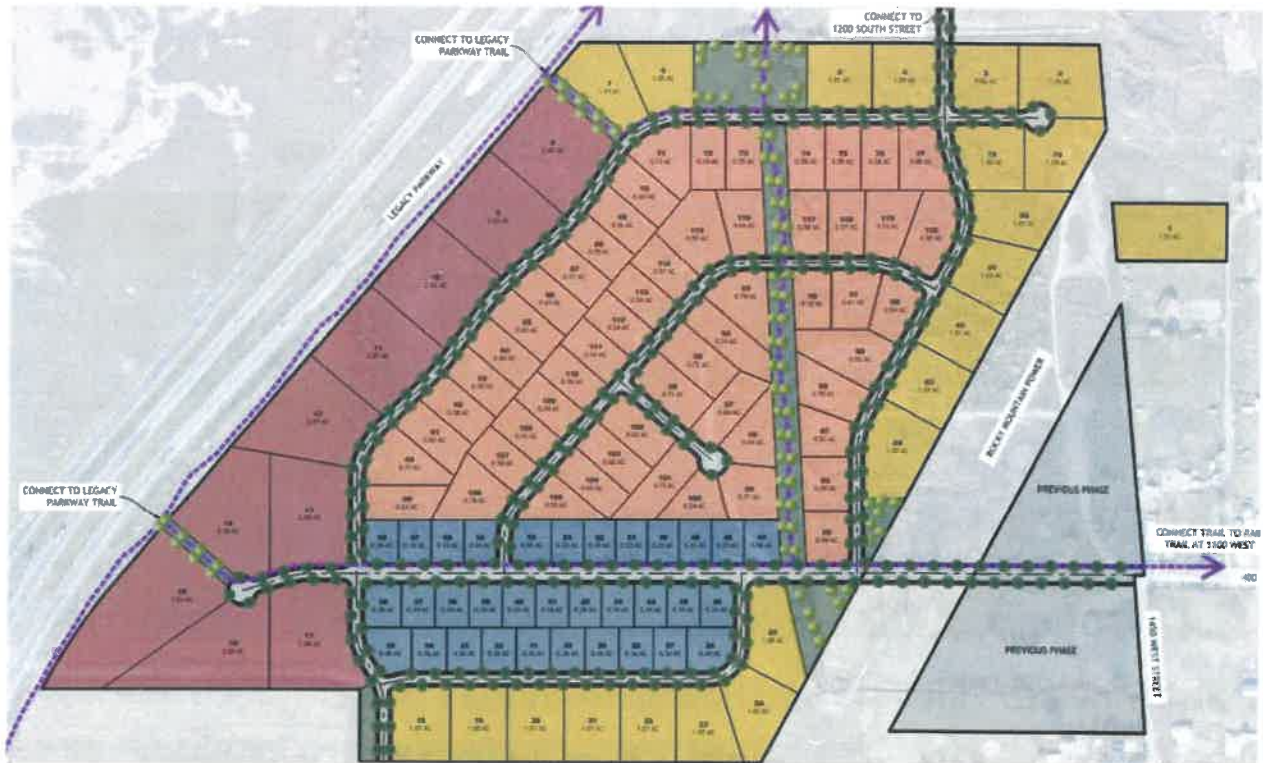
1450 WEST

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Belmont Farms

Traffic Impact Study



West Bountiful, Utah

August 25, 2023

UT23-2579



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Belmont Farms development located in West Bountiful, Utah. The development is located between 1450 West and Legacy Parkway at approximately 400 North. A site plan of the project is provided in Appendix A.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023) and future (2028) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service							
	Existing (2023)				Future (2028)			
	Background		Plus Project		Background		Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM
1 1450 West / 400 North	a	a	a	a	a	a	a	a
2 1100 West / 400 North	A	A	A	A	A	A	A	A
3 1200 North / 1100 West	a	a	a	a	a	a	a	a
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter) 2. BG = Background (without project traffic), PP = Plus Project (with project traffic) Source: Hales Engineering, August 2023								

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of 120 single family homes
- The project is anticipated to generate approximately 1,194 weekday daily trips, including 88 trips in the morning peak hour, and 118 trips in the evening peak hour

2023	Background	Plus Project
Assumptions	Previous phase of Belmont Farms completed	None
Findings	Acceptable LOS	Acceptable LOS
2028	Background	Plus Project
Findings	Acceptable LOS	Acceptable LOS

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS	i
TABLE OF CONTENTS	ii
LIST OF TABLES	iii
LIST OF FIGURES	iii
I. INTRODUCTION	1
A. Purpose	1
B. Scope	2
C. Analysis Methodology	2
D. Level of Service Standards	2
II. EXISTING (2023) BACKGROUND CONDITIONS.....	4
A. Purpose	4
B. Roadway System	4
C. Traffic Volumes	4
D. Level of Service Analysis	5
E. Queuing Analysis	5
F. Mitigation Measures	5
III. PROJECT CONDITIONS	8
A. Purpose	8
B. Project Description	8
C. Trip Generation	8
D. Trip Distribution and Assignment	8
E. Access	9
IV. EXISTING (2023) PLUS PROJECT CONDITIONS	12
A. Purpose	12
B. Traffic Volumes	12
C. Level of Service Analysis	12
D. Queuing Analysis	12
E. Mitigation Measures	12
V. FUTURE (2028) BACKGROUND CONDITIONS.....	15
A. Purpose	15
B. Roadway Network	15
C. Traffic Volumes	15
D. Level of Service Analysis	15
E. Queuing Analysis	18
F. Mitigation Measures	18
VI. FUTURE (2028) PLUS PROJECT CONDITIONS.....	19
A. Purpose	19
B. Traffic Volumes	19
C. Level of Service Analysis	19
D. Queuing Analysis	19
E. Mitigation Measures	19

Appendix A: Project Site Plan
Appendix B: Turning Movement Counts
Appendix C: LOS Results
Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Existing (2023) Background Peak Hour LOS	5
Table 3: Trip Generation	8
Table 4: Trip Distribution	9
Table 5: Existing (2023) Plus Project Peak Hour LOS	12
Table 6: Future (2028) Background Peak Hour LOS	15
Table 7: Future (2028) Plus Project Peak Hour LOS	19

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in West Bountiful, Utah	1
Figure 2: Existing (2023) background peak hour traffic volumes	6
Figure 3: Trip assignment for the peak hours	10
Figure 4: Existing (2023) plus project peak hour traffic volumes	13
Figure 5: Future (2028) background peak hour traffic volumes	16
Figure 6: Future (2028) plus project peak hour traffic volumes	20

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Belmont Farms development located in West Bountiful, Utah. The proposed project is located between 1450 West and Legacy Parkway at approximately 400 North. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023) and future (2028) conditions with and without the proposed project and to recommend mitigation measures as needed.



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

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 1450 West / 400 North
- 1100 West / 400 North
- 1200 North / 1100 West

C. Analysis Methodology

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

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

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2023 Methodology (Transportation Research Board)

II. EXISTING (2023) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

400 North – is a city-maintained roadway which is classified by the West Bountiful General Plan (2019) as a major collector. The roadway has one travel lane in each direction. The posted speed limit is 30 mph in the study area.

1200 North – is a city-maintained roadway which is classified as a local street. The roadway has one travel lane in each direction. The speed limit is assumed to be 25 mph in the study area.

