



Planning and Development Services

2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050

Phone: (385) 468-6700 • Fax: (385) 468-6674

<https://msd.utah.gov/agendas/>

Magna Planning Commission

Public Meeting Agenda

****AMENDED****

Thursday, October 3, 2024 6:30 P.M.

Location

Magna Webster Center
8952 West Magna Main Street
Magna, Utah

UPON REQUEST, WITH 5 WORKING DAYS NOTICE, REASONABLE ACCOMMODATIONS FOR QUALIFIED INDIVIDUALS MAY BE PROVIDED. PLEASE CONTACT WENDY GURR AT 385-468-6707. TTY USERS SHOULD CALL 711.

The Planning Commission Public Meeting is a public forum where, depending on the agenda item, the Planning Commission may receive comment and recommendations from applicants, the public, applicable agencies and MSD staff regarding land use applications and other items on the Commission's agenda. In addition, it is where the Planning Commission takes action on these items, which may include: approval, approval with conditions, denial, continuance or recommendation to other bodies as applicable.

BUSINESS MEETING

- 1) Approval of the August 8, and September 12, 2024 Planning Commission Meeting Minutes. (Motion/Voting)
- 2) Other Business Items. (As Needed)

LAND USE APPLICATION(S)

PUD2024-001072 – Joe Colosimo is requesting preliminary plat approval for the 18-Lot Pendleton Fields Planned Unit Development (PUD) Subdivision and an exception to sidewalk standards. **Location:** 8332 West 3100 South. **Zone:** R-2-6.5 (Medium-Density Residential) Zone. **Planner:** Jeff Miller (Motion/Voting)

CUP2024-001185 - Quin Bingham is requesting conditional use approval for a hot mix asphalt plant on behalf of Granite Construction. **Acres:** 15.38. **Location:** 2198 South 7400 West. **Zone:** M-2. **Planner:** Justin Smith (Motion/Voting)

CUP2022-000669 - William Ford is requesting conditional use approval for a 6-unit apartment building. **Acres:** 0.36. **Location:** 2651 South 8900 West. **Zone:** R-M/zc. **Planner:** Justin Smith (Motion/Voting)

PUBLIC HEARING(S)

OAM2024-001231 – Proposed amendments to the Magna Zoning Ordinance, Title 19 of the Magna Municipal Code, related to residential off street parking regulations. **Planner:** Brian Tucker, Planning Manager (Discussion/Motion)

ADJOURN

Rules of Conduct for Planning Commission Meetings

PROCEDURE FOR PUBLIC COMMENT

1. Any person or entity may appear in person or be represented by an authorized agent at any meeting of the Commission.
2. Unless altered by the Chair, the order of the procedure on an application shall be:
 - a. The supporting agency staff will introduce the application, including staff's recommendations and a summary of pertinent written comments and reports concerning the application
 - b. The applicant will be allowed up to 15 minutes to make their presentation.
 - c. The Community Council representative can present their comments as applicable.
 - d. Where applicable, persons in favor of, or not opposed to, the application will be invited to speak.
 - e. Where applicable, persons opposing the application, in whole or in part will be invited to speak.
 - f. Where applicable, the applicant will be allowed 5 minutes to provide concluding statements.
 - g. Surrebuttals may be allowed at the discretion of the Chair.

CONDUCT FOR APPLICANTS AND THE PUBLIC

1. Speakers will be called to the podium by the Chair.
2. Each speaker, before talking, shall give his or her name and address.
3. All comments should be directed to the Commissioners, not to the staff or to members of the audience.
4. For items where there are several people wishing to speak, the Chair may impose a time limit, usually 3 minutes per person, or 5 minutes for a group spokesperson. If a time limit is imposed on any member or spokesperson of the public, then the same time limit is imposed on other members or spokespersons of the public, respectively.
5. Unless otherwise allowed by the Chair, no questions shall be asked by the speaker or Commission Members.
6. Only one speaker is permitted before the Commission at a time.
7. The discussion must be confined to essential points stated in the application bearing on the desirability or undesirability of the application.
8. The Chair may cease any presentation or information that has already been presented and acknowledge that it has been noted in the public record.
9. No personal attacks shall be indulged in by either side, and such action shall be sufficient cause for stopping the speaker from proceeding.
10. No applause or public outbursts shall be permitted.
11. The Chair or supporting agency staff may request police support to remove offending individuals who refuse to abide by these rules.
12. After the public comment portion of a meeting or hearing has concluded, the discussion will be limited to the Planning Commission and Staff.

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G R E A T E R S A L T L A K E

**Municipal Services
District**

Greater Salt Lake Municipal Services District - Planning & Development Services
2001 S. State Street #N3-600 • Salt Lake City, UT 84190 • (385) 468-6700

File # PUD2024-001072

PENDLETON FIELDS SUBDIVISION PLANNED UNIT DEVELOPMENT SUMMARY AND RECOMMENDATION

Public Body: Magna City Planning Commission

Meeting Date: October 3, 2024

Parcel IDs: 14-29-252-083-0000, 14-29-252-084-0000, & 14-29-252-082-0000

Acreage: 2.84 Acres

Current Zone: R-2-6.5 (Medium Density Residential)

Property Address: 8332 West 3100 South

Request: Preliminary Plat Approval & Exception Request for the Pendleton Fields Subdivision PUD

Planner: Jeff Miller

Applicant Name: Joe Colosimo

PROJECT DESCRIPTION

Joe Colosimo is requesting preliminary plat approval for the 18-Lot Pendleton Fields Subdivision. Additionally, the applicant is requesting an exception to roadway standards, to not require sidewalk on the south side of the road in the development (***See attached recommendation letter from Engineering**). The sidewalk will still be installed on the north side of the street.

The proposed subdivision is an Infill Planned Unit Development. Previously, the subject property was rezoned to the R-2-6.5 zone, in anticipation of the proposed PUD (with zoning conditions limiting the proposed PUD to 18 single-family lots, as proposed, and a minimum of 20 feet in depth for driveways. ***See exhibit E for the Approved Rezone Ordinance with the approved zoning conditions from the Magna City Council**).

***Continued on the next page.**

SITE & VICINITY DESCRIPTION (see attached map)



The subject property is located immediately south of Jayne Crest Circle, and north of 3100 South, and is zoned R-2-6.5. The property is surrounded by a large area of parcels zoned R-1-6. There are parcels within the R-2-6.5 Zone to the north of the subject property, as well as to the west across 8400 West. The R-2-6.5 area to the west extends north towards Magna Main Street. Along Magna Main Street, there is a significant number of parcels currently zoned R-2-6.5.

GENERAL PLAN CONSIDERATIONS

The Magna General Plan was adopted in 2021. According to the current general plan, approximately 7% of the residential acres within Magna are currently zoned R-2-6.5.

One of the initiatives and opportunities that have been identified in the general plan is the, “addition of diverse housing to Magna to create mixed density neighborhoods and increase new investment in the community.”

The general plan also identifies that “responsible growth can occur through additional opportunities for home ownership”, which the anticipated PUD could help to provide with smaller lot sizes that are typically allowed in standard R-1 (Single-family Residential) zones.

ISSUES OF CONCERN/PROPOSED MITIGATION

Planning Staff has not identified any issues of concern with the proposed rezone request.

STAFF ANALYSIS

According to section 19.18.020 (B), the proposed PUD is classified as an *"Infill Development PUD"*, which is a PUD Development between *"one-half (1/2) acre and...three (3) acres"*.

Per 19.18.030, the proposed development is, *"less than three (3) acres in size (and would typically) be subject to the permitted use review process outlined in Section 19.16.030"*, which would be a staff level review and approval process.

However, the applicant has requested that the PUD is taken before the Magna City Planning Commission for preliminary plat approval, in order to show that the zoning condition (limiting the PUD to 18 Single-Family Homes built with traditional construction methods) as mandated by the Magna City Council has been followed for the proposed PUD development.

Per 19.18.030 (C) (1), "Infill (PUD) development(s) shall include forty percent (40%) open space but is not required to include common open space.

The proposed PUD includes 40% of private open space, as required per 19.18.030 (C) (1).

Per 19.18.030 (2) (a), "For any PUD located in and adjacent to an R-1, R-2, A-1 or A-2 zone ("residential zone"), the maximum height for structures on the perimeter of the PUD adjoining said zones shall be twenty-eight feet (28'). The maximum height of all other structures in such a PUD shall be thirty-five (35').

(i). The height of buildings along the perimeter of a planned unit development adjoining a residential zone may be increased to the maximum height allowed in the underlying zone by one-foot increments, with each additional one-foot height increment requiring an additional one foot (1') in setback from the perimeter (setback of 15 feet)."

The proposed PUD will comply with the specified height limits during the building permit review and approval process.

Per 19.18.030 (3), "Perimeter Setbacks (for all PUD types)...shall have at least a fifteen-foot (15') setback from the perimeter lot line, and shall have a setback from a right-of-way as prescribed by the underlying zone. Otherwise, no specific yard, setback, or lot size requirement is imposed by this chapter. However, the purpose and design objectives of this chapter shall be complied with in the final development plan, and the Planning Commission may require specific setbacks within all or a portion of the development to maintain harmony with the existing character of the neighborhood.

The proposed PUD will comply with the specified perimeter setback during the building permit review and approval process.

During the final plat review process, the applicant intends to have the final plat reviewed and approved in a few phases, prior to plat recordation.

NEIGHBORHOOD RESPONSE

Planning Staff has not received any comments from the surrounding neighbors or the general public as of the completion of this staff report. Any comments that are received will be forwarded to the Magna City Planning Commission for review and will be summarized on August 12, 2024.

Request: Preliminary Plat Approval for the Pendleton Fields Subdivision PUD.

CONCLUSION AND RECOMMENDATION

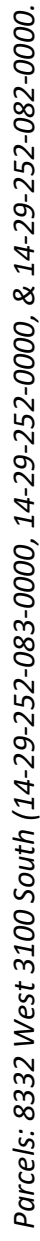
Planning Staff recommends that the Magna City Planning Commission grants approval to the preliminary plat for the proposed 18-Lot Pendleton Fields (Infill) PUD Subdivision, as well as approval to the requested sidewalk exception for the proposed development.

- The proposed Infill PUD is limited to 18 Single Family Homes (with traditional construction methods, not modular homes) for the subject property.
- The driveways within the development must be a minimum of 20 feet deep.

EXHIBITS

- A. Aerial Map.
- B. Preliminary Plat
- C. Proposed Floor Plans for Single-Family Homes.
- D. Exception Request Recommendation Letter from Engineering.
- E. Approved Rezone Ordinance (with stated Zoning Conditions).

Parcels: 8332 West 3100 South (14-29-252-083-0000, 14-29-252-0000, & 14-29-252-082-0000.





RUSSELL PLATT
ARCHITECTURE

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801) 580-0181

PROFESSIONAL STAMP



CODE OFFICIAL STAMP

PROJECT NAME

PENDLETON

REVISIONS:

NO. DATE DESCRIPTION

1/1 1/1 1/1

ISSUED: SEPT. 11TH, 2024

NO. DATE DESCRIPTION

OWNER PROJECT #:

RPA PROJECT #:

DRAWN BY:

CHECKED BY:

DESIGNED BY:

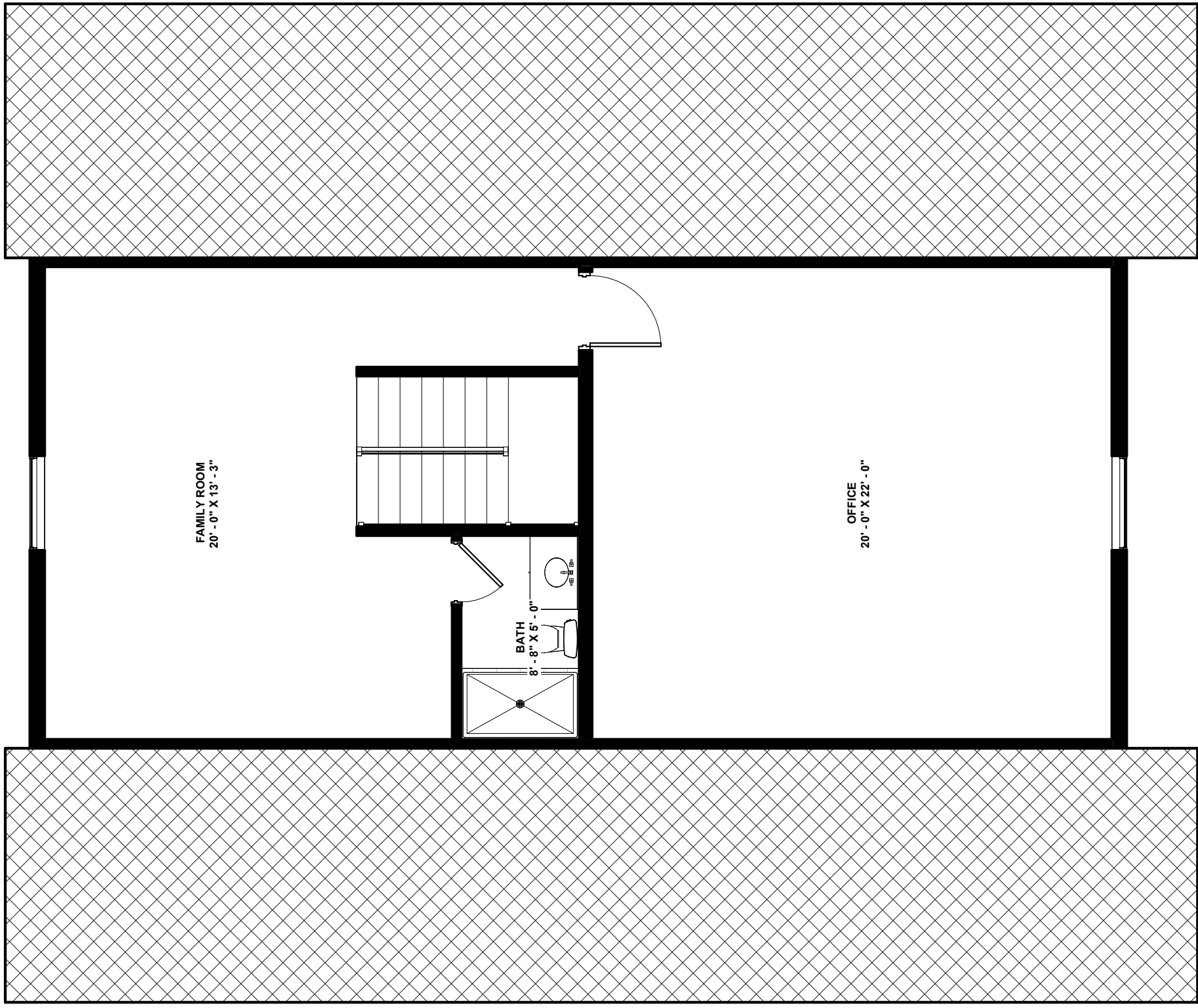
COPYRIGHT: © 2018 RUSSELL PLATT ARCHITECTURE

SHEET TITLE

MARKETING
PLANS
(UNFINISHED
BASEMENT)

SHEET NUMBER

1

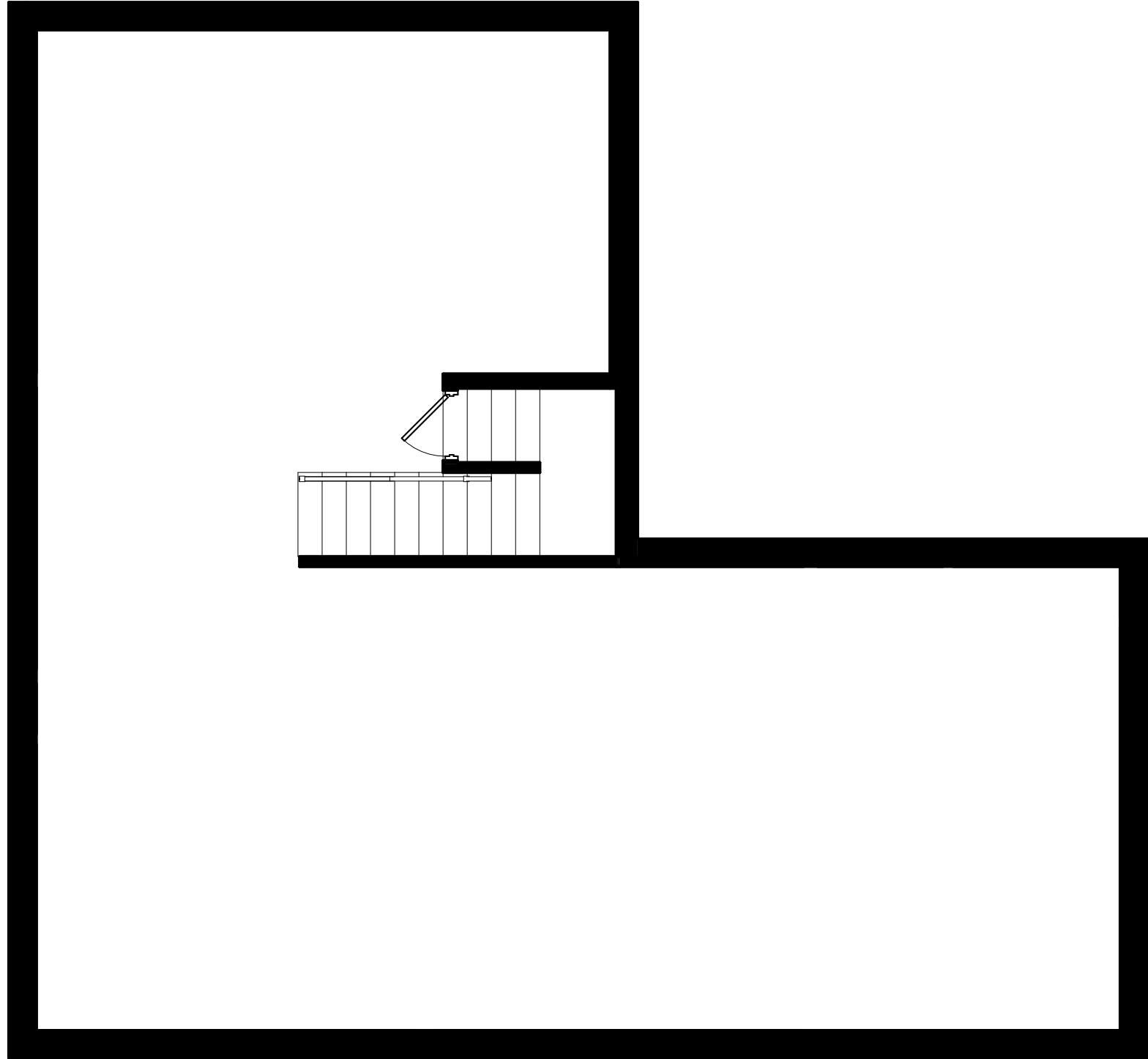


UPPER FLOOR 963 SQUARE FEET



MAIN FLOOR 1,340 SQUARE FEET

GARAGE 470 SQUARE FEET



BASEMENT 1,334 SQUARE FEET



RUSSELL PLATT
ARCHITECTURE

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP



CODE OFFICIAL STAMP

PROJECT NAME

PENDLETON

REVISIONS:
NO. DATE DESCRIPTION

1/1

ISSUED: SEPT. 11TH, 2024

NO. DATE DESCRIPTION

OWNER PROJECT #:

RPA PROJECT #:

DRAWN BY:

CHECKED BY:

DESIGNED BY:

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SHEET TITLE

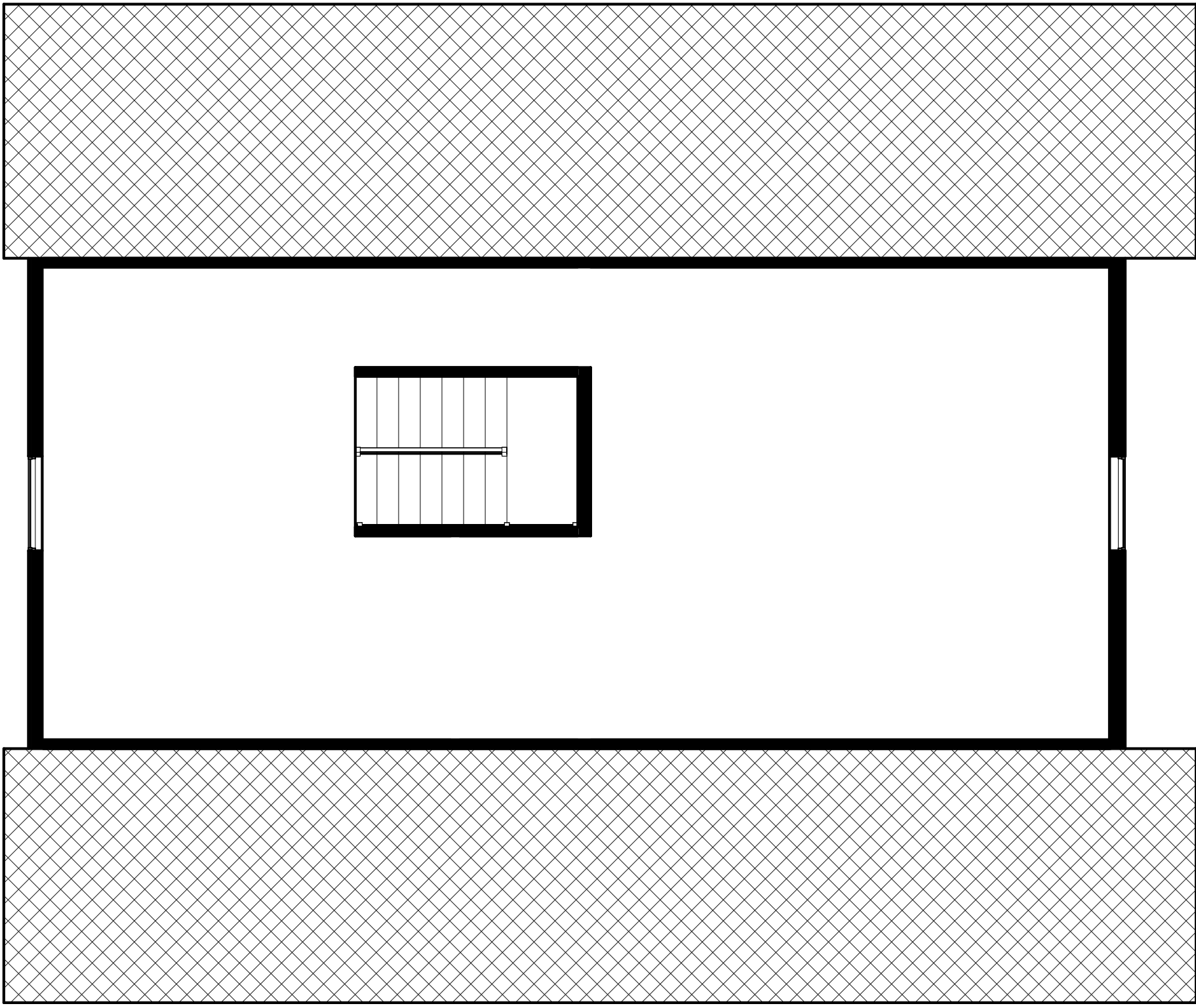
MARKETING
PLANS
(UNFINISHED
UPPER FLOOR)

SHEET NUMBER

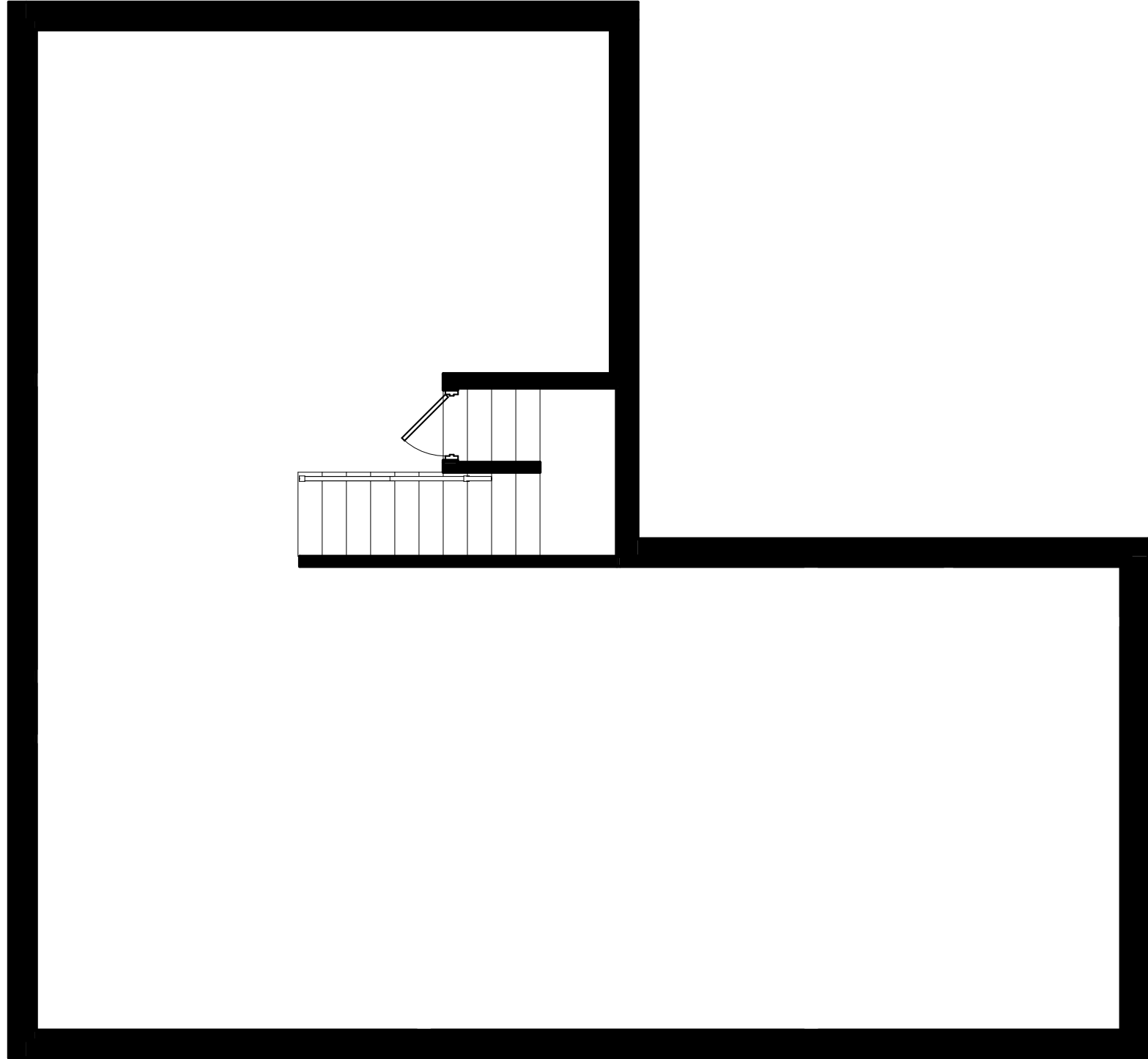
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MAIN FLOOR 1,340 SQUARE FEET
GARAGE 470 SQUARE FEET



UPPER FLOOR 963 SQUARE FEET



BASEMENT 1,334 SQUARE FEET



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RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP



CODE OFFICIAL STAMP

PROJECT NAME

PENDLETON

REVISIONS:
NO. DATE DESCRIPTION

ISSUED: SEPT. 11TH, 2024

NO. DATE DESCRIPTION

OWNER PROJECT #:

RPA PROJECT #:

DRAWN BY:

CHECKED BY:

DESIGNED BY:

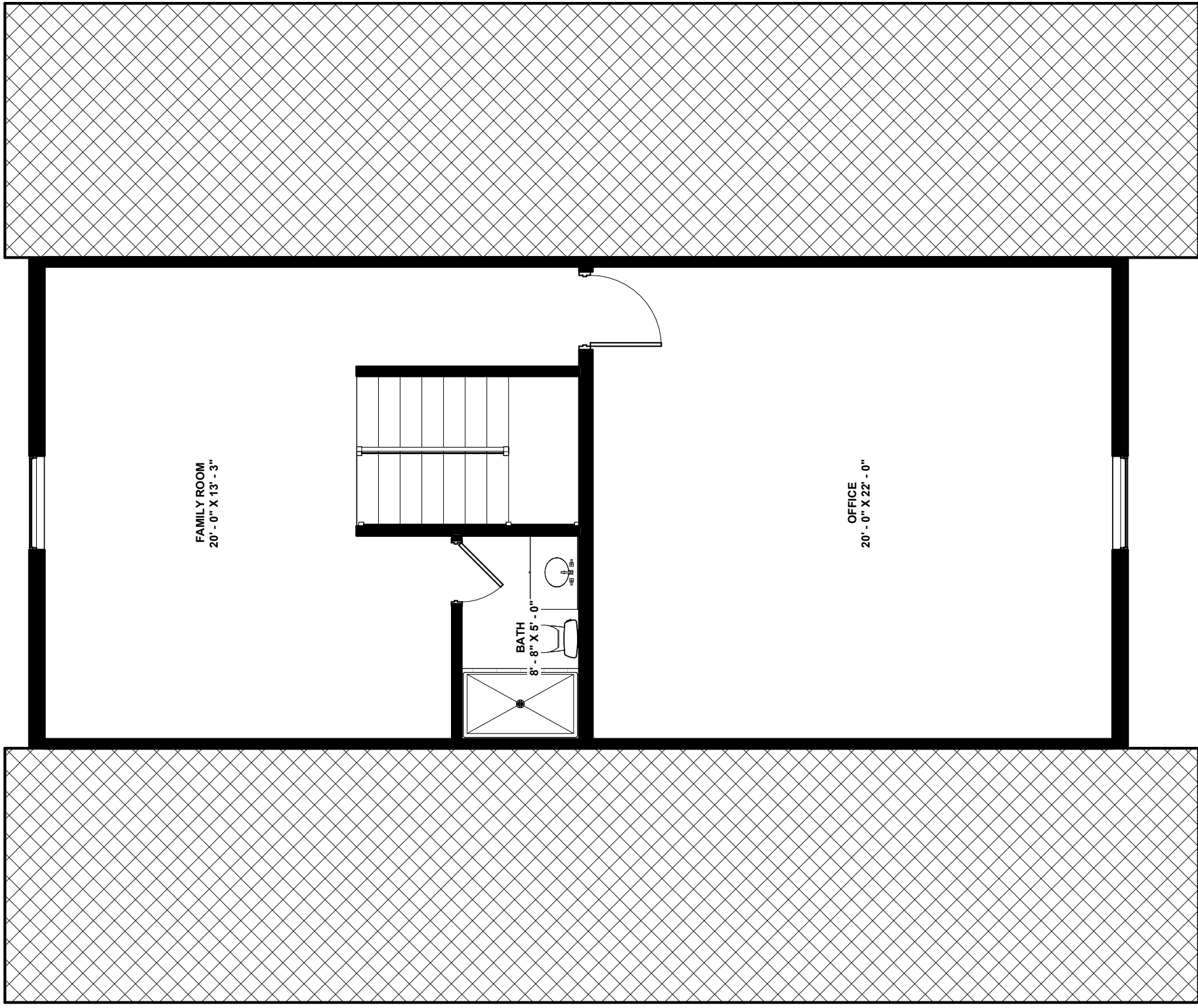
COPYRIGHT:
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SHEET TITLE

MARKETING
PLANS
(FINISHED)

SHEET NUMBER

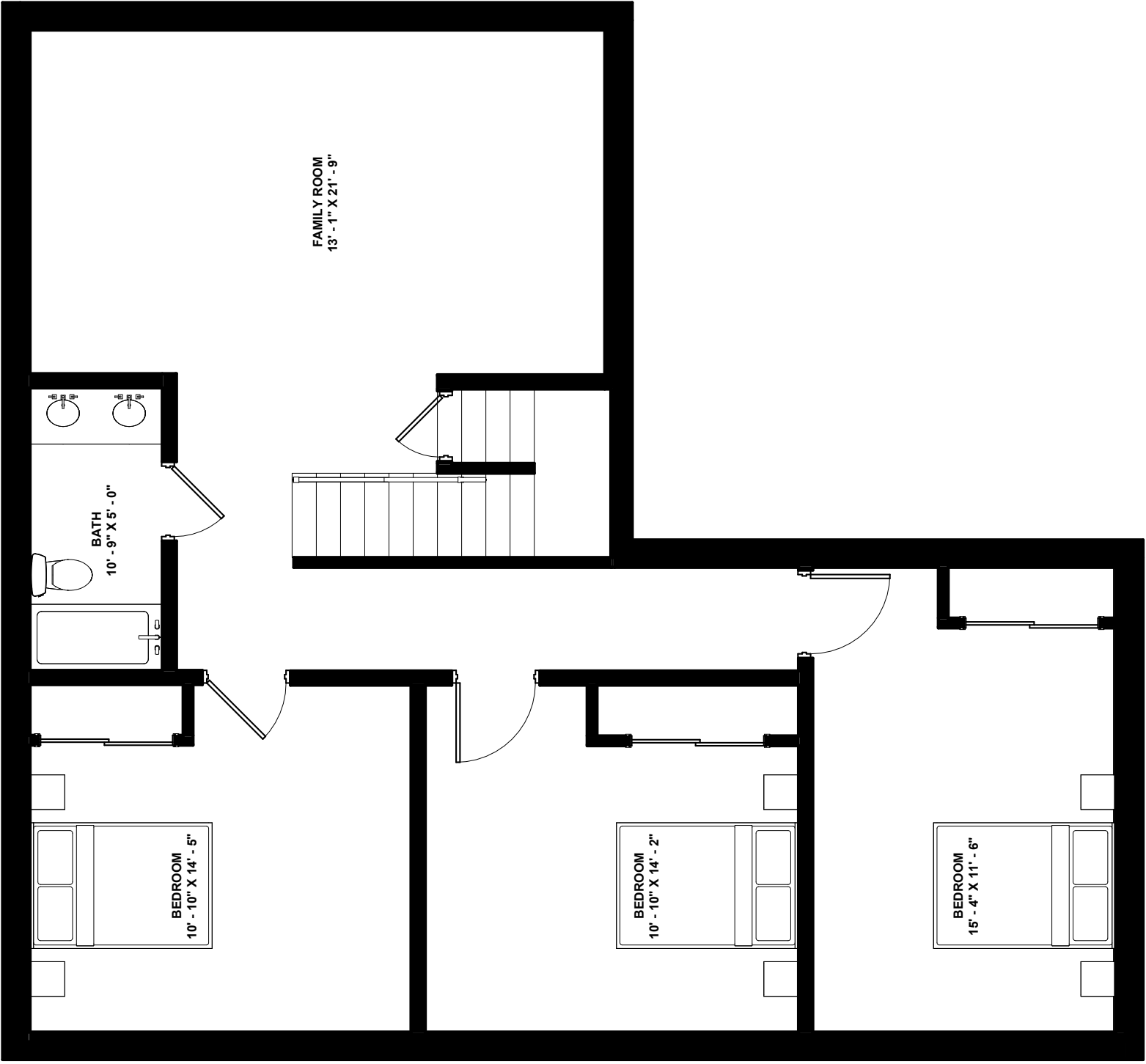
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UPPER FLOOR 963 SQUARE FEET