C. Traffic Volumes

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

- 1450 West / 400 North
- 1100 West / 400 North
- 1200 North / 1100 West

The counts were performed on Tuesday, August 15, 2023. The morning peak hour was determined to be between 7:30 and 8:30 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 60% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from the UDOT Automated Traffic Signal Performance Measures (ATSPM) portal for the 500 South / Redwood Road (S.R 68) intersection (Signal #5350). Morning traffic volumes in August 2023 have been equal to approximately 97.9% of average traffic volumes. Because school was not in session the day traffic counts were performed, the observed morning traffic volumes were increased accordingly to determine average turning movement counts at the study intersections.

Hales Engineering also added the anticipated traffic from first phase of Belmont Farms (nine single family home lots) located east of the Belmont Farms project area to the existing volumes.

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2023) conditions.

Table 2: Existing (2023) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1450 West / 400 North	NB Stop	a (3.8) / WBL	a (3.5) / WBL
1100 West / 400 North	AWSC	A (5.4)	A (5.9)
1200 North / 1100 West	EB/WB Stop	a (6.5) / WBT	a (5.8) / EBL

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

Source: Hales Engineering, August 2023

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.

West Bountiful - Belmont Farms Existing (2023) Background

Morning Peak Hour
Figure 2A

Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
08/23/2023

Evening Peak Hour Figure 2B



801.766.4343
08/23/2023

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Belmont Farms development is located between 1450 West and Legacy Parkway at approximately 400 North. The development will consist of 120 residential single-family units. A concept plan for the proposed development is provided in Appendix A.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 3.

The total trip generation for the development is as follows:

- Daily Trips: 1,194
- Morning Peak Hour Trips: 88
- Evening Peak Hour Trips: 118

Table 3: Trip Generation

Trip Generation West Bountiful - Belmont Farms TIS								
Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
Weekday Daily								
Single-Family Detached Housing (210)	120	DU	1,194	50%	50%	597	597	1,194
AM Peak Hour								
Single-Family Detached Housing (210)	120	DU	88	26%	74%	23	65	88
PM Peak Hour								
Single-Family Detached Housing (210)	120	DU	118	63%	37%	74	44	118
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition 2021.								
SOURCE: Hales Engineering, August 2023								

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions.

Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 4.

Table 4: Trip Distribution

Direction	% To/From Project
North	10%
South	25%
East	65%

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

E. Access

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

400 North:

- 400 North will continue from its current western terminus directly into the project site, where it will end as a cul-de-sac.

1200 North:

- The North Access will be located approximately 3,000 feet west of the 1200 North / 1100 West intersection. It will access the project on the south side of 1200 North. It is anticipated that the access will be stop-controlled on the northbound approach.

West Bountiful - Belmont Farms
Trip Assignment



Morning Peak Hour
Figure 3A

IV. EXISTING (2023) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2023) background traffic volumes to predict turning movement volumes for existing (2023) plus project conditions. Existing (2023) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 5.

Table 5: Existing (2023) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1450 West / 400 North	NB Stop	a (4.0) / WBL	a (5.1) / WBL
1100 West / 400 North	AWSC	A (5.6)	A (6.3)
1200 North / 1100 West	EB/WB Stop	a (6.3) / WBT	a (5.5) / NBL

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

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

Source: Hales Engineering, August 2023

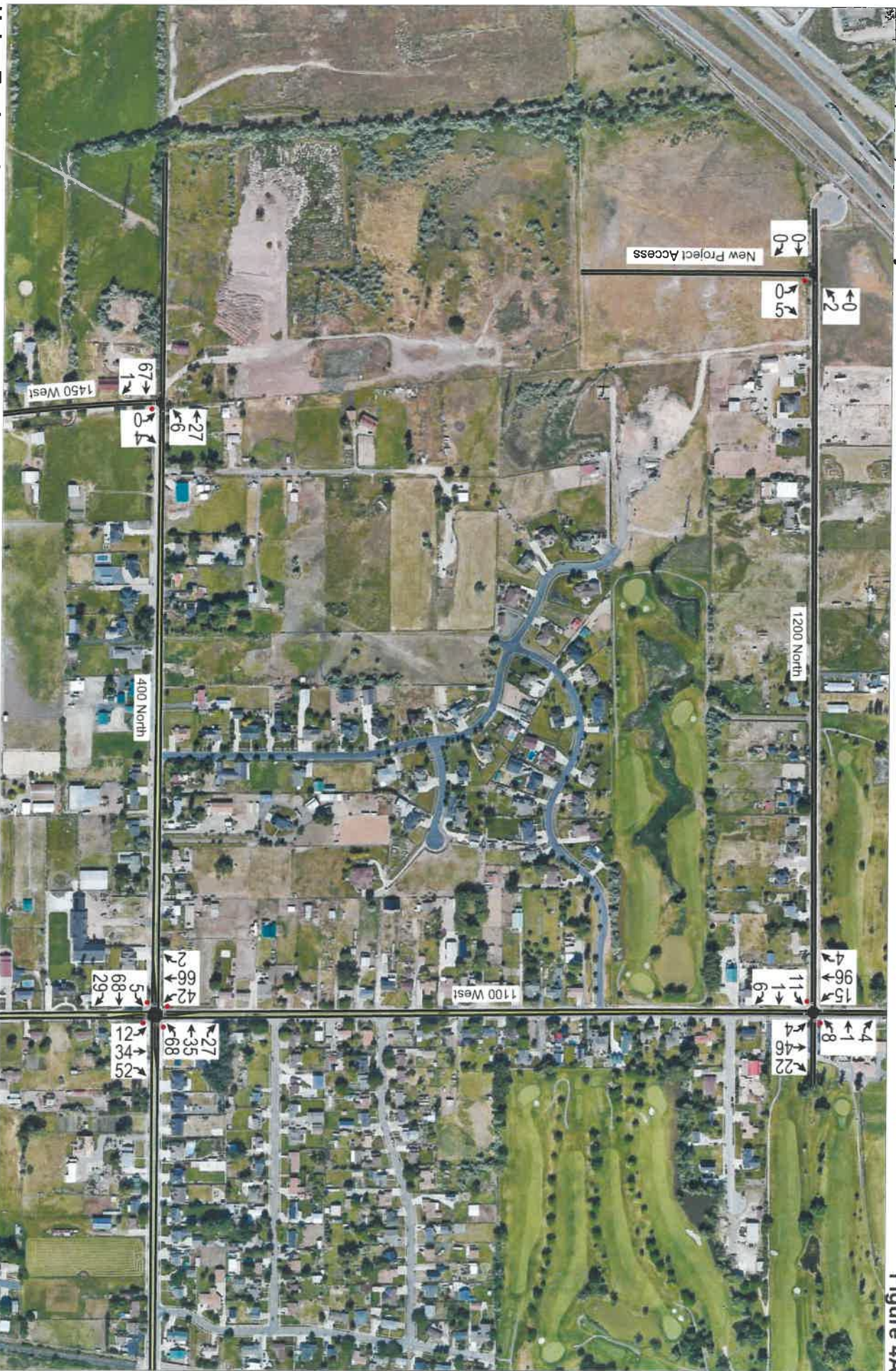
D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

**West Bountiful - Belmont Farms
Existing (2023) Plus Project**



**Morning Peak Hour
Figure 4A**

West Bountiful - Belmont Farms
Existing (2023) Plus Project



Evening Peak Hour
Figure 4B

V. FUTURE (2028) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2028) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2028 in the study area. Therefore, no changes were made to the roadway network for the future (2028) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2028) forecasted volumes from the WFRC / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2028) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2028) background conditions, as shown in Table 6. These results serve as a baseline condition for the impact analysis of the proposed development for future (2028) conditions.