MAIN FLOOR 1,340 SQUARE FEET
GARAGE 470 SQUARE FEET



BASEMENT 1,334 SQUARE FEET



May 1, 2024

Jenny Wilson
Mayor

Catherine Kanter
Deputy Mayor of Regional
Operations

Scott R. Baird, P.E.
Director, Public Works
and Municipal Services

Kade D. Moncur, P.E., CFM
Director, Public Works
Engineering Division

**PUBLIC WORKS
ENGINEERING DIVISION**

Government Center
2001 South State Street
Suite N3-120
Salt Lake City, Utah 84190

T 385-468-6600
F 385-468-6603

To Whom It May Concern,

This recommendation letter is in consideration of the following proposed development:

Application: 001072 – 20-Lot Pendleton_Fields_Colosimo
Location: 3045 South 8400 West, Magna, Utah 84044

Given that the property is adjacent to a stub street and sidewalk will be installed on the North part of the PUD, is not adjacent to any known safe routes to school under the Utah Safe Routes to School Program, and currently appears to meet all other applicable roadway standards, it is the recommendation of Salt Lake County Public Works Engineering that an exception be granted for the installation of sidewalk along the South side of this property.

Regards,

Ahmed Dahir
Salt Lake County
Public Works Engineering

MAGNA METRO TOWNSHIP

Ordinance No. 2023-O-09

Date: November 28, 2023

AN ORDINANCE OF THE MAGNA METRO TOWNSHIP COUNCIL AMENDING THE ZONING MAP TO CHANGE THE ZONING OF THE PROPERTY AT 3045 S. 8400 W. FROM R-1-6 TO R-2-6.5/ZC

RECITALS

WHEREAS, the Greater Salt Lake Municipal Services District provides services to the five Metro Townships in the Salt Lake Valley, unincorporated areas, and the Town of Brighton; and

WHEREAS, the Magna Metro Township is a municipality and has authority to regulate Zoning in general pursuant to Utah Code Ann. Subsection 10-3c-103 (2); and

WHEREAS, Magna Metro Township has authority to adopt zoning ordinances, including a zoning map pursuant to Utah Code Ann. § 10-9a-501 in accordance with the Municipal Land Use, Development, and Management Act, (“MLUDMA”), Title 10, Section 9a, Utah Code, to establish zones within the metro township; and

WHEREAS, the Council deems it necessary to amend its zoning map in order to accommodate the proposed rezone request from the R-1-6 (Single-Family Residential, 6,000 SF Minimum) Zone to the R-2-6.5 (Medium Density Residential) Zone for the subject parcels located at: 3045 South 8400 West.; and for the protection and preservation of the public health, safety and general welfare.

BE IT ORDAINED BY THE MAGNA METRO TOWNSHIP COUNCIL as follows:

1. Section 19.14.020, The Zoning Map of Magna Metro Township is hereby amended as follows:

The property described in Application #_REZ2023-000852 filed by Joe Colosimo, and located at 3045 South 8400 South, within Magna Metro Township, is hereby reclassified from the R-1-6 (Single Family Residential) zone to the R-2-6.5/ZC (Medium Density Residential) Zone, said properties being described as follows:

PARCEL #: 14-29-252-015-0000

LEGAL DESCRIPTION: Commencing at a point 330 feet north and 33 feet east from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM).

From this starting point, the boundaries of the parcel are described as follows: proceeding north for a distance of 4.19 feet, then heading east for a distance of 38.2 feet, followed by a southern course of 4.19 feet, and ultimately moving west for a distance of 38.2 feet to return to the point of beginning.

PARCEL #: 14-29-252-043-0000

LEGAL DESCRIPTION: Commencing at a point located 33 feet east and 198 feet north and 197.3 feet east from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM), the legal description pertains to a parcel of land measuring 0.33 acres more or less. From this starting point, the boundaries of the parcel are described as follows: running north for a distance of 132 feet, then proceeding east for a distance of 110 feet, followed by a southern course of 132 feet, and finally moving west for a distance of 110 feet to return to the point of beginning.

PARCEL #: 14-29-252-074-0000

LEGAL DESCRIPTION: Beginning from a point situated South 89 degrees 34 minutes 15 seconds East, 228.77 feet, and North 0 degrees 25 minutes 45 seconds East, 198.00 feet, and South 89 degrees 34 minutes 15 seconds East, 110.00 feet from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM), the legal description pertains to a parcel of land. From this starting point, the boundaries of the parcel are described as follows: running North 0 degrees 25 minutes 45 seconds East for a distance of 132.00 feet, then proceeding South 89 degrees 34 minutes 15 seconds East for a distance of 161.50 feet, followed by a southern course of South 0 degrees 25 minutes 45 seconds West for a distance of 132.00 feet, and finally moving North 89 degrees 34 minutes 15 seconds West for a distance of 161.50 feet to return to the point of beginning.

PARCEL #: 11-29-252-075-0000

LEGAL DESCRIPTION: Beginning from a point situated South 89 degrees 34 minutes 15 seconds East, 228.77 feet, and North 0 degrees 25 minutes 45 seconds East, 198.00 feet, and South 89 degrees 34 minutes 15 seconds East, 110.00 feet from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM), the legal description pertains to a parcel of land. From this starting point, the boundaries of the parcel are described as follows: running North 0 degrees 25 minutes 45 seconds East for a distance of 132.00 feet, then proceeding South 89 degrees 34 minutes 15 seconds East for a distance of 161.50 feet, followed by a southern course of South 0 degrees 25 minutes 45 seconds West for a distance of 132.00 feet, and finally moving North 89 degrees 34 minutes 15 seconds West for a distance of 161.50 feet to return to the point of beginning.

PARCEL #: 14-29-252-077-0000

LEGAL DESCRIPTION: Beginning from the southeast corner of Pendleton Grove Subdivision, the legal description pertains to a parcel of land. From this starting point, the boundaries of the parcel are described as follows: running South 69.13 feet, then proceeding West 334.30 feet, followed by a northern course of 69.13 feet, and finally moving East 334.30 feet to return to the point of beginning.

PARCEL #: 14-29-252-042-0000

LEGAL DESCRIPTION: Beginning from a point 33 feet east and 198 feet north from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM); thence North 132 feet; thence East 197.3 feet; thence South 132 feet; thence West 197.3 feet to the point of beginning.

The subject properties included in this zoning map amendment, are subject to the following zoning conditions (ZC) for the R-2-6.5/ZC Zone:

1. The overall density is limited to 18 Single-Family Homes (with traditional construction methods, not modular homes) for the subject property.
2. The driveways within the development must be a minimum of 20 feet deep.

The official zoning map kept on file with the Planning and Development Services Division of the Municipal Services District of Greater Salt Lake shall be changed to reflect this ordinance.

Effective Date. This Ordinance will take effect immediately upon posting and publication as required by law.

PASSED AND ADOPTED this 28th day of November, 2023.

MAGNA METRO TOWNSHIP

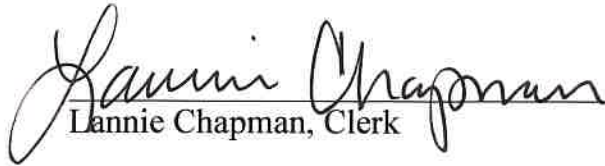
By: _____

ERIC G. BARNEY, MAYOR

Voting:

Council Member Barney	voting	<u>Aye</u>
Council Member Hull	voting	<u>Aye</u>
Council Member Peay	voting	<u>Aye</u>
Council Member Pierce	voting	<u>Aye</u>
Council Member Prokopis	voting	<u>Aye</u>

ATTEST


Lannie Chapman, Clerk

APPROVED AS TO FORM:


METRO TOWNSHIP ATTORNEY



G R E A T E R S A L T L A K E
**Municipal Services
District**

Planning and Development Services

2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050

Phone: (385) 468-6700 • Fax: (385) 468-6674

msd.utah.gov

Files # CUP2024-001185

Conditional Use Summary

Public Body: Magna Planning Commission

Meeting Date: October 3, 2024

Parcel ID: 14-21-200-041-0000, 14-21-200-029-0000, 14-21-200-028-0000, 14-21-201-004-0000

Current Zone: M-2

Property Address: 2167 S Jenkins Park Lane, 2198 S 7400 W, 2185 S 7400 W

Request: Hot Mix Asphalt Plant and Recycling

Applicant Name: Quin Bingham

MSD Planner: Justin Smith

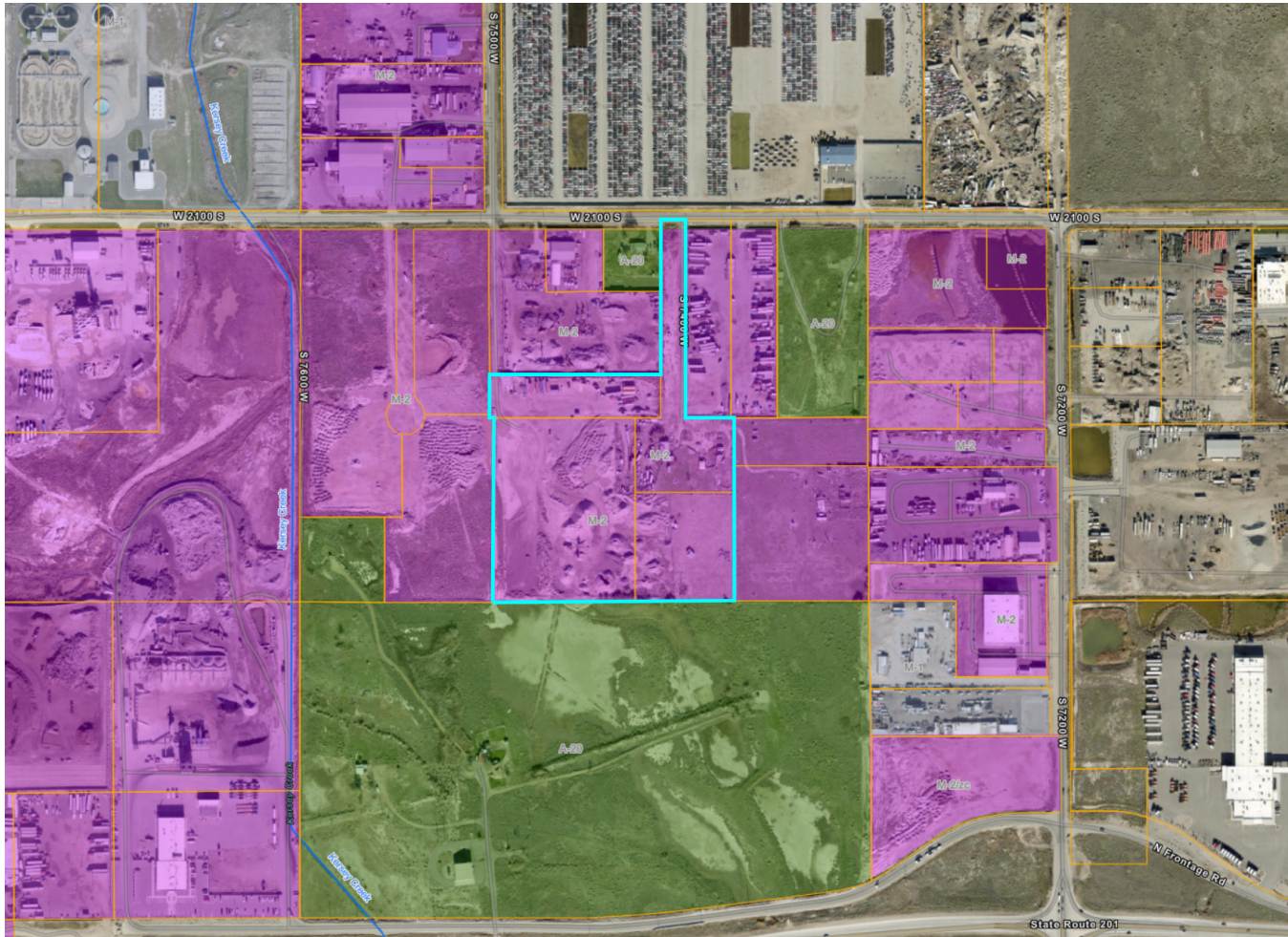
MSD Planning Staff Recommendation: Approval

PROJECT SUMMARY

The applicant, Quin Bingham, is Applying for a conditional use permit for a hot mix asphalt plant that will create asphalt from recycled materials. These parcels were previously rezoned in both 2023 and 2024 to the M-2 zone. Two of the parcels have the same address.

SITE & ZONE DESCRIPTION

The property is located along the southside of 2100 S, just west of the WHCP7581 subdivision and directly south of Copart. The four lots are currently zoned M-2. The property has access on the west side from an easement.



ISSUES OF CONCERN/PROPOSED MITIGATION

The Greater Salt Lake Municipal Services District and reviewing agencies have reviewed the application and have not identified any potential issues with the application and have given a conceptual “ok” to the application.

PLANNING STAFF ANALYSIS

The applicant is requesting a heavy manufacturing use that will be manufacturing asphalt from asphalt and concrete that is recycled on-site. In the M-2 zone, heavy manufacturing is listed as a conditional use and recycling facilities are listed as a permitted use. Heavy manufacturing is defined as the manufacture or compounding process of raw materials. It would include activities or processes that necessitate the large volumes of highly flammable, toxic matter or explosive materials needed for the manufacturing process.

Development Standards

The Manufacturing zone lists a few development standards that must be met. The first is view protection which requires the proportion and massing of buildings to minimize the obstruction of views. The applicant has not proposed anything that exaggerates the height of the buildings, nor is the applicant proposing having any habitable space above the maximum height set by the M-2 zone. The plans do not currently show any buildings

other than a job trailer that would function as a control room. The job trailers are twelve feet in height and would be required to be built upon a permanent foundation.

The development area is 15.38 acres in size and meets the M-2 minimum lot size requirement of 25,000 square feet. The minimum lot width of 100 feet is also met and meets the flag lot requirements of Title 18. The M-2 zone does have a minimum height requirement of fifteen feet for primary buildings and a maximum height requirement of 80 feet. Title 19.46.110 allows for exceptions to the maximum height requirements for structures with certain public or semipublic uses so long as it does not include additional floor space, but that would not apply to this use. The proposed development meets all setbacks requirements.

Accessory Outside Storage

The provided site plan does show outside storage. Those storage areas would have to be either upon upon a paved surface with fencing that meets the screening requirements of 19.42.040 or to construct accessory storage buildings to store the material. Any equipment storage, including vehicles, are required to be stored on a paved surface. The accessory outside storage use allows up to 15% of the parcel to be used for outdoor storage that is accessory to the main use. The four parcels that make up this project add up to 15.38 acres in size or roughly 699,900 square feet. 15% of that area would be about 100,000 square feet. The two equipment storage areas, the truck staging area, and the stockpile area make up roughly 61,000 square feet. This is a little over what is allowed, but if storage buildings are proposed it would reduce the amount of storage that is outside. Fences have not been listed on the site plan, but privacy fences of at least 6 feet in height would be required for any accessory outdoor storage area.