Table 6: Future (2028) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1450 West / 400 North	NB Stop	a (3.5) / WBL	a (3.5) / WBL
1100 West / 400 North	AWSC	A (5.6)	A (6.2)
1200 North / 1100 West	EB/WB Stop	a (5.6) / EBT	a (5.5) / WBL

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

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

Source: Hales Engineering, August 2023

**West Bountiful - Belmont Farms
Future (2028) Background**



**Evening Peak Hour
Figure 5B**

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

VI. FUTURE (2028) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2028) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2028) background traffic volumes to predict turning movement volumes for future (2028) plus project conditions. Future (2028) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2028) plus project conditions, as shown in Table 7.

Table 7: Future (2028) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1450 West / 400 North	NB Stop	a (3.7) / WBL	a (3.9) / WBL
1100 West / 400 North	AWSC	A (6.0)	A (6.7)
1200 North / 1100 West	EB/WB Stop	a (5.7) / EBT	a (5.3) / NBL

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

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

Source: Hales Engineering, August 2023

D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

**West Bountiful - Belmont Farms
Future (2028) Plus Project**



**Morning Peak Hour
Figure 6A**

West Bountiful - Belmont Farms
Future (2028) Plus Project



Evening Peak Hour
Figure 6B

APPENDIX A

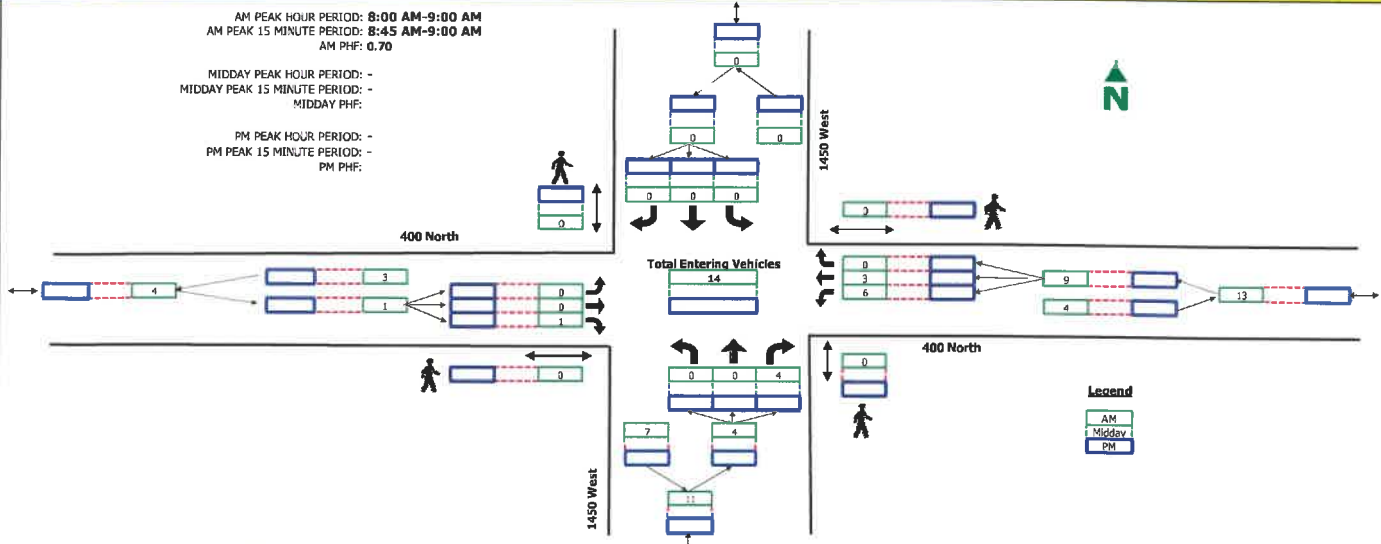
Site Plan

APPENDIX B

Turning Movement Counts

Intersection: 1450 West / 400 North
North/South: 1450 West
East/West: 400 North
Jurisdiction: West Bountiful
Project Title: West Bountiful Belmont Farms TIS
Project No: UT23-2579
Weather: Clear

Date:	8-15-23, Tue
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	97.9%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

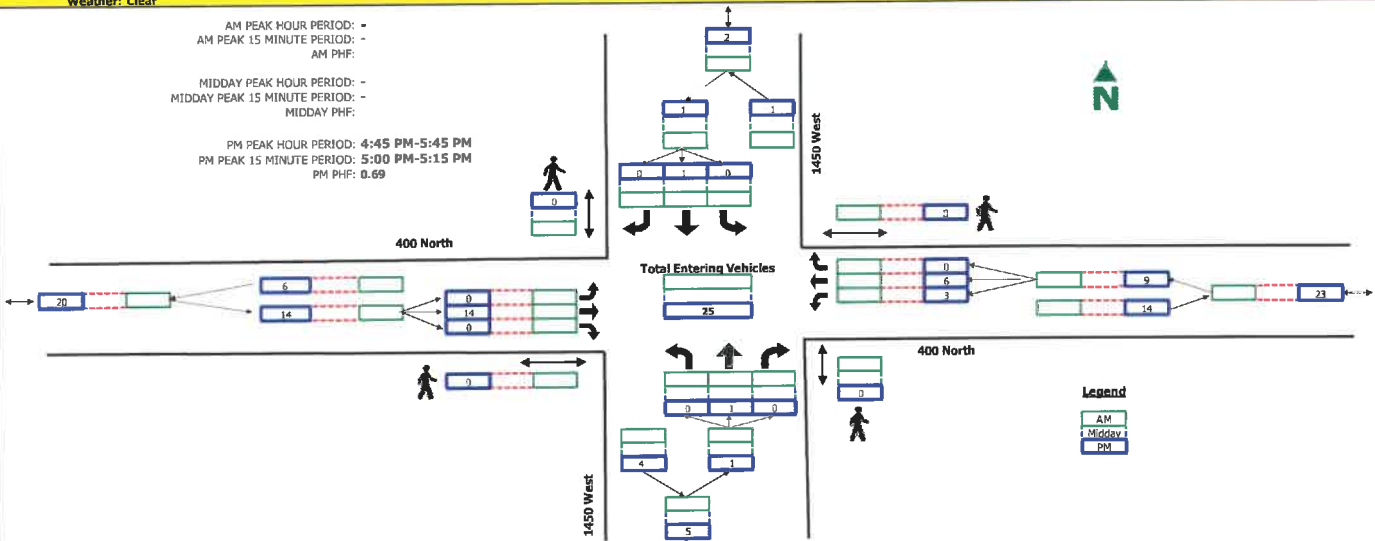
[illegible]

Intersection Turning Movement Summary

Intersection: 1450 West / 400 North
North/South: 1450 West
East/West: 400 North
Jurisdiction: West Bountiful
Project Title: West Bountiful Belmont Farms TIS
Project No: UT23-2579
Weather: Clear

Date: 8-15-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -
PM PEAK HOUR PERIOD: 4:45 PM-5:45 PM
PM PEAK 15 MINUTE PERIOD: 5:00 PM-5:15 PM
PM PHF: 0.69