There is an aggregate storage area towards the north of the property. No elevations have been provided for this, but aggregate storage that is located outdoors, both covered or uncovered, are typical of asphalt and concrete plants. An accessory use is defined under 19.04.070 as a use that is clearly incidental and subordinate to the existing primary use. The outdoor storage of unprocessed and processed asphalt would be directly related to the primary use. Heavy manufacturing is defined in 19.04.070 as the manufacture or compounding of raw materials and that these activities may include outdoor operations. The two outdoor asphalt piles, one for each processed and unprocessed asphalt, would be an essential part of the primary use and would not be considered accessory outside storage.

Off-Street Parking and Access

Heavy Manufacturing uses are required to have one parking spot per employee on the highest scheduled shift. There will be eight employees on shift and the current plans show 25 spots being provided. The proposed development would have a 28' wide asphalt drive that would loop around the property and provide two points of access and egress. This asphalt drive would also guide the trucks through the loading and unloading areas and the truck staging area.

Landscaping

The applicant has not provided any landscape plans, but the submitted site plan does include a landscaped area that does meet the requirements of 19.50. The landscaping chapter also has additional requirements for outdoor storage. Any outdoor storage areas must be completely screened by an opaque masonry wall or a solid

wood fence of at least 6 feet in height. Stored materials are not allowed to be taller than the required fence or wall. Any mechanical equipment or materials would have to be screened. The parking area for employees does have more than 20 spots and as thus the parking lot landscaping would be required to meet the requirements of 19.50.070(C) and 19.50.070(D).

Based on the above analysis, MSD staff has found that the proposal is consistent with the surrounding land uses as well as the general plan. Full compliance with required ordinances and policies will be verified through the subsequent technical review process before the issuance of the Land Use permit, and license inspection process.

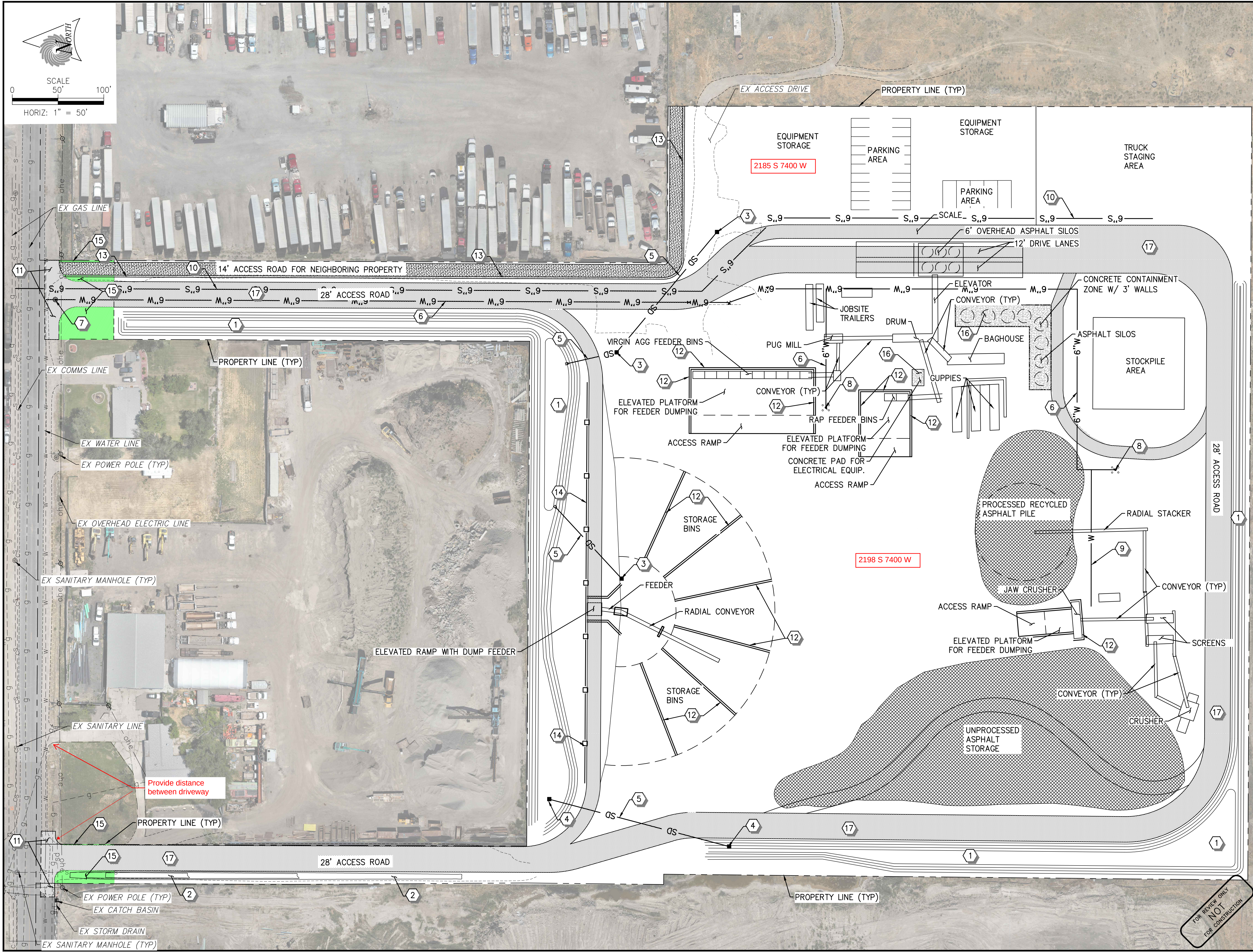
PLANNING STAFF RECOMMENDATION

Based on the findings stated above, the MSD Planning Staff recommends that the Magna Planning Commission recommend approval of the conditional use subject to staff recommended conditions:

- 1. Applicant to be required to comply with the landscaping requirements of 19.50.**
- 2. Applicant be required to comply with the requirements of 19.34.**
- 3. Applicant be required to comply with the requirements of 19.42.**
- 4. Applicant to be required to comply with the requirements of all reviewing agencies.**

ATTACHMENTS:

- A. Stamped Site Plan
- B. Kennecott Section 21 Drinking Water Source Protection Verification Letter
- C. Traffic Impact Study
- D. Granite Construction Summary Letter



SITE NOTES

- 1 STORMWATER POND
- 2 RETENTION BIOSWALE
- 3 CATCH BASIN
- 4 POND OVERFLOW/OUTLET STRUCTURE
- 5 18" HDPE STORM LINE
- 6 6" WATER LINE
- 7 6" WATER METER
- 8 6" FIRE HYDRANT W BOLLARDS
- 9 2" WATER LATERAL
- 10 6" SANITARY SEWER LINE
- 11 12' APPROACH IMPROVEMENT
- 12 2' WIDE CONCRETE BLOCK RETAINING WALL
- 13 CONCRETE K-RAIL BARRIER
- 14 GUARDRAIL
- 15 LANDSCAPE AREA
- 16 CONCRETE PAD
- 17 ASPHALT DRIVE

Municipal Services District	
Conceptual Site Plan Review	
Planning	Concept O.K. - Technical Review Required jcm: SITE PLAN, Stamped 09/11/2024
Grading	Concept O.K. - Technical Review Required Adair: SITE PLAN, Stamped 09/21/2024
Geology	Concept O.K. - Technical Review Required Adair: SITE PLAN, Stamped 09/06/2024
Hydrology	Concept O.K. - Technical Review Required Adair: SITE PLAN, Stamped 09/06/2024
Boundary	
Traffic	Concept O.K. - Technical Review Required Adair: SITE PLAN, Stamped 09/06/2024
UFA	Concept O.K. - Technical Review Required Adair: 08/23/2024
Health	
Building	
Addressing	

Addressing

Revisions Required - See Comments Sheet

REV NO.

COMMENT

DATE

PROFESSIONAL ENGINEER

No. 13864745

CALEB BOTTEK

08/14/2024

STATE OF UTAH

SUNRISE ENGINEERING

6875 SOUTH 900 EAST

SALT LAKE CITY, UTAH 84047

TEL 801.523.0100 • FAX 801.523.0990

www.sunrise-eng.com

GRANITE CONSTRUCTION

GODFREY ASPHALT PLANT

SITE PLAN

SEI NO.

DESIGNED

DRAWN

CHECKED

SHEET NO.

10546

of

Rio Tinto Kennecott
4700 Daybreak Parkway
South Jordan, Utah 84009
T (801) 304-1256
M (385) 246-7937
E-mail trevor.paulson@riotinto.com

Trevor Paulson
Senior Advisor Water

July 12, 2024

Salt Lake County Health Department
Water Quality Bureau
788 East Woodoak Lane
Murry, UT 84107

Subject: **Kennecott Section 21 Drinking Water Source Protection Verification Approval with Conditions for Granite Construction Parcels 14-21-200-026, 14-21-200-028, 14-21-200-029, and 14-21-200-040, Magna, UT for Land Uses within Zone 3 of its DWSP Area**

To Whom It May Concern,

Quin Bingham of Granite Construction recently notified Kennecott regarding its future development at parcels 14-21-200-026, 14-21-200-028, 14-21-200-029, and 14-21-200-040, in Magna, UT. This location is within Zone 3 of Kennecott's Section 21 Wellfield Drinking Water Source Protection Area.

Granite Construction has proposed land uses classified as "restricted" by the Salt Lake County Drinking Water Source Protection Ordinance. The restricted land use is an asphalt and or concrete recycling facility which will have fuel, asphalt cement, and motor oil storage on site. As required by the Ordinance, Granite Construction has provided Kennecott the best management practices and land management strategy through a cover letter stating Granite's commitment to prevent the contamination of the groundwater. Attached are site arrangement drawings along with the commitment letter from Granite Construction. The management practices and land management strategy are intended to prevent any pollution or contamination of Kennecott's drinking water supply. Kennecott agrees that the management practices described by Granite Construction should be fully implemented. Kennecott also requests that Granite Construction strictly adheres to all other regulations that may potentially impact Kennecott's drinking water supply and implements any additional recommendation from the Salt Lake County Health Department.

Kennecott **accepts and approves** of Granite Constructions proposed development, provided they strictly adhere to the management practices and land management strategy provided and any other regulation that may potentially impact Kennecott's drinking water supply and that they implement all additional recommendation from the Salt Lake County Health Department.

Sincerely,

Trevor Paulson

Trevor Paulson
Senior Advisor Water
Kennecott Utah Copper LLC



July 10, 2024

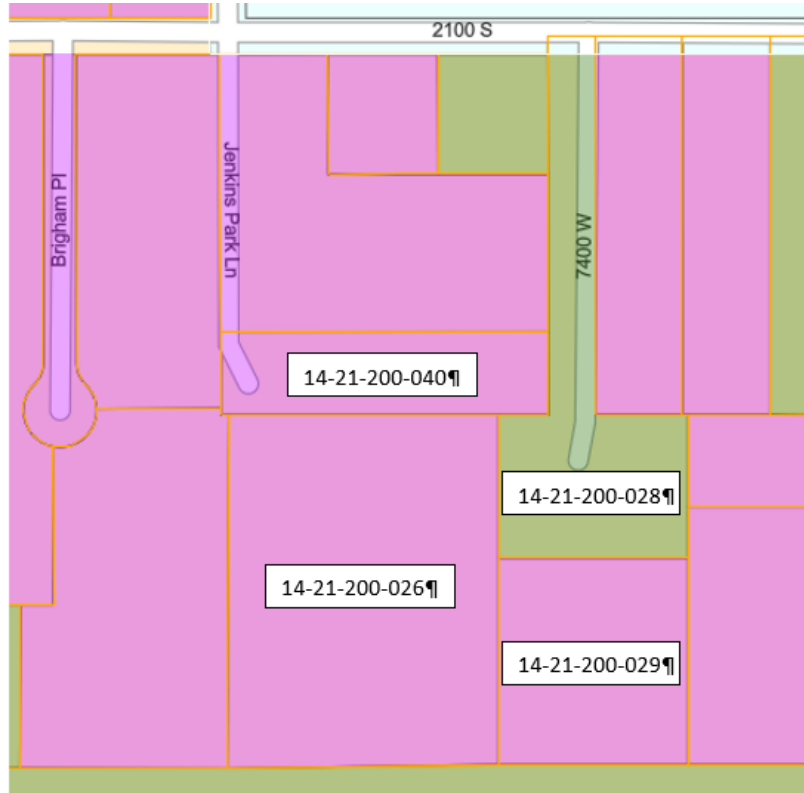
Trevor Paulson
Advisor – Water
Rio Tinto Kennecott
4700 Daybreak Parkway
South Jordan, Utah 84009

Re: Asphalt/Concrete Recycle Facility approval within DWSP Zone 3 Protection Area

Dear Mr. Paulson,

Granite Construction Company (Granite) is under contract to purchase parcels 14-21-200-026, 14-21-200-028, 14-21-200-029, and 14-21-200-040 in Magna, Utah (**Exhibit 1**). Granite is currently procuring a conditional use permit (CUP) to construct an asphalt manufacture plant and asphalt/concrete recycle facility on these parcels. During the CUP procurement process, Brad Johnson of the Greater Salt Lake Municipal Services District indicated that these parcels are within the DWSP Zone 3 Protection Area for a well owned by Kennecott Section 21.

Exhibit 1 – Parcels of Interest



As part of the proposed land use, the following petroleum-based products and their respective

secondary containment type will be stored on-site:

- Diesel fuel
 - Above ground storage tank with steel secondary containment/enclosure
- Asphalt Cement
 - Above ground storage silos within concrete secondary containment
- Motor oil
 - Steel/Poly drums on secondary containment pallets

Secondary containments for each of these storage tanks are approximately double the volume of the containment vessel they house. Spill Prevention, Control and Countermeasure (SPCC) Plan will be developed for this site which will outline spill prevention measures as well as required secondary containment volume requirements. Under SPCC guidance, monthly inspections of all above ground storage tanks are required and will be completed by on-site staff. A maintenance items identified in the month inspection will be addressed immediately. Spill kits will be located throughout the property for quick access, as needed.

Additionally, a site-specific drainage plan is currently being developed which will direct site grading to retain stormwater to an on-site retention basin. This retention basin will most likely be located on the north side of the property and will be designed to retain a 10-year 24-hour storm. A Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity will be obtained and maintained for the life of the facility. Said permit outlines stormwater management requirements. **Attachment A** presents the current site layout with above ground storage tank locations and proposed stormwater retention basin location.

Lastly, Granite will obtain all necessary UDEQ permits, comply with all Magna Township/MSD conditional use permit and building permit requirements, and fulfill any other prerequisites to construct and operate said facility.

Assuming the above control measures satisfy Kennecott's requirement within their Zone 3 protection areas, Granite requests Kennecott draft a letter to the Salt Lake County Health Department on behalf of Granite indicating such. If additional requirements are necessary, that have not been met in the letter please reach out.

Regards,



Quin Bingham
Environmental Manager

Granite Construction
1000 North Warm Springs Rd
Salt Lake City, UT 84116
P: (801) 526-6050
C: (435) 770-4319
E: quin.bingham@gcinc.com

Attachments:

Attachment A: Site Plan

Attachment A
Site Plan



Revisions

June 19, 2024

Design: BJC

Drawn: BJC

Scale: 1" = 70'

Drawing Number:

F - 1

1 OF 1

Godfrey

Conceptual Plant Layout



GRANITE ASPHALT PLANT TIS MAGNA, UT

JULY 2, 2024

PROJECT # UT-9753-24

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Introduction and Summary

PURPOSE OF REPORT AND STUDY OBJECTIVES

This Traffic Impact Study (TIS) aims to identify the traffic impacts for the proposed development, located in Magna, Utah. The study objectives are to define the study intersections, estimate trip generation and distribution for the site before and after development, analyze AM and PM peak traffic conditions with and without the project traffic in existing and 5-years (2029) and recommend improvements to mitigate traffic impacts if necessary.

EXECUTIVE SUMMARY

Site Location and Study Area – The Granite Asphalt Plant development site is located just south of 2100 South and west of 7500 West (see **Figure 1**). Major nearby streets surrounding the project area include 7200 West, and 8000 West.

Development Description – The development will be an asphalt production plant.

CONCLUSIONS AND RECOMMENDATIONS

1. Existing conditions - All study intersections operate at an acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
2. The proposed development is estimated to generate approximately 130 new external daily trips with 34 during the AM peak and 20 during the PM peak.
3. Existing plus project scenario - All intersections function at an acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
4. For the 2029 background scenario - All study intersections function at acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.5 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
5. For the 2029 background plus project scenario - All study intersections function at acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.6 veh/sec delay during the PM peak hour.

Proposed Development

SITE LOCATION

The site for the Granite Asphalt Plant development is located on the south side of the 2100 South and between 7200 West and 8000 West in Magna, Utah (see **Figure 1**).