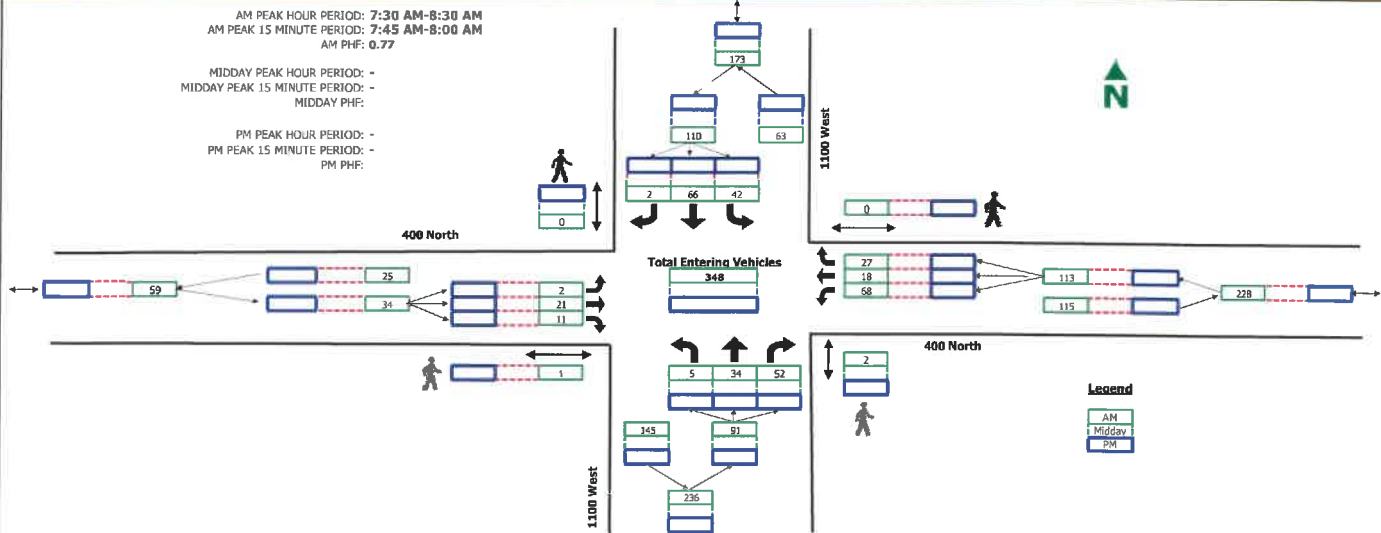


RAW COUNT SUMMARIES	1450 West Northbound				1450 West Southbound				400 North Eastbound				400 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	5
16:15 - 16:30	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	5
16:30 - 16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45 - 17:00	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	6
17:00 - 17:15	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	6
17:15 - 17:30	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
17:30 - 17:45	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	5
17:45 - 18:00	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3

Intersection: 1100 West / 400 North
North/South: 1100 West
East/West: 400 North
Jurisdiction: West Bountiful
Project Title: West Bountiful Belmont Farms TIS
Project No: UT23-2579
Weather: Clear

Date:
Day of Week Adjustment:
Month of Year Adjustment:
Adjustment Station #:
Growth Rate:
Number of Years:

8-15-23, Tue
100.0%
97.9%
0
0.0%
0

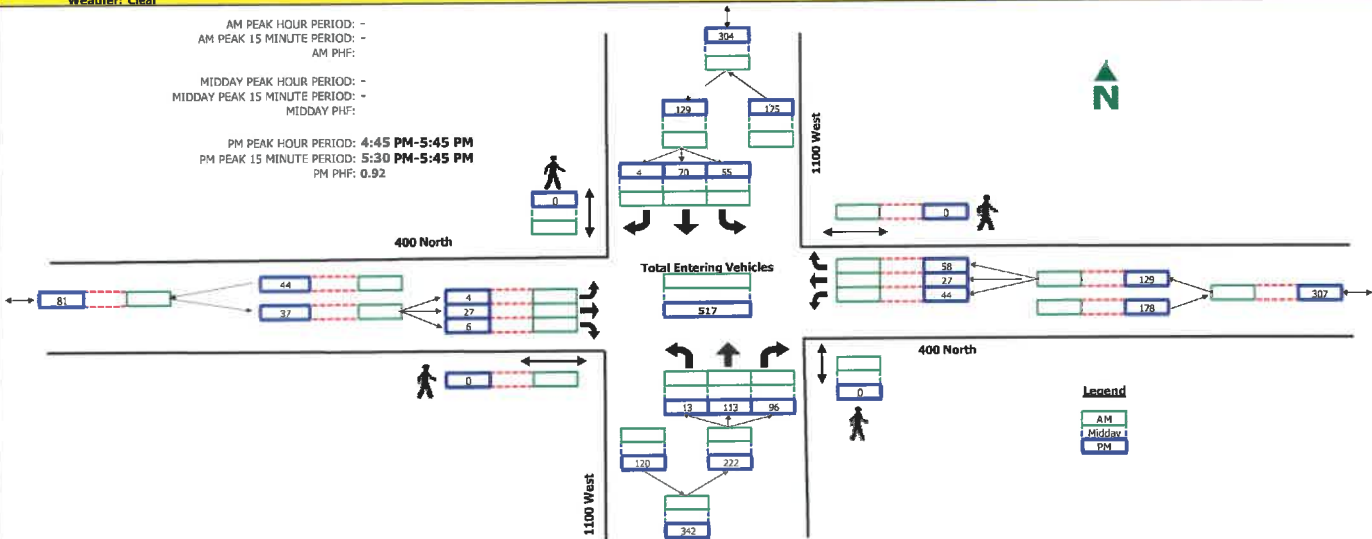
[illegible]

Intersection Turning Movement Summary

Intersection: 1100 West / 400 North
North/South: 1100 West
East/West: 400 North
Jurisdiction: West Bountiful
Project Title: West Bountiful Belmont Farms TIS
Project No: UT23-2579
Weather: Clear

Date: 8-15-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

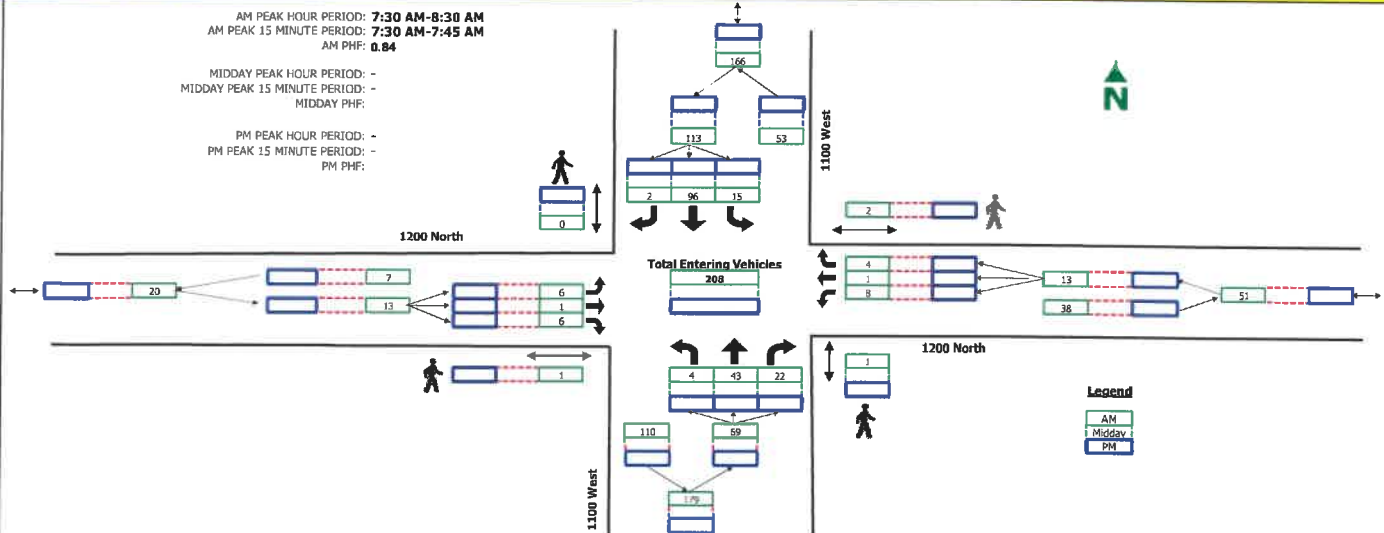
AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -
PM PEAK HOUR PERIOD: 4:45 PM-5:45 PM
PM PEAK 15 MINUTE PERIOD: 5:30 PM-5:45 PM
PM PHF: 0.92



RAW COUNT SUMMARIES	1100 West Northbound				1100 West Southbound				400 North Eastbound				400 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	20	14	0	4	16	3	0	2	3	1	0	6	3	7	0	81
16:15 - 16:30	2	25	7	1	9	8	0	0	0	3	1	0	7	8	13	0	83
16:30 - 16:45	5	25	20	0	14	9	2	0	2	5	2	0	12	3	12	0	111
16:45 - 17:00	6	30	23	0	10	18	0	0	1	6	1	0	9	7	11	0	122
17:00 - 17:15	2	24	32	0	18	17	0	0	1	6	2	0	7	6	13	0	128
17:15 - 17:30	4	26	23	0	12	14	2	0	0	9	0	0	13	9	15	0	127
17:30 - 17:45	1	33	18	0	15	21	2	0	2	6	3	0	15	5	19	0	140
17:45 - 18:00	0	23	17	0	14	21	4	0	0	3	2	0	12	2	7	0	105

Intersection: 1100 West / 1200 North
North/South: 1100 West
East/West: 1200 North
Jurisdiction: West Bountiful
Project Title: West Bountiful Belmont Farms TIS
Project No: UT23-2579
Weather: Clear

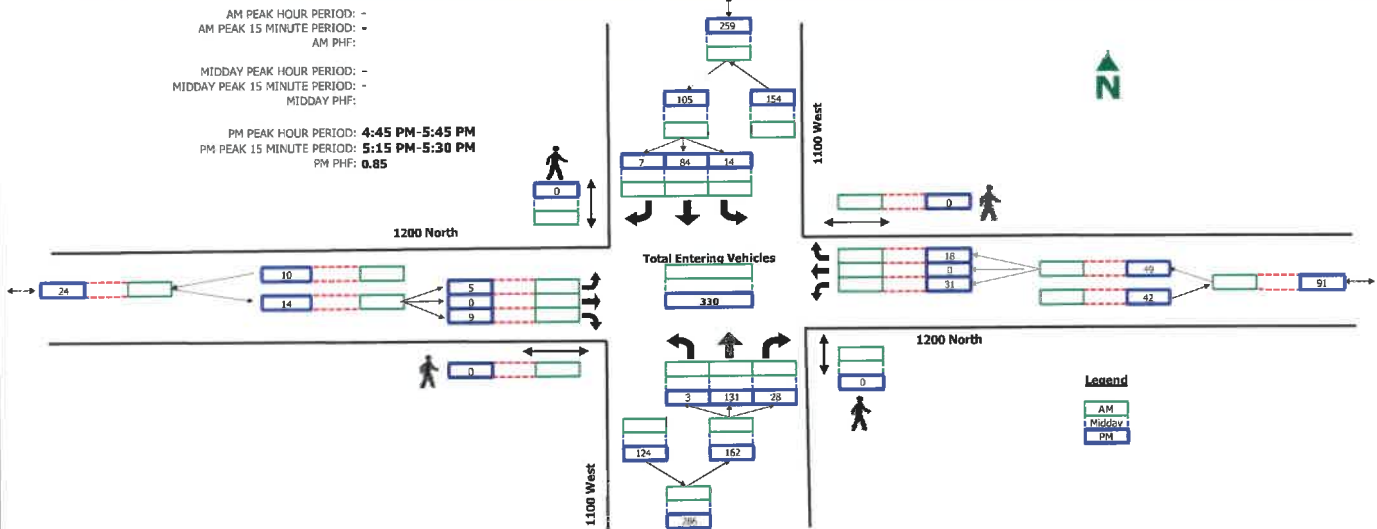
Date:	8-15-23, Tue
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	97.9%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

[illegible]

Intersection Turning Movement Summary

Intersection: 1100 West / 1200 North
North/South: 1100 West
East/West: 1200 North
Jurisdiction: West Bountiful
Project Title: West Bountiful Belmont Farms TIS
Project No: UT23-2579
Weather: Clear

Date: 8-15-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	1100 West Northbound				1100 West Southbound				1200 North Eastbound				1200 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	17	9	0	4	18	2	0	1	0	0	0	2	0	3	0	58
16:15 - 16:30	2	31	11	0	2	12	2	0	4	0	0	0	3	0	3	1	70
16:30 - 16:45	2	23	11	0	4	18	2	0	0	0	0	0	8	0	2	0	70
16:45 - 17:00	2	32	7	0	4	16	0	0	1	0	5	0	8	0	4	0	79
17:00 - 17:15	1	21	9	0	3	23	2	0	1	0	1	0	5	0	5	0	71
17:15 - 17:30	0	42	5	0	3	24	2	0	2	0	1	0	12	0	6	0	97
17:30 - 17:45	0	36	7	0	4	21	3	0	1	0	2	0	6	0	3	0	83
17:45 - 18:00	2	23	6	0	7	29	0	0	2	0	1	0	4	0	3	0	77

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Existing (2023) Background
Time Period: Morning Peak Hour
Project #: UT23-2579

Intersection: 1450 West & 400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	4	4	94	2.7	A
	Subtotal	4	4	100	2.7	A
EB	T	7	6	89	0.1	A
	R	1	2	200	0.0	A
	Subtotal	8	8	100	0.1	A
WB	L	6	6	104	3.8	A
	T	22	20	90	2.0	A
	Subtotal	28	26	93	2.4	A
Total		40	38	95	1.9	A

Intersection: 1100 West & 400 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	3	52	5.8	A
	T	34	36	105	6.3	A
	R	52	50	96	3.3	A
	Subtotal	92	89	97	4.6	A
SB	L	42	43	102	6.0	A
	T	66	69	105	7.1	A
	R	2	2	89	4.5	A
	Subtotal	110	114	104	6.6	A
EB	L	3	3	92	5.1	A
	T	26	25	97	6.1	A
	R	13	14	106	3.0	A
	Subtotal	42	42	100	5.0	A
WB	L	68	65	96	5.2	A
	T	20	20	100	6.5	A
	R	27	25	93	3.1	A
	Subtotal	115	110	96	5.0	A
Total		359	355	99	5.4	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Existing (2023) Background
Time Period: Morning Peak Hour Project #: UT23-2579