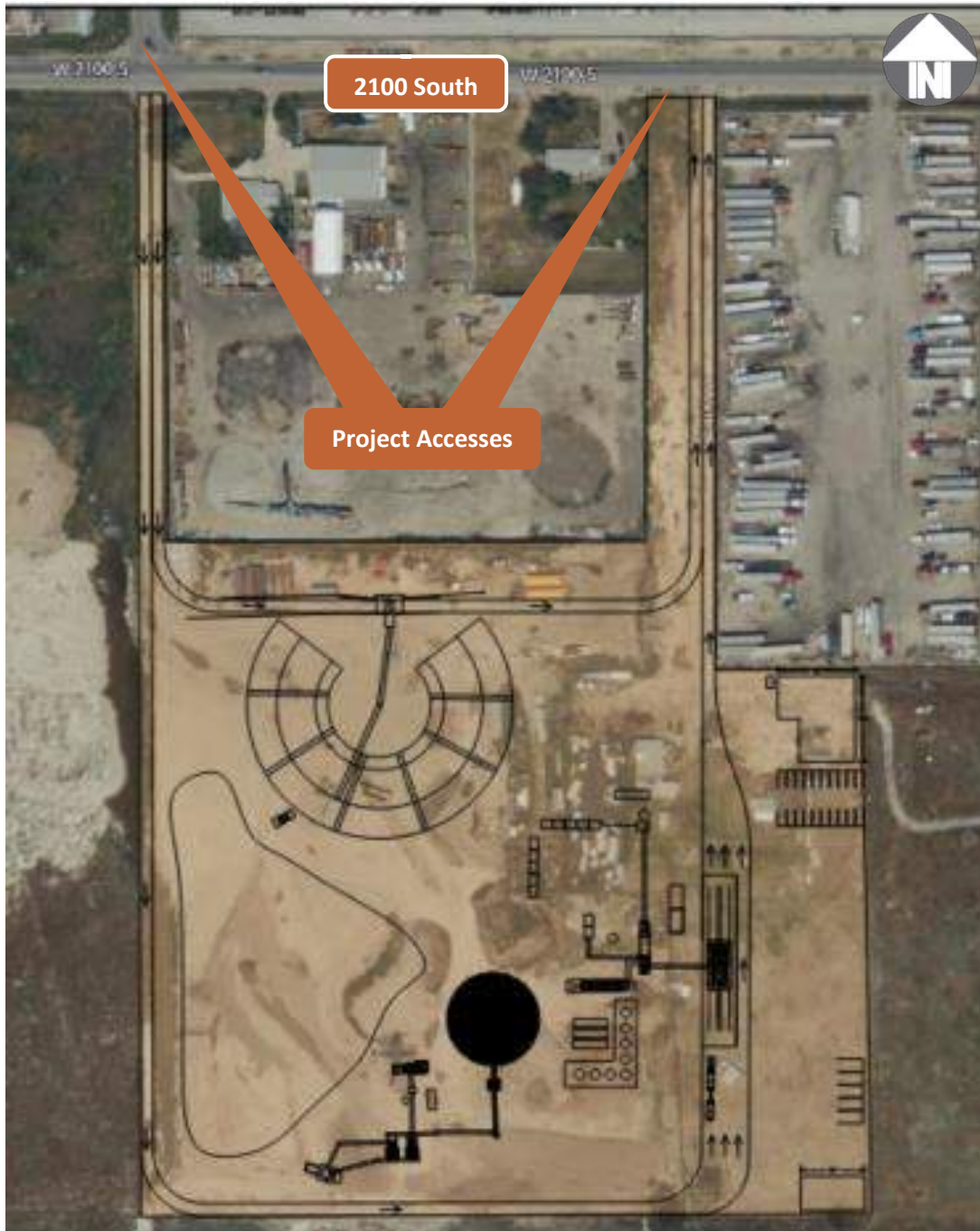
Figure 1: Project Location



SITE PLAN AND PREFERRED ACCESS

The site will have two accesses on the north side of the development along 2100 South. The site plan is shown in **Figure 2**.

Figure 2: Site Plan



Study Area Conditions

STUDY AREA

The major streets potentially impacted by the development are 2100 South, 7200 West, and 8000 West. The speed limits listed in the description are the currently posted speed limits.

Roadway Descriptions:

- 2100 South: An east/west running road with a speed limit of 35 mph. This road is a two-lane roadway that has a dedicated lane in each direction.
- 8000 West: A north/south running road with a speed limit of 35 mph. This road is a two-lane roadway that has a dedicated lane in each direction.
- 7200 West: A north/south running road with a speed limit of 35 mph. This road is a two-lane roadway that has a dedicated lane in each direction.

Intersection Descriptions:

- 2100 South & 8000 West: Two-way stop-controlled T-intersection with the westbound traffic being stop-controlled. The westbound approach lane geometry is a shared left-right turn lane. The northbound lane geometry is a shared through-right turn lane. The southbound lane geometry is a shared left turn-through lane.
- 2100 South & 7200 West: Two-way stop-controlled T-intersection with the westbound traffic being stop-controlled. The westbound approach lane geometry is a shared left turn-through lane. The northbound lane geometry is a shared left-right turn lane. The eastbound lane geometry is a shared through-right turn lane.

Analysis of Existing Conditions

STUDY INTERSECTION LEVEL OF SERVICE

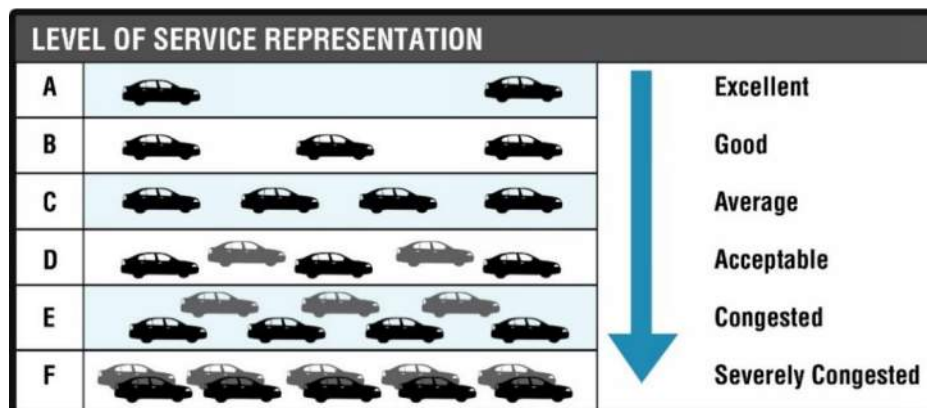
Level of Service (LOS) is a term used by the *Highway Capacity Manual* (HCM) to describe the traffic operations of an intersection based on congestion and delay. It ranges from LOS A (almost no congestion or delay) to LOS F (traffic demand is above capacity, and the intersection experiences long queues and delays). LOS C is generally considered acceptable for rural intersections, while LOS D is acceptable for urbanized intersections. LOS E is the threshold when the intersection reaches capacity. For two-way stop-controlled intersections, average intersection-wide delay and LOS are not defined by the HCM. **Table 1** summarizes LOS delay criteria for stop-controlled movements at unsignalized and signalized intersections. A visual representation of this is shown in **Figure 3**.

Table 1: Level of Service Criteria

Level of Service	Average Control Delay	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Source: Highway Capacity Manual (HCM) 2010

Figure 3: LOS Example



EXISTING INTERSECTION OPERATIONS

Horrocks collected the study intersection AM and PM traffic counts in June 2024. **Figure 4** and **Figure 5** shows the balanced traffic turning movements for the project. All study intersections and project accesses perform at an acceptable LOS, the intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour, as shown in **Table 2**.

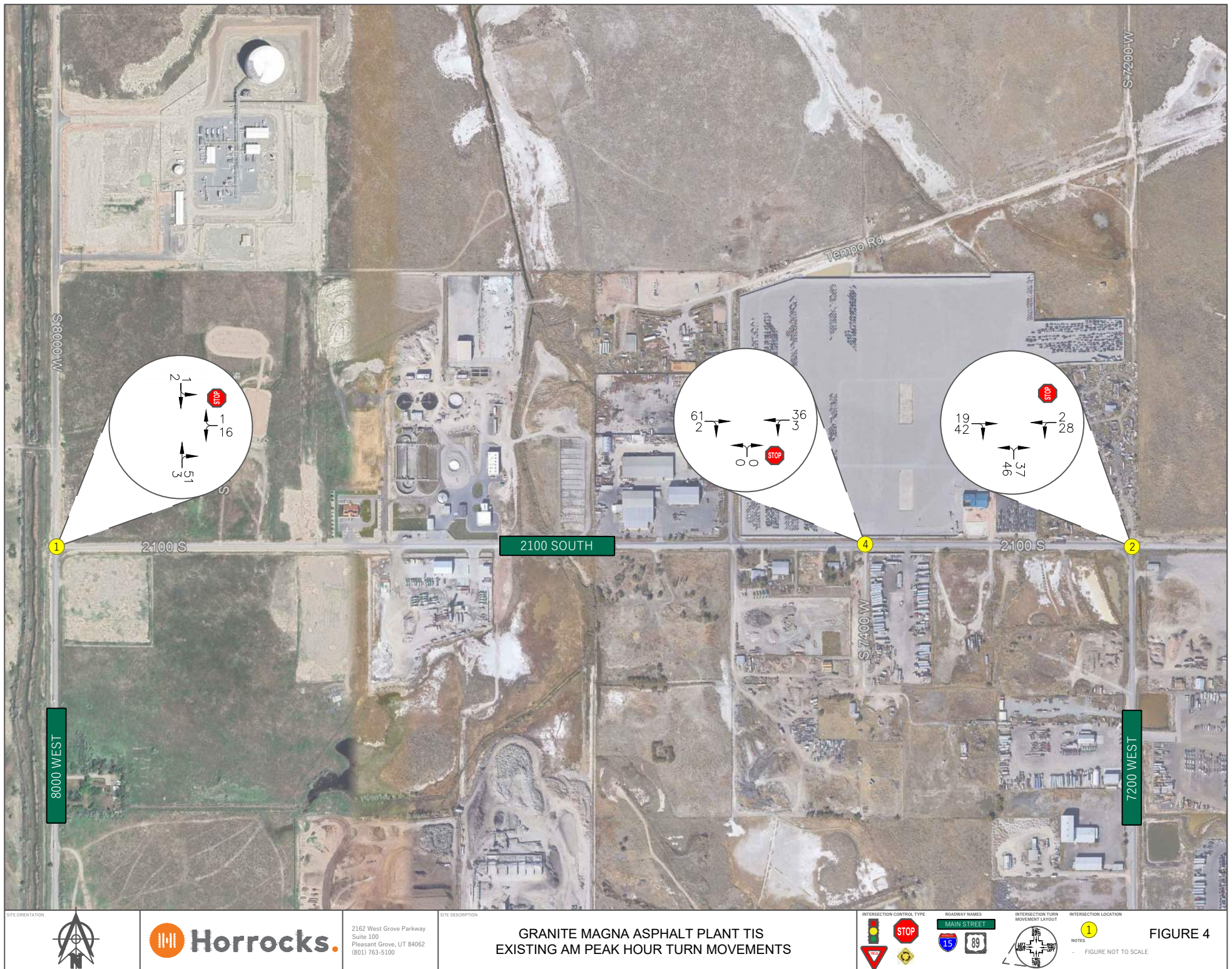
Table 2: Existing Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
Existing Peak Hour Conditions					
1	7200 West & 2100 South	9.7	A	10.2	B
2	8000 West & 2100 South	8.8	A	8.9	A
3	2100 South & Project East access (7400 West)	7.4	A	9.1	A

Source: HCM Methodologies using PTV Vistro Software
Control delay for unsignalized intersections is shown for the worst approach only per the HCM.

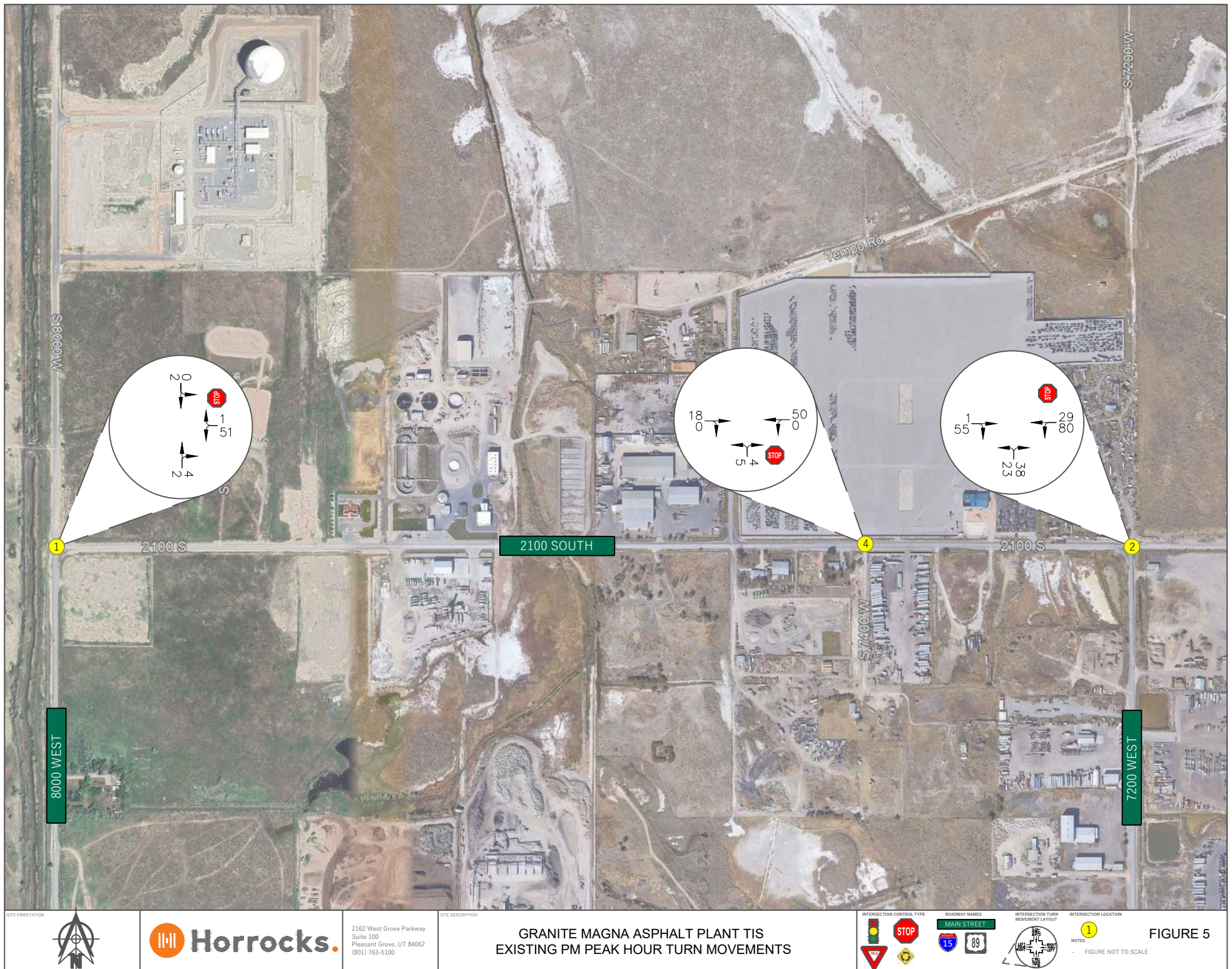
MITIGATIONS

There are currently no recommended mitigations.



GRANITE MAGNA ASPHALT PLANT TIS
EXISTING AM PEAK HOUR TURN MOVEMENTS

FIGURE 4



Project Traffic Volumes

Project traffic volumes were estimated and distributed using the industry-standard trip generation literature, existing traffic counts, and engineering judgment to distribute project traffic to the existing road network.

TRIP GENERATION

Horrocks used trip generation provided by Granite Construction from another asphalt production site. Based on this data, the development within the study area is estimated to generate approximately 130 new external trips, with 34 trips and 20 trips occurring during the AM peak and PM peak hours, respectively. **Table 3** contains a summary of the calculated trip generation for the project.

Table 3: ITE Trip Generation

Trip Generation										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Truck Traffic		1	50%	50%	0.34	50%	50%	0	50%	50%
Asphalt Loadout	70	70	35	35	24	12	12	0	0	0
Truck Traffic		1	50%	50%	0.25	50%	50%	0.25	50%	50%
Aggregate Haul-In	40	40	20	20	10	5	5	10	5	5
Car Traffic		1	50%	50%	0	50%	50%	0.5	5%	95%
Employee Vehicles	20	20	10	10	0	0	0	10	0	10
Total New Trips		130	65	65	34	17	17	20	5	15

TRIP DISTRIBUTION

The estimated new trips from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, traffic patterns, and proximity to major roadways, as shown in **Figure 6**

Figure 6: Trip Distribution



Analysis of Existing Plus Project Conditions

The existing plus project scenario was created by adding project traffic to the existing background traffic, as shown in **Figure 7** and **Figure 8**. **Figure 9** and **Figure 10** shows the traffic generated by the project site. Horrocks analyzed the study intersections and all functions at an acceptable LOS, the intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour, as shown in **Table 4**. The difference column is in comparison to the Existing Scenario.

Table 4: Existing Plus Project Conditions

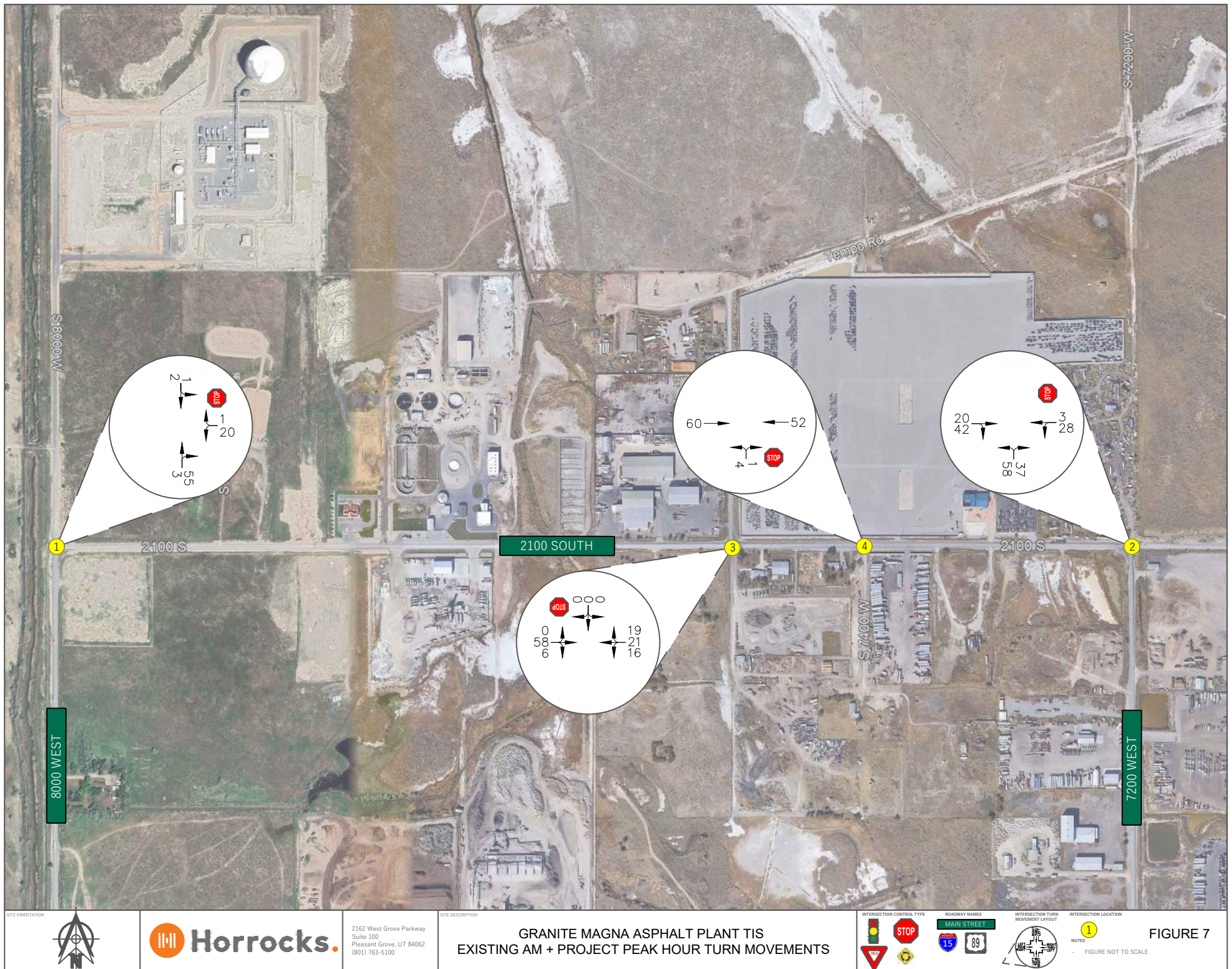
Intersection Number	Intersection Number	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference	Average Control Delay (sec/veh)	Level of Service	Difference
Existing Plus Project Conditions							
1	7200 West & 2100 South	9.8	B	+0.1	10.2	B	-
2	8000 West & 2100 South	8.8	A	-	8.9	A	-
3	2100 South & Project West access (7600 West)	4.8	A	-	4.3	A	-
4	2100 South & Project East access (7400 West)	9.2	A	+1.8	9.2	A	+0.1

Source: HCM Methodologies using PTV Vistro Software

Control delay for unsignalized intersections is shown for the worst approach only per the HCM.

MITIGATIONS

There are currently no recommended mitigations.



SITE ORIENTATION



2162 West Grove Parkway
Suite 100
Pleasant Grove, UT 84062
(801) 763-5100

SITE DESCRIPTION

GRANITE MAGNA ASPHALT PLANT TIS
EXISTING AM + PROJECT PEAK HOUR TURN MOVEMENTS

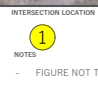
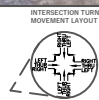
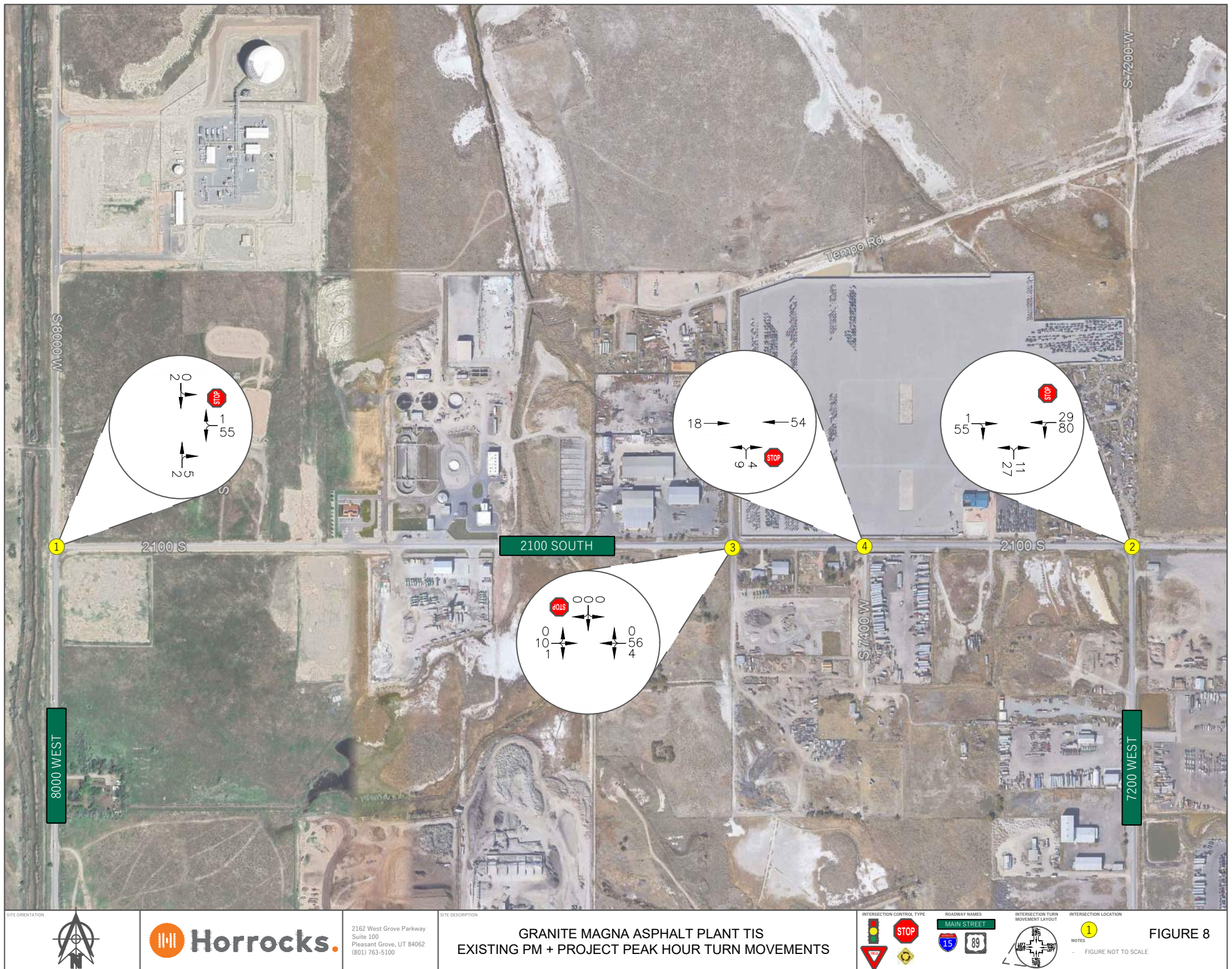


FIGURE 7



Analysis of 2029 Background Conditions

GROWTH RATES

For the 2029 condition, Horrocks obtained projected traffic data from Wasatch Front Regional Council (WFRC) at locations surrounding the project. Using the WFRC projected traffic, this analysis will use an annual background growth factor of 9.4%. Traffic data used to determine the growth is in the APPENDIX.

2029 BACKGROUND CONDITIONS

Horrocks grew the existing traffic volume by 9.4% annually to create a 2029 background traffic scenario, as shown in Figure 11 and Figure 12. Horrocks analyzed the study intersections and all function at an acceptable LOS, the intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.5 veh/sec delay during the PM peak hour, as shown in Table 5. The difference column is in comparison to the Existing Scenario.

Table 5: 2029 Background Hour Traffic Analysis

Intersection Number	Intersection Number	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference	Average Control Delay (sec/veh)	Level of Service	Difference
2029 Background Conditions							
1	7200 West & 2100 South	10.5	B	+0.8	11.5	B	+1.3
2	8000 West & 2100 South	9.0	A	+0.2	9.1	A	+0.2
3	2100 South & Project East access (7400 West)	7.4	A	-	9.5	A	-

Source: HCM Methodologies using PTV Vistro Software

Control delay for unsignalized intersections is shown for the worst approach only per the HCM.

MITIGATIONS

There are currently no recommended mitigations.

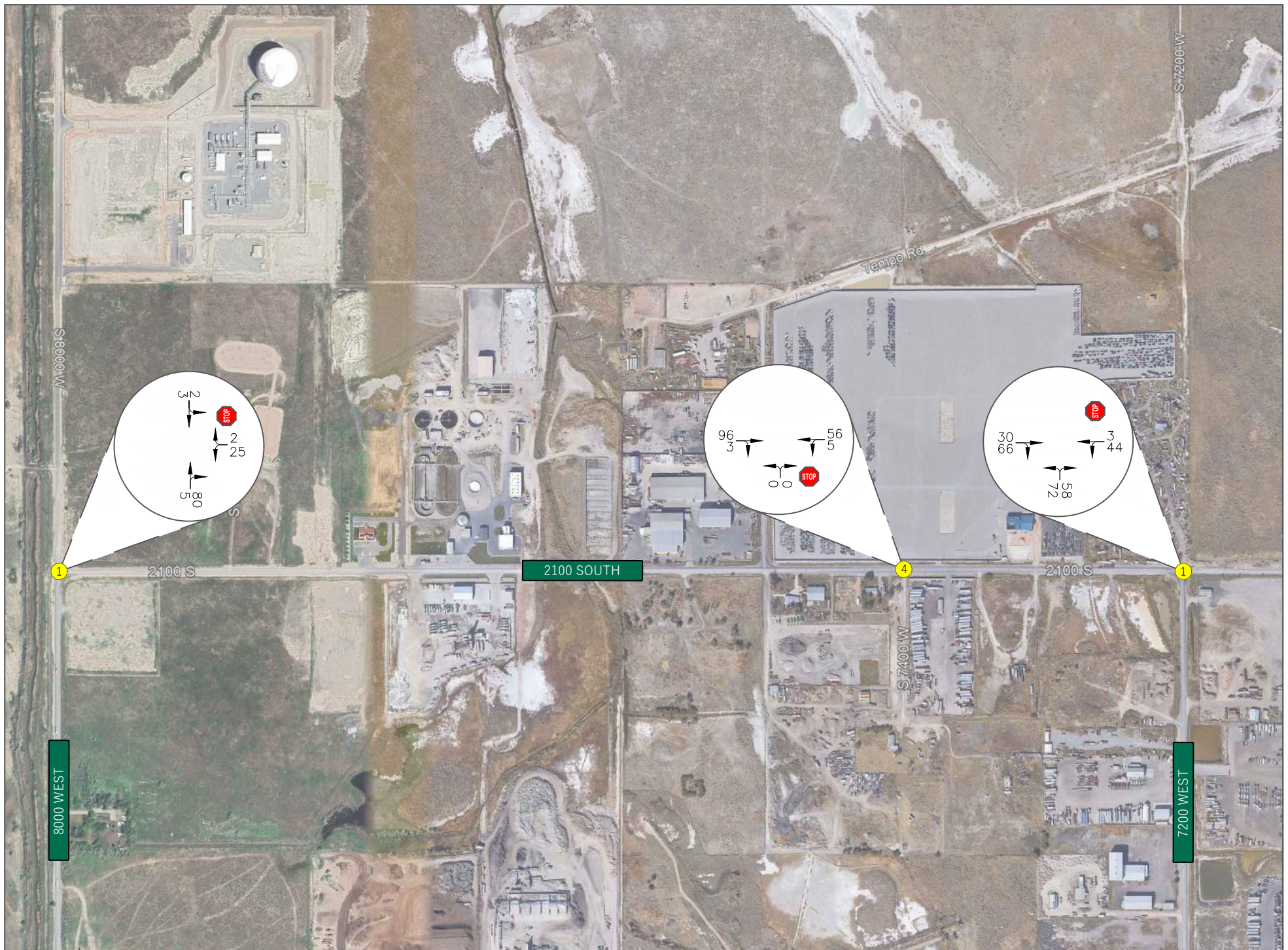


FIGURE 11

Analysis of 2029 Background plus Project Conditions

2029 BACKGROUND PLUS PROJECT INTERSECTION OPERATIONS

The 2029 Background plus project scenario was created by adding project traffic to the 2029 background traffic using the same distribution as the existing conditions, as shown in **Figure 13** and **Figure 14**. Horrocks analyzed the study intersections and all functions at an acceptable LOS, the intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.6 veh/sec delay during the PM peak hour, as shown in **Table 6**. The difference column is in comparison to the Existing plus Project Scenario.

Table 6: 2029 Background plus Project Peak Hour Traffic Analysis

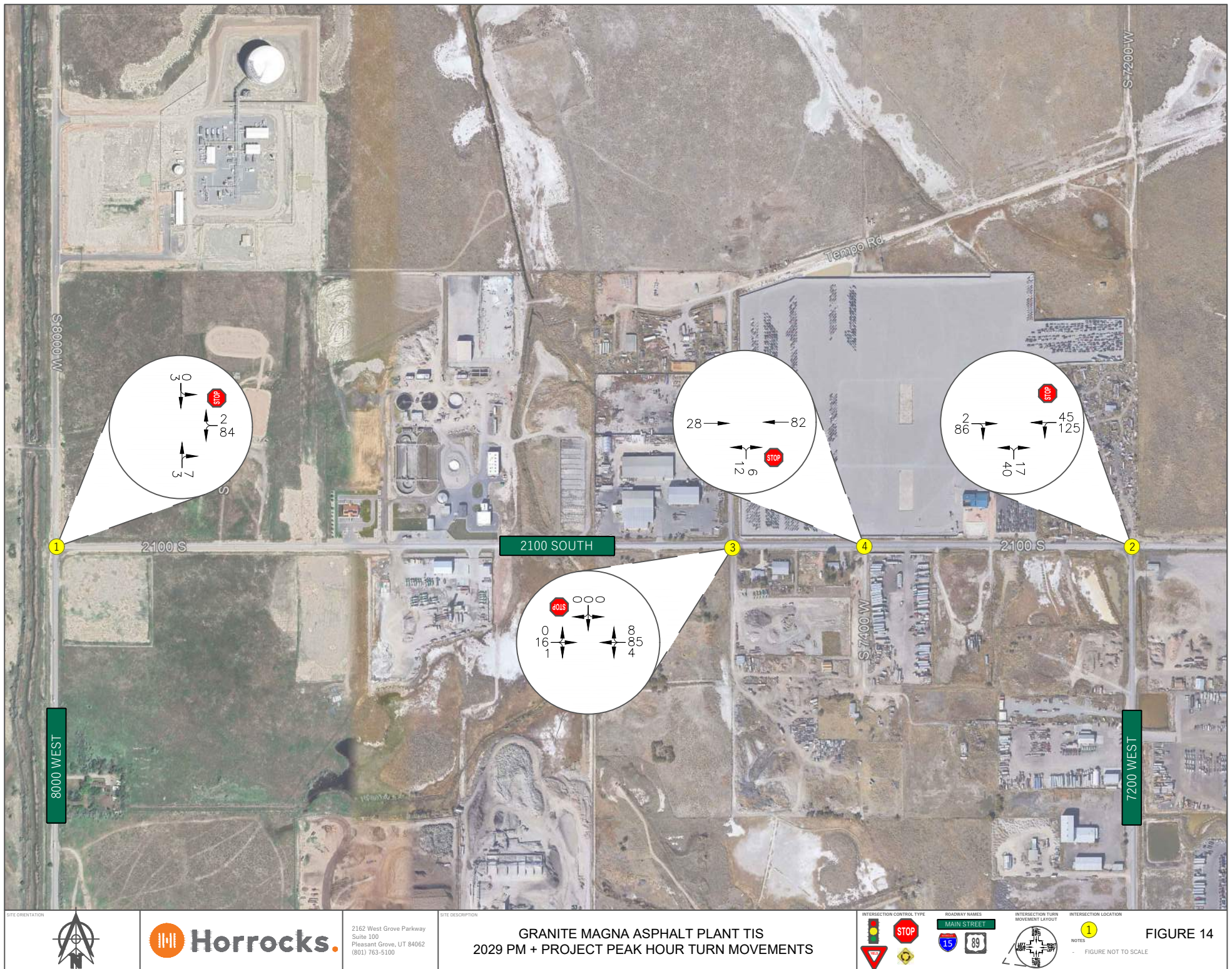
Intersection Number	Intersection Number	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference	Average Control Delay (sec/veh)	Level of Service	Difference
2029 Background Plus Project Conditions							
1	7200 West & 2100 South	10.7	B	+0.9	11.6	B	+1.4
2	8000 West & 2100 South	9.1	A	+0.3	9.1	A	+0.2
3	2100 South & Project West access (7600 West)	5.3	A	+0.5	4.4	A	+0.1
4	2100 South & Project East access (7400 West)	9.6	A	+0.4	9.6	A	+0.4

Source: HCM Methodologies using PTV Vistro Software

Control delay for unsignalized intersections is shown for the worst approach only per the HCM.