Intersection: 1100 West & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	94	3.5	A
	T	44	44	99	1.8	A
	R	22	24	108	1.6	A
	Subtotal	70	72	103	1.8	A
SB	L	15	16	105	2.3	A
	T	96	98	102	0.4	A
	R	2	3	133	0.1	A
	Subtotal	113	117	104	0.7	A
EB	L	6	5	87	4.0	A
	T	1	1	100	4.2	A
	R	6	5	87	3.1	A
	Subtotal	13	11	85	3.6	A
WB	L	8	8	103	4.5	A
	T	1	1	100	6.5	A
	R	4	6	141	2.7	A
	Subtotal	13	15	115	3.9	A
Total		210	215	103	1.4	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Existing (2023) Background
Time Period: Evening Peak Hour
Project #: UT23-2579

Intersection: 1450 West & 400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	1	1	100	2.8	A
	Subtotal	1	1	100	2.8	A
EB	T	18	18	101	0.0	A
	Subtotal	18	18	100	0.0	A
WB	L	3	2	67	3.5	A
	T	49	52	106	1.7	A
	Subtotal	52	54	104	1.8	A
Total		71	73	103	1.3	A

Intersection: 1100 West & 400 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	5.3	A
	T	113	109	96	7.5	A
	R	96	103	108	4.3	A
	Subtotal	224	227	101	5.9	A
SB	L	55	56	102	6.0	A
	T	70	67	96	7.2	A
	R	5	6	120	3.5	A
	Subtotal	130	129	99	6.5	A
EB	L	4	4	100	4.5	A
	T	30	30	100	6.5	A
	R	7	8	110	3.0	A
	Subtotal	41	42	102	5.6	A
WB	L	44	47	106	5.8	A
	T	32	33	103	6.8	A
	R	58	56	97	3.9	A
	Subtotal	134	136	101	5.3	A
Total		529	534	101	5.9	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Existing (2023) Background
Time Period: Evening Peak Hour
Project #: UT23-2579

Intersection: 1100 West & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	4.6	A
	T	144	139	96	2.7	A
	R	28	29	105	2.6	A
	Subtotal	175	170	97	2.7	A
SB	L	14	14	98	2.3	A
	T	85	86	101	0.4	A
	R	7	8	110	0.4	A
	Subtotal	106	108	102	0.6	A
EB	L	5	4	80	5.8	A
	R	9	10	108	3.2	A
	Subtotal	14	14	100	3.9	A
WB	L	31	30	97	4.9	A
	R	18	19	107	3.3	A
	Subtotal	49	49	100	4.3	A
Total		345	341	99	2.4	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Existing (2023) Plus Project
Time Period: Morning Peak Hour
Project #: UT23-2579

Intersection: 1450 West & 400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	4	5	118	2.9	A
	Subtotal	4	5	125	2.9	A
EB	T	67	67	100	0.1	A
	R	1	2	200	0.0	A
	Subtotal	68	69	101	0.1	A
WB	L	6	6	104	4.0	A
	T	44	50	114	1.9	A
	Subtotal	50	56	112	2.1	A
Total		122	130	107	1.1	A

Intersection: 1100 West & 400 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	12	14	114	5.1	A
	T	34	30	88	6.5	A
	R	52	56	107	3.4	A
	Subtotal	98	100	102	4.6	A
SB	L	42	44	104	5.7	A
	T	66	59	90	7.0	A
	R	2	2	89	3.9	A
	Subtotal	110	105	95	6.4	A
EB	L	5	5	95	4.6	A
	T	68	69	102	6.7	A
	R	29	31	107	3.5	A
	Subtotal	102	105	103	5.7	A
WB	L	68	65	96	5.6	A
	T	35	40	113	6.7	A
	R	27	28	105	3.5	A
	Subtotal	130	133	102	5.5	A
Total		441	443	101	5.6	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2023) Plus Project
Time Period: Morning Peak Hour
Project #: UT23-2579

Intersection: 1100 West & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	94	3.3	A
	T	46	42	92	1.7	A
	R	22	22	99	1.4	A
	Subtotal	72	68	94	1.7	A
SB	L	15	15	98	2.2	A
	T	96	91	95	0.3	A
	R	4	5	118	0.3	A
	Subtotal	115	111	97	0.6	A
EB	L	11	11	100	4.5	A
	T	1	1	100	5.7	A
	R	6	5	87	2.7	A
	Subtotal	18	17	94	4.0	A
WB	L	8	8	103	4.9	A
	T	1	1	100	6.3	A
	R	4	5	118	2.9	A
	Subtotal	13	14	108	4.3	A
Total		218	210	96	1.5	A

Intersection: New Project Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	5	6	114	2.7	A
	Subtotal	5	6	120	2.7	A
WB	L	2	2	89	1.9	A
	T	7	8	110	0.3	A
	Subtotal	9	10	111	0.6	A
Total		15	16	108	1.4	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Existing (2023) Plus Project
Time Period: Evening Peak Hour
Project #: UT23-2579

Intersection: 1450 West & 400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	1	1	100	2.6	A
	Subtotal	1	1	100	2.6	A
EB	T	59	60	102	0.1	A
	Subtotal	59	60	102	0.1	A
WB	L	3	2	67	5.1	A
	T	118	121	102	2.2	A
	Subtotal	121	123	102	2.2	A
Total		181	184	102	1.5	A

Intersection: 1100 West & 400 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	36	106	6.1	A
	T	113	113	100	7.6	A
	R	93	94	101	4.6	A
	Subtotal	240	243	101	6.2	A
SB	L	55	54	99	6.3	A
	T	70	73	104	7.3	A
	R	7	9	124	4.1	A
	Subtotal	132	136	103	6.7	A
EB	L	5	5	100	5.5	A
	T	59	58	99	7.1	A
	R	18	17	96	3.7	A
	Subtotal	82	80	98	6.3	A
WB	L	44	42	95	6.2	A
	T	80	79	98	7.6	A
	R	58	59	102	4.6	A
	Subtotal	182	180	99	6.3	A
Total		636	639	101	6.3	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2023) Plus Project
Time Period: Evening Peak Hour
Project #: UT23-2579

Intersection: 1100 West & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	5.5	A
	T	145	146	101	2.9	A
	R	28	29	105	2.6	A
	Subtotal	176	177	101	2.9	A
SB	L	14	14	98	2.6	A
	T	87	89	103	0.4	A
	R	12	12	98	0.2	A
	Subtotal	113	115	102	0.6	A
EB	L	8	7	85	5.4	A
	R	9	11	119	3.1	A
	Subtotal	17	18	106	4.0	A
WB	L	31	32	103	5.5	A
	R	18	18	101	3.2	A
	Subtotal	49	50	102	4.7	A
Total		356	360	101	2.5	A

Intersection: New Project Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	3	3	100	2.8	A
	Subtotal	3	3	100	2.8	A
WB	L	5	4	80	1.4	A
	T	10	11	107	0.1	A
	Subtotal	15	15	100	0.4	A
Total		18	18	99	0.8	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2028) Background
Time Period: Morning Peak Hour **Project #:** UT23-2579

Intersection: 1450 West & 400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	5	5	95	2.8	A
	Subtotal	5	5	100	2.8	A
EB	T	10	10	100	0.0	A
	Subtotal	10	10	100	0.0	A
WB	L	10	10	100	3.5	A
	T	30	32	105	1.7	A
	Subtotal	40	42	105	2.1	A
Total		56	57	102	1.8	A