MITIGATIONS

There are currently no recommended mitigations.



SITE ORIENTATION



2162 West Grove Parkway
Suite 100
Pleasant Grove, UT 84062
(801) 763-5100

SITE DESCRIPTION

GRANITE MAGNA ASPHALT PLANT TIS
2029 PM + PROJECT PEAK HOUR TURN MOVEMENTS

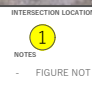
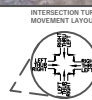


FIGURE 14
NOTES
FIGURE NOT TO SCALE

Conclusions and Recommendations

1. Existing conditions - All study intersections operate at an acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
2. The proposed development is estimated to generate approximately 130 new external daily trips with 34 during the AM peak and 20 during the PM peak.
3. Existing plus project scenario - All intersections function at an acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
4. For the 2029 background scenario - All study intersections function at acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.5 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
5. For the 2029 background plus project scenario - All study intersections function at acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.6 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.

APPENDIX

TRAFFIC COUNTS

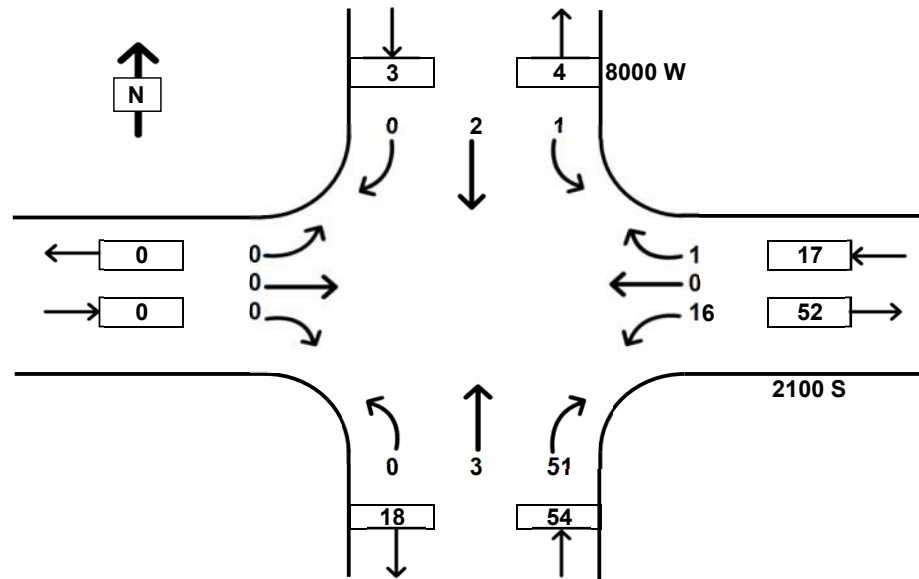
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **8000 W**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	0	0	0	0	4	0	1	0	0	1	13	0	0	0	0	0	19	
07:15 AM	07:30 AM	1	1	0	0	3	0	0	0	0	0	13	0	0	0	0	0	18	
07:30 AM	07:45 AM	0	0	0	0	4	0	0	0	0	1	13	0	0	0	0	0	18	
07:45 AM	08:00 AM	0	1	0	0	5	0	0	0	0	1	12	0	0	0	0	0	19	74
08:00 AM	08:15 AM	1	0	0	0	3	0	0	0	0	2	5	0	0	0	0	0	11	66
08:15 AM	08:30 AM	0	0	0	0	6	0	0	0	0	0	8	0	0	0	0	0	14	62
08:30 AM	08:45 AM	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0	8	52
08:45 AM	09:00 AM	0	0	0	0	8	0	0	0	0	1	8	0	0	0	0	0	17	50



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	2	0	16	0	1	0	3	51	0	0	0
3			17			54			0		
Trucks: 67%			Trucks: 76%			Trucks: 9%			Trucks: 0%		
Peak Hour: 7:00:00 AM			8:00 AM			Peak Vol: 74			Intersection PHF: 0.97		

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

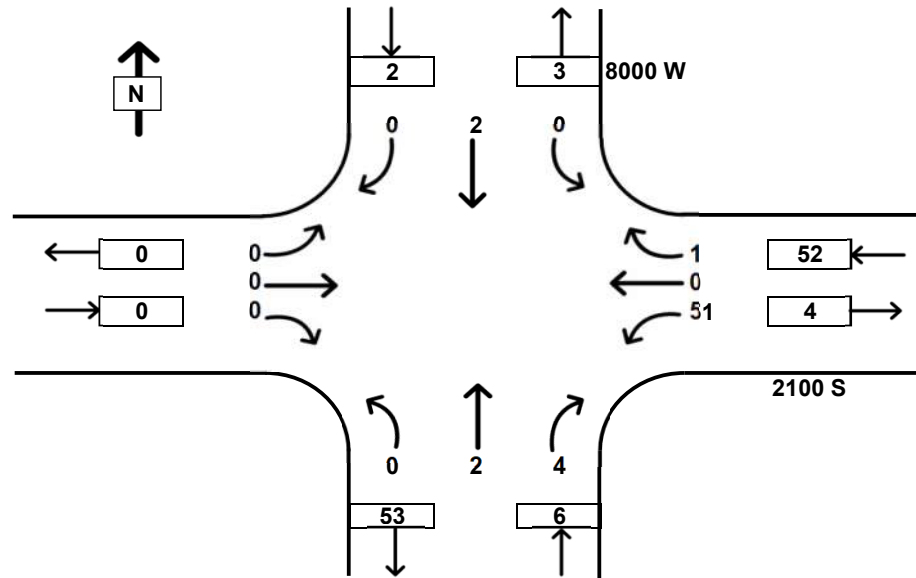
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **8000 W**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	0	1	0	0	10	0	0	0	0	0	3	0	0	0	0	0	14	
04:15 PM	04:30 PM	1	0	0	0	4	0	1	0	0	0	4	0	0	0	0	0	10	
04:30 PM	04:45 PM	0	0	0	0	8	0	0	0	0	0	6	0	0	0	0	0	14	
04:45 PM	05:00 PM	0	1	0	0	7	0	0	0	0	0	2	0	0	0	0	0	10	48
05:00 PM	05:15 PM	0	0	0	0	13	0	0	0	0	0	1	0	0	0	0	0	14	48
05:15 PM	05:30 PM	0	0	0	0	17	0	0	0	0	0	1	0	0	0	0	0	18	56
05:30 PM	05:45 PM	0	0	0	0	14	0	0	0	0	2	1	0	0	0	0	0	17	59
05:45 PM	06:00 PM	0	2	0	0	7	0	1	0	0	0	1	0	0	0	0	0	11	60



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	2	0	51	0	1	0	2	4	0	0	0
2			52			6			0		
Trucks: 0%			Trucks: 2%			Trucks: 17%			Trucks: 0%		
Peak Hour: 5:00:00 PM			6:00 PM			Peak Vol: 60			PHF: 0.83		

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

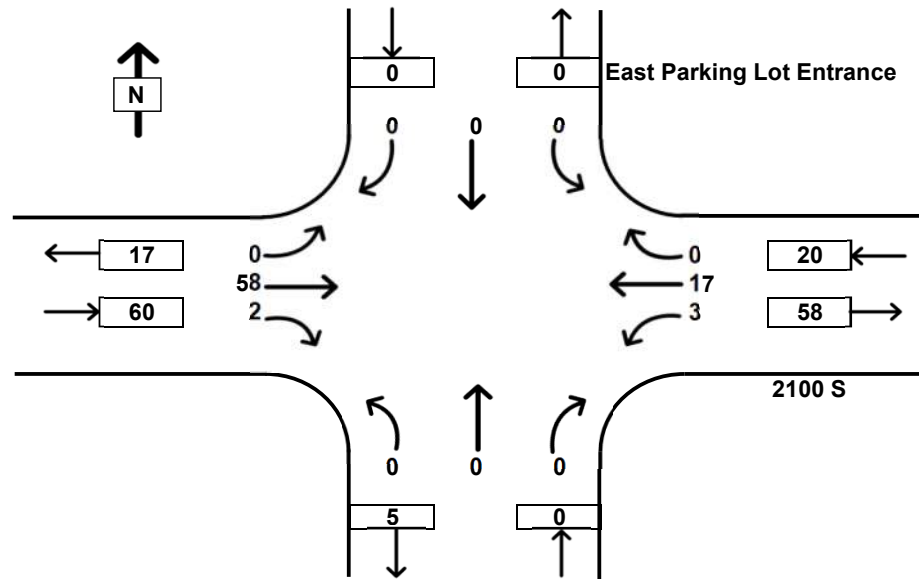
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **East Parking Lot Entrance**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	14	0	0	16	
07:15 AM	07:30 AM	0	0	0	0	2	5	0	0	0	0	0	0	0	15	1	0	23	
07:30 AM	07:45 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	14	1	0	20	
07:45 AM	08:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	15	0	0	21	80
08:00 AM	08:15 AM	0	0	0	0	0	4	0	0	0	0	1	0	0	9	0	0	14	78
08:15 AM	08:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	6	1	0	11	66
08:30 AM	08:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7	53
08:45 AM	09:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	9	41



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	3	17	0	0	0	0	0	58	2	
0			20			0			60			
Trucks: 0%			Trucks: 45%			Trucks: 0%			Trucks: 22%			
Peak Hour: 7:00:00 AM			Peak Hour: 8:00 AM			Peak Vol: 80			Intersection PHF: 0.87			

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

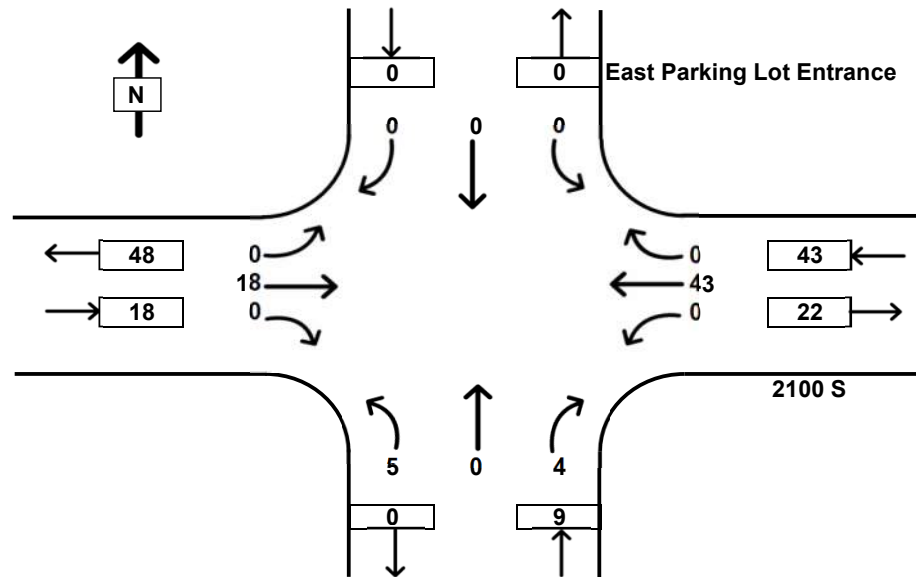
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **East Parking Lot Entrance**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	0	0	0	0	0	6	0	0	3	0	1	0	0	1	0	0	11	
04:15 PM	04:30 PM	0	0	0	0	0	4	0	0	1	0	0	0	0	6	0	0	11	
04:30 PM	04:45 PM	0	0	0	0	0	9	0	0	1	0	0	0	0	7	0	0	17	
04:45 PM	05:00 PM	0	0	0	0	0	5	0	0	2	0	4	0	0	3	0	0	14	53
05:00 PM	05:15 PM	0	0	0	0	0	13	0	0	0	0	0	0	0	3	0	0	16	58
05:15 PM	05:30 PM	0	0	0	0	0	16	0	0	2	0	0	0	0	5	0	0	23	70
05:30 PM	05:45 PM	0	0	0	0	0	7	0	0	1	0	3	0	0	4	0	0	15	68
05:45 PM	06:00 PM	0	0	0	0	0	8	0	0	0	0	1	0	0	2	0	0	11	65



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	43	0	5	0	4	0	18	0
0			43			9			18		
Trucks: 0%			Trucks: 14%			Trucks: 0%			Trucks: 17%		
Peak Hour: 4:30:00 PM			5:30 PM			Peak Vol: 70			PHF: 0.76		

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

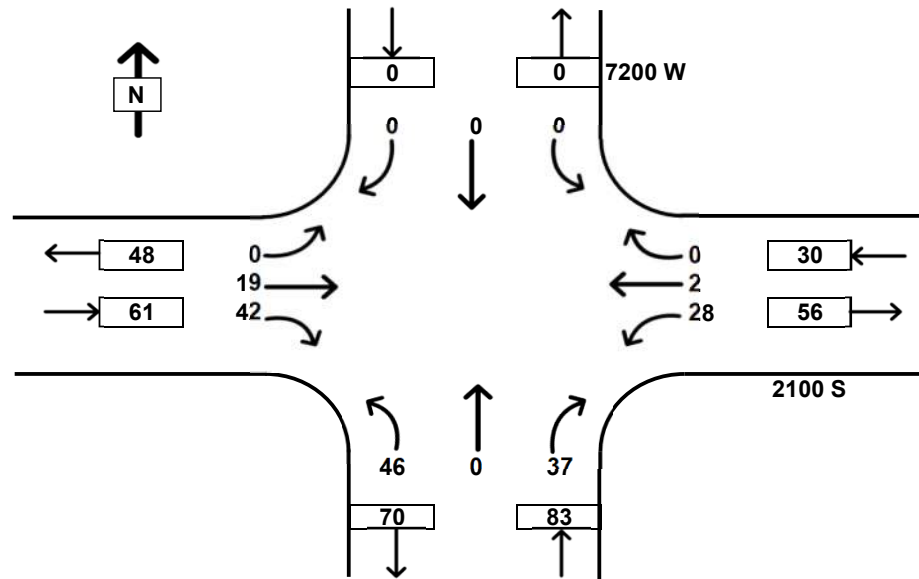
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **7200 W**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	0	0	0	0	10	0	0	0	6	0	12	0	0	6	9	0	43	
07:15 AM	07:30 AM	0	0	0	0	8	0	0	0	13	0	6	0	0	7	12	0	46	
07:30 AM	07:45 AM	0	0	0	0	8	2	0	0	13	0	6	0	0	3	14	0	46	
07:45 AM	08:00 AM	0	0	0	0	2	0	0	0	14	0	13	0	0	3	7	0	39	174
08:00 AM	08:15 AM	0	0	0	0	7	0	0	0	15	0	5	0	0	4	10	0	41	172
08:15 AM	08:30 AM	0	0	0	0	2	0	0	0	7	0	13	0	0	1	7	0	30	156
08:30 AM	08:45 AM	0	0	0	0	4	0	0	0	9	0	11	0	0	0	6	0	30	140
08:45 AM	09:00 AM	0	0	0	0	4	2	0	0	10	0	9	0	0	2	7	0	34	135



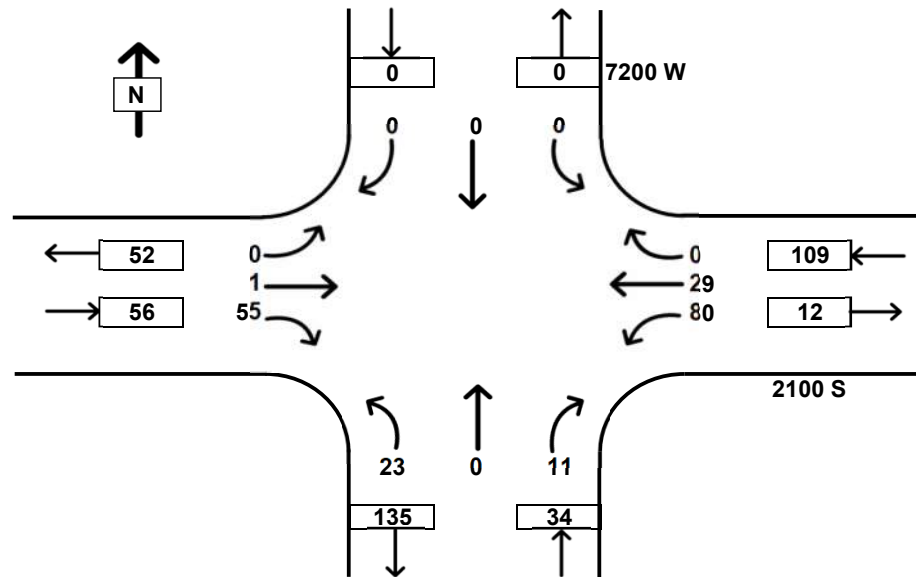
ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	28	2	0	46	0	37	0	19	42
0			30			83			61		
Trucks: 0%			Trucks: 43%			Trucks: 11%			Trucks: 28%		
Peak Hour: 7:00:00 AM			Peak Hour: 8:00 AM			Peak Vol: 174			Intersection PHF: 0.95		

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

Horrocks.