Intersection: 1100 West & 400 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	5.0	A
	T	40	42	105	6.6	A
	R	55	57	103	3.5	A
	Subtotal	105	109	104	4.8	A
SB	L	50	49	98	6.0	A
	T	70	75	107	7.2	A
	R	5	5	95	4.1	A
	Subtotal	125	129	103	6.6	A
EB	L	5	4	76	4.4	A
	T	35	34	96	6.5	A
	R	15	14	92	2.9	A
	Subtotal	55	52	95	5.4	A
WB	L	70	68	97	5.4	A
	T	25	27	107	6.8	A
	R	30	29	97	3.4	A
	Subtotal	125	124	99	5.2	A
Total		412	414	101	5.6	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2028) Background
Time Period: Morning Peak Hour Project #: UT23-2579

Intersection: 1100 West & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	4.5	A
	T	55	58	105	1.9	A
	R	20	17	85	1.8	A
	Subtotal	80	79	99	2.0	A
SB	L	15	15	98	2.2	A
	T	105	109	104	0.5	A
	R	5	6	114	0.3	A
	Subtotal	125	130	104	0.7	A
EB	L	10	11	110	4.8	A
	T	5	6	114	5.6	A
	R	10	12	120	3.7	A
	Subtotal	25	29	116	4.5	A
WB	L	10	8	80	4.9	A
	T	5	5	95	4.5	A
	R	5	5	95	2.9	A
	Subtotal	20	18	90	4.2	A
Total		252	256	102	1.8	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2028) Background
Time Period: Evening Peak Hour **Project #:** UT23-2579

Intersection: 1450 West & 400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	5	5	100	2.6	A
	Subtotal	5	5	100	2.6	A
EB	T	20	20	101	0.0	A
	Subtotal	20	20	100	0.0	A
WB	L	5	4	80	3.5	A
	T	65	67	103	1.8	A
	Subtotal	70	71	101	1.9	A
Total		95	96	101	1.5	A

Intersection: 1100 West & 400 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	5.7	A
	T	125	122	98	8.0	A
	R	105	111	106	4.8	A
	Subtotal	250	251	100	6.4	A
SB	L	65	67	103	6.5	A
	T	75	78	104	7.6	A
	R	10	12	117	4.7	A
	Subtotal	150	157	105	6.9	A
EB	L	10	10	98	5.1	A
	T	40	38	95	6.5	A
	R	10	11	107	3.0	A
	Subtotal	60	59	98	5.6	A
WB	L	50	49	98	5.7	A
	T	40	40	100	7.4	A
	R	65	63	97	4.0	A
	Subtotal	155	152	98	5.4	A
Total		616	619	101	6.2	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
 Analysis Period: Future (2028) Background
 Time Period: Evening Peak Hour
 Project #: UT23-2579

Intersection: 1100 West & 1200 North
 Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	4.5	A
	T	165	162	98	2.9	A
	R	30	30	100	2.7	A
	Subtotal	200	197	99	2.9	A
SB	L	15	15	98	3.0	A
	T	95	98	103	0.5	A
	R	10	13	127	0.4	A
	Subtotal	120	126	105	0.8	A
EB	L	10	9	88	5.2	A
	R	10	11	107	3.5	A
	Subtotal	20	20	100	4.3	A
WB	L	35	36	103	5.5	A
	R	20	19	96	3.4	A
	Subtotal	55	55	100	4.8	A
Total		396	398	101	2.6	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2028) Plus Project
Time Period: Morning Peak Hour **Project #:** UT23-2579

Intersection: 1450 West & 400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	5	5	95	3.0	A
	Subtotal	5	5	100	3.0	A
EB	T	70	70	100	0.1	A
	Subtotal	70	70	100	0.1	A
WB	L	10	10	100	3.7	A
	T	51	50	98	1.9	A
	Subtotal	61	60	98	2.2	A
Total		136	135	99	1.1	A

Intersection: 1100 West & 400 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	16	102	5.2	A
	T	40	37	92	6.9	A
	R	55	56	101	3.9	A
	Subtotal	111	109	98	5.1	A
SB	L	50	49	98	5.9	A
	T	70	77	110	7.6	A
	R	5	6	114	4.2	A
	Subtotal	125	132	106	6.8	A
EB	L	7	6	89	5.5	A
	T	77	79	103	7.2	A
	R	31	31	100	3.9	A
	Subtotal	115	116	101	6.2	A
WB	L	70	71	101	5.9	A
	T	40	39	98	6.8	A
	R	30	30	100	3.7	A
	Subtotal	140	140	100	5.7	A
Total		491	497	101	6.0	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2028) Plus Project
Time Period: Morning Peak Hour
Project #: UT23-2579

Intersection: 1100 West & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	3.8	A
	T	57	54	95	2.0	A
	R	20	20	100	1.7	A
	Subtotal	82	78	95	2.0	A
SB	L	15	16	105	2.0	A
	T	105	110	105	0.5	A
	R	7	8	119	0.2	A
	Subtotal	127	134	106	0.7	A
EB	L	15	13	85	5.4	A
	T	5	5	95	5.7	A
	R	10	10	100	3.3	A
	Subtotal	30	28	93	4.7	A
WB	L	10	11	110	4.8	A
	T	10	12	120	5.4	A
	R	5	7	133	3.0	A
	Subtotal	25	30	120	4.6	A
Total		265	270	102	1.9	A

Intersection: New Project Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	5	4	76	2.6	A
	Subtotal	5	4	80	2.6	A
WB	L	2	2	89	2.6	A
	T	20	22	111	0.9	A
	Subtotal	22	24	109	1.0	A
Total		27	28	103	1.2	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2028) Plus Project
Time Period: Evening Peak Hour
Project #: UT23-2579

Intersection: 1450 West & 400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	5	5	100	3.1	A
	Subtotal	5	5	100	3.1	A
EB	T	61	63	104	0.1	A
	Subtotal	61	63	103	0.1	A
WB	L	5	5	100	3.9	A
	T	134	141	105	2.2	A
	Subtotal	139	146	105	2.3	A
Total		205	214	105	1.6	A

Intersection: 1100 West & 400 North
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	43	110	5.9	A
	T	125	130	104	8.1	A
	R	105	103	98	5.3	A
	Subtotal	269	276	103	6.7	A
SB	L	65	69	106	6.6	A
	T	75	79	105	7.7	A
	R	12	14	114	4.6	A
	Subtotal	152	162	107	7.0	A
EB	L	11	11	98	5.7	A
	T	69	66	96	7.3	A
	R	21	23	111	3.9	A
	Subtotal	101	100	99	6.3	A
WB	L	50	49	98	6.6	A
	T	88	88	100	8.1	A
	R	65	69	106	5.1	A
	Subtotal	203	206	101	6.7	A
Total		725	744	103	6.7	A

SimTraffic LOS Report

Project: West Bountiful - Belmont Farms
Analysis Period: Future (2028) Plus Project
Time Period: Evening Peak Hour
Project #: UT23-2579

Intersection: 1100 West & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	60	5.3	A
	T	166	173	104	3.0	A
	R	30	33	110	2.7	A
	Subtotal	201	209	104	3.0	A
SB	L	15	15	98	2.6	A
	T	97	103	106	0.5	A
	R	15	15	98	0.3	A
	Subtotal	127	133	105	0.7	A
EB	L	13	12	91	5.1	A
	R	10	10	98	3.1	A
	Subtotal	23	22	96	4.2	A
WB	L	35	37	106	5.3	A
	R	20	21	106	3.3	A
	Subtotal	55	58	105	4.6	A
Total		406	422	104	2.5	A

Intersection: New Project Access & 1200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	3	2	67	3.1	A
	Subtotal	3	2	67	3.1	A
WB	L	5	4	80	1.8	A
	T	15	14	92	0.2	A
	Subtotal	20	18	90	0.6	A
Total		23	20	86	0.8	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: West Bountiful - Belmont Farms

Analysis: Existing (2023) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



HALES ENGINEERING
Innovative transportation solution

Project #: UT23-2579

Intersection	NB				SB				EB				WB			
	L	LR	LTR	TR	L	LTR	TR	L	LTR	TR	L	LTR	TR	L	LTR	TR
01: 1450 West & 400 North																
02: 1100 West & 400 North				75		75					50		75			50
03: 1100 West & 1200 North								50							50	

SimTraffic Queueing Report

HALES



ENGINEERING

Project: West Bountiful - Belmont Farms

Innovative transportation solution

Analysis: Existing (2023) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2579

Intersection	NB				SB				EB				WB			
	L	LR	LTR	TR	L	LTR	TR	TR	L	LTR	TR	TR	L	LTR	TR	TR
01: 1450 West & 400 North																
02: 1100 West & 400 North	50			75	75		75				50	50	50		75	
03: 1100 West & 1200 North									50					50		

HALES

ENGINEERING
Innovative transportation solutions

Innovative transportation solutions

Project #: UT23-2579

Intersection	NB		SB		EB		WB	
	L	LR LTR TR	L	LTR TR	L	LTR TR	L	LT LTR TR
01: 1450 West & 400 North								
02: 1100 West & 400 North	50	75	50	75				
03: 1100 West & 1200 North					50	75	75	75
04: New Project Access & 1200 North	25							50

SimTraffic Queueing Report

HALES



ENGINEERING

Innovative transportation solution

Project: West Bountiful - Belmont Farms

Analysis: Future (2028) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2579

Intersection	NB			SB			EB			WB			
	L	LR	LTR	TR	L	LTR	TR	L	LTR	TR	L	LTR	TR
01: 1450 West & 400 North													
02: 1100 West & 400 North	50			75	75		75			50	75		75
03: 1100 West & 1200 North								50				50	

SimTraffic Queueing Report

HALES



ENGINEERING

Project: West Bountiful - Belmont Farms

Innovative transportation solution

Analysis: Future (2028) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2579

Intersection	NB			SB			EB			WB			
	L	LR	LTR	TR	L	LTR	TR	L	LTR	TR	L	LTR	TR
01: 1450 West & 400 North													
02: 1100 West & 400 North	50			100	75		75	50		50	75		75
03: 1100 West & 1200 North								50		50			50

**West Bountiful City
Planning Commission Meeting**

May 14, 2024

PENDING – NOT APPROVED

Posting of Agenda - The agenda for this meeting was posted on the State of Utah Public Notice website, on the West Bountiful City website, and at city hall on May 10, 2024 per state statutory requirement.

Minutes of the Planning Commission meeting of West Bountiful City held on Tuesday, May 14, 2024, at West Bountiful City Hall, Davis County, Utah.

Those in Attendance:

MEMBERS ATTENDING: Chairman Alan Malan, Commissioners Corey Sweat, Dennis Vest, Laura Mitchell, Robert Merrick, Tyler Payne (Alternate) and Council member Dell Butterfield.

MEMBERS EXCUSED:

STAFF ATTENDING: Kris Nilsen (City Engineer), Addison Jenkins (Community Development), and Debbie McKean (Secretary).

PUBLIC ATTENDING: Deby Marshall, Simon Mortensen

Prayer by Commissioner Payne

Pledge of Allegiance- Commissioner Vest

The meeting was called to order at 7:30 pm by Chairman Malan.

1. Confirm Agenda

Chairman Malan reviewed the proposed agenda. Laura Mitchell moved to approve the agenda as presented. Dennis Vest seconded the motion. Voting was unanimous in favor among all members present.

2. Discussion- Moderate Income Housing Plan- Parking

Commissioner packet included a memorandum dated May 10, 2024 from Addison Jenkins regarding Moderate Income Housing Plan – Parking Ordinance Draft in a redline copy of Ordinance 17.52. prepared by city staff and consultants at Citi Design.

Addison Jenkins introduced first draft of the Moderate-Income Housing Plan- Parking Ordinance draft. He noted that there were other updates the consultants suggested for their review.

Tonight's focus will be Strategy #2- Amend Land Use Regulations to Eliminate or Reduce Parking Requirements for Residential Development Where a Resident is Less Likely to Rely on the Resident's Own Vehicle, such as residential development near major transit investment corridors or Senior Living facilities.

Addison noted that updates to the city's parking code included defining minimum parking spaces for dwelling units in residential and mixed-use buildings and zones, and opportunities for a reduction in requirements for developments within a ½ mile public transit. Per State law, the city must continue to work towards the selected strategies each year and demonstrate these additional efforts. Once work is

done on the strategy, the general plan will be amended again to select additional strategies, which staff anticipates in 2024-2025.

Chairman Malan does not want any other area addressed except for the Parking Requirements for Residential Development. Commissioners concurred that they do not want to invite any change other than minimal required changes as necessary.

Addison noted that nothing other than the Parking Requirements for Residential Development is required. The consultants were merely making suggestions. He stated that once we have completed this year's strategy we are done with this section on parking.

Commissioners reviewed the redline copy of the ordinance and struck all items unrelated to Parking Requirements for Residential Development. Some discussion took place regarding making changes to the alternate parking spaces.

- It was decided to use 10 to 15% reduction if needed for item number 11 and 12.
- Commissioners want to strike #4 in red under item number 11.
- Change Item 12 to include language that reads adequate parking.
- Addison will check to see if we need to make change as to specific reductions.

3. Approve Meeting Minutes from April 23, 2024

Action Taken:

Corey Sweat moved to approve the minutes from April 23, 2024. Dennis Vest seconded the motion and voting was unanimous in favor.

4. Staff Report

a. Engineering (Kris Nilsen)

- Highgate Phase II may be on the agenda for the next meeting.
- Park Contractor has been working on the lighting plan.
- Engineering and Public Works are still working on the 1200 North improvement. Funding needs to be linked to the Public Works building.
- 1100 West improvement with funding from the county.
- Look into the number of loads being taken to the 400-north Ivory Home development.

b. Community Development (Addison Jenkins)

- Draft from Sewer odor plan was not sufficient. Duane and Addison will get back to them to provide further information for scoping out a plan.
- Goldberg plat plan will be coming to the city council for a lot line adjustment. His property will be part in the city and part in the county.
- All annexation is done for now.
- A Home Occupation application received for a home on Pages Lane did not meet multiple requirements of the new city code and would need to be changed significantly before the city could process and accept the application. The property was noted as belonging to Darrin & Alicia Zesiger.

5. Adjourn

Action Taken:

***Laura Mitchell moved to adjourn the regular session of the Planning Commission meeting at 8:35 pm.
Dennis Vest seconded the motion. Voting was unanimous in favor.***

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The foregoing was approved by the West Bountiful City Planning Commission, by unanimous vote of all members present.