E-W Street: **2100 S**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	0	0	0	0	13	1	0	0	8	0	0	0	0	1	20	0	43	159
04:15 PM	04:30 PM	0	0	0	0	9	2	0	0	5	0	4	0	0	2	17	0	39	
04:30 PM	04:45 PM	0	0	0	0	12	0	0	0	8	0	5	0	0	0	13	0	38	
04:45 PM	05:00 PM	0	0	0	0	16	4	0	0	3	0	3	0	0	0	13	0	39	
05:00 PM	05:15 PM	0	0	0	0	19	8	0	0	3	0	5	0	0	0	18	0	53	
05:15 PM	05:30 PM	0	0	0	0	23	13	0	0	5	0	1	0	0	0	8	0	50	
05:30 PM	05:45 PM	0	0	0	0	22	4	0	0	12	0	2	0	0	1	16	0	57	
05:45 PM	06:00 PM	0	0	0	0	11	3	0	0	6	0	2	0	0	0	7	0	29	



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	80	29	0	23	0	11	0	1	55
0			109			34			56		
Trucks: 0%			Trucks: 3%			Trucks: 38%			Trucks: 7%		
Peak Hour: 4:45:00 PM			5:45 PM			Peak Vol: 199			PHF: 0.87		

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

SITE LAYOUT



TRIP GENERATION

Granite Asphalt Plant Trip Generation										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Truck Traffic		1	50%	50%	0.34	50%	50%		50%	50%
Asphalt Loadout/Haul-off	70	70	35	35	24	12	12			
Truck Traffic		1	50%	50%	0.25	50%	50%	0.25	50%	50%
Aggregate Haul-In	40	40	20	20	10	5	5	10	5	5
Employee Vehicles		1	50%	50%		95%	5%	1	5%	95%
Dwelling Units	20	20	10	10				10	0	10
Total New Trips		130	65	65	34	17	17	20	5	15

EXISTING BACKGROUND TRAFFIC

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 1 EX AM

Report File: C:\...\1 - EX AM.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.021	8.8	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Thru	0.010	9.7	A
4	East Project Access	Two-way stop	HCM 7th Edition	WB Left	0.005	7.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.021

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	51	1	2	16	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	51	1	2	16	1
Peak Hour Factor	0.7500	0.9800	0.2500	0.5000	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	13	1	1	5	1
Total Analysis Volume [veh/h]	4	52	4	4	20	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.33	0.00	8.82	8.54
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.17	1.88	1.88
d_A, Approach Delay [s/veh]	0.00		3.66		8.77	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.73					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	46	37	19	42	28	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	37	19	42	28	2
Peak Hour Factor	0.8200	0.7100	0.6800	0.7500	0.7000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	13	7	14	10	2
Total Analysis Volume [veh/h]	56	52	28	56	40	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings			
Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results						
V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.05	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.42	0.00	9.64	9.73
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.40	4.40	4.65	4.65
d_A, Approach Delay [s/veh]	0.00		2.47		9.65	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.80					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 7.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	61	2	3	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	61	2	3	36
Peak Hour Factor	1.0000	1.0000	0.9700	0.5000	0.3800	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	16	1	2	13
Total Analysis Volume [veh/h]	0	0	63	4	8	51
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.20	8.60	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.33	0.33
d_A, Approach Delay [s/veh]	8.90		0.00		1.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 1 EX AM

Report File: C:\...\1 - EX AM.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	3	51	1	2	16	1	74

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	46	37	19	42	28	2	174

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	0	0	61	2	3	36	102

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 1 EX AM

Report File: C:\...\1 - EX AM.pdf

7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	3	51	1	2	16	1	74
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	3	51	1	2	16	1	74

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	46	37	19	42	28	2	174
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	46	37	19	42	28	2	174

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	0	0	61	2	3	36	102
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	61	2	3	36	102

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 1 EX AM

Report File: C:\...\1 - EX AM.pdf

7/1/2024

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0.00	0	0	0	0.00
Added Trips Total									0	0	0	0.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 1 EX AM

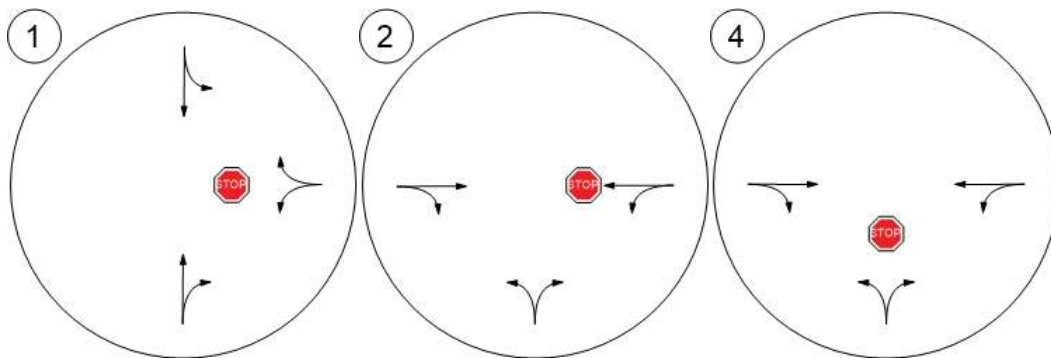
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7/1/2024

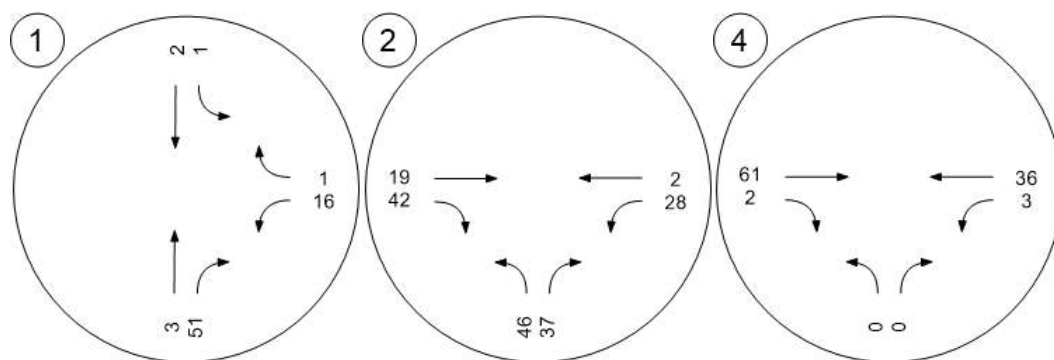
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	0	70.00	0
3: Gate	25.00	0	25.00	0
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	0	100.00	0

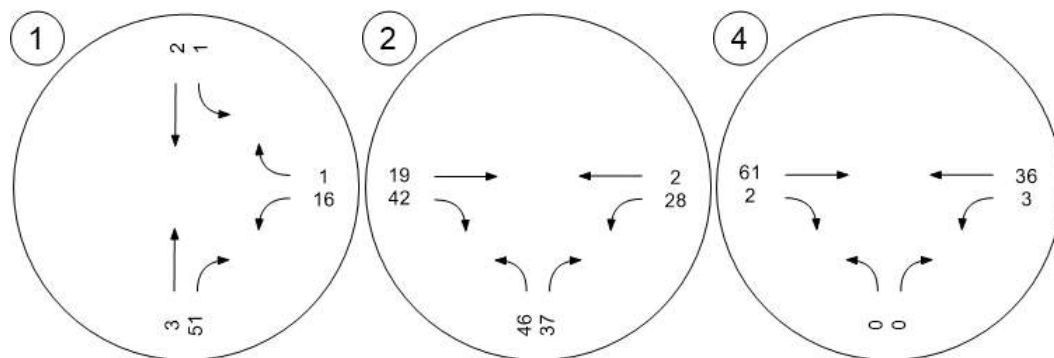
Lane Configuration and Traffic Control



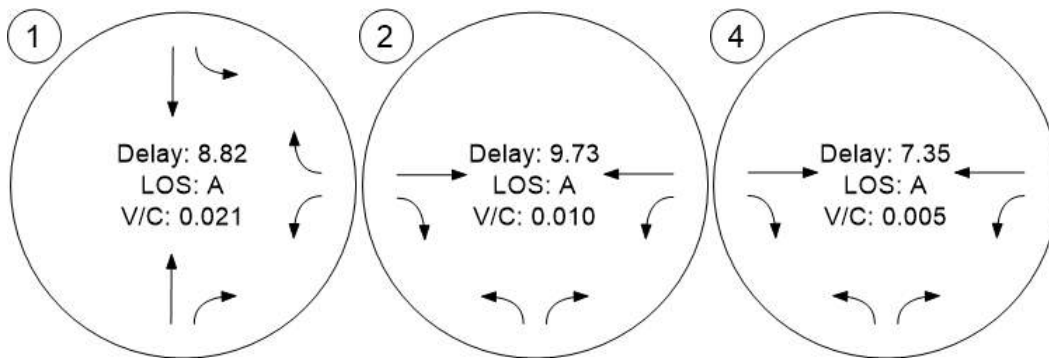
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 2 EX PM

Report File: C:\...\2 - EX PM.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.068	8.9	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Thru	0.062	10.2	B
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.009	9.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.068

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	4	0	2	51	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	4	0	2	51	1
Peak Hour Factor	0.2500	1.0000	1.0000	0.2500	0.7500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	2	17	1
Total Analysis Volume [veh/h]	8	4	0	8	68	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.24	0.00	8.88	8.64
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	5.79	5.79
d_A, Approach Delay [s/veh]	0.00		0.00		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.94					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	23	11	1	55	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	11	1	55	80	29
Peak Hour Factor	0.4800	0.5500	0.2500	0.7600	0.8700	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	5	1	18	23	13
Total Analysis Volume [veh/h]	48	20	4	72	92	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.33	0.00	10.05	10.18
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.15	0.15	0.61	0.61
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.87	3.87	15.20	15.20
d_A, Approach Delay [s/veh]	0.00		0.39		10.10	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.15					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.009

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	4	18	0	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	18	0	0	50
Peak Hour Factor	0.6300	0.2500	0.6400	1.0000	1.0000	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	7	0	0	19
Total Analysis Volume [veh/h]	8	16	28	0	0	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	8.53	0.00	0.00	7.27	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.86	1.86	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 2 EX PM

Report File: C:\...\2 - EX PM.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	2	4	0	2	51	1	60

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	23	11	1	55	80	29	199

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	5	4	18	0	0	50	77

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 2 EX PM

Report File: C:\...\2 - EX PM.pdf

7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	2	4	0	2	51	1	60
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	2	4	0	2	51	1	60

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	23	11	1	55	80	29	199
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	23	11	1	55	80	29	199

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	5	4	18	0	0	50	77
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	4	18	0	0	50	77

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 2 EX PM

Report File: C:\...\2 - EX PM.pdf

7/1/2024

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0.00	0	0	0	0.00
Added Trips Total									0	0	0	0.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 2 EX PM

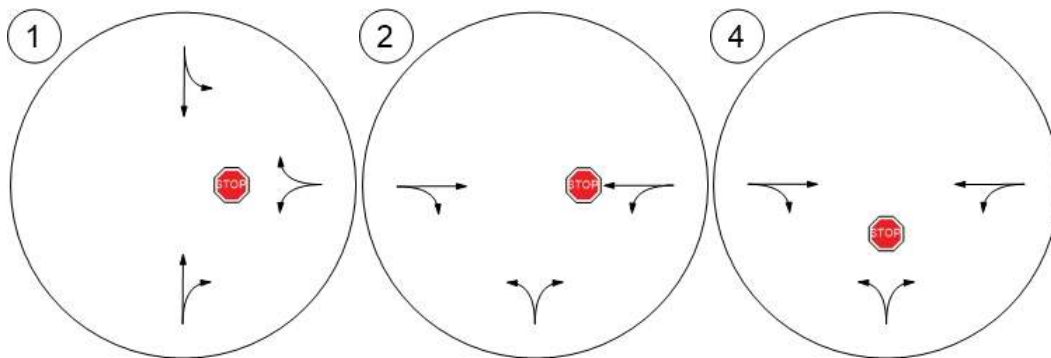
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7/1/2024

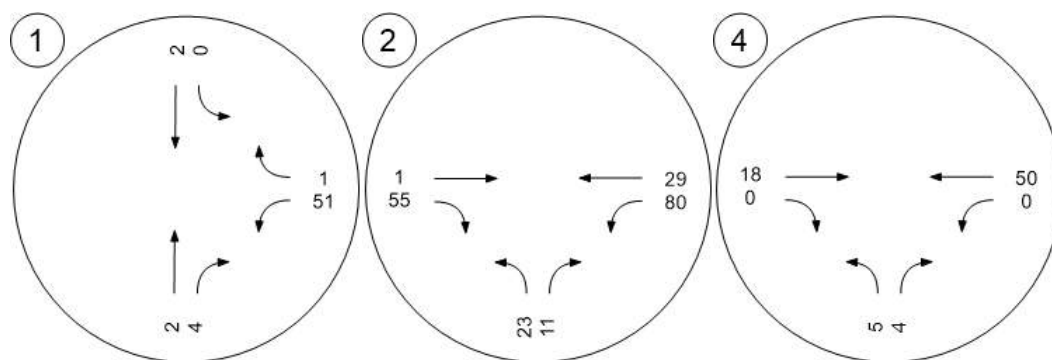
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	0	70.00	0
3: Gate	25.00	0	25.00	0
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	0	100.00	0

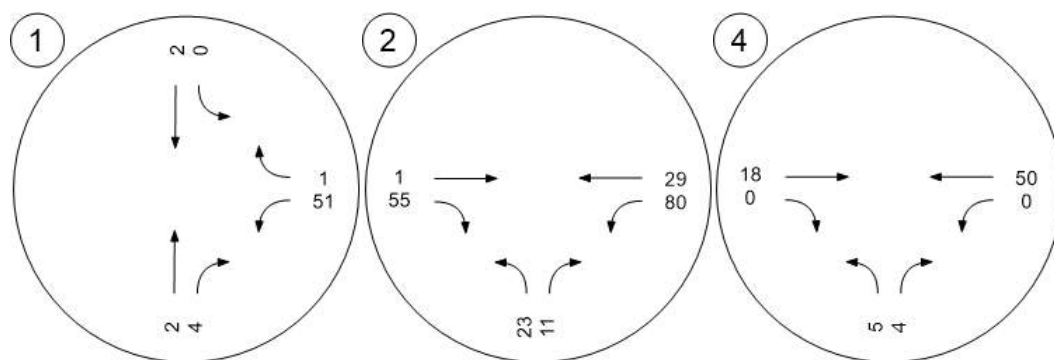
Lane Configuration and Traffic Control



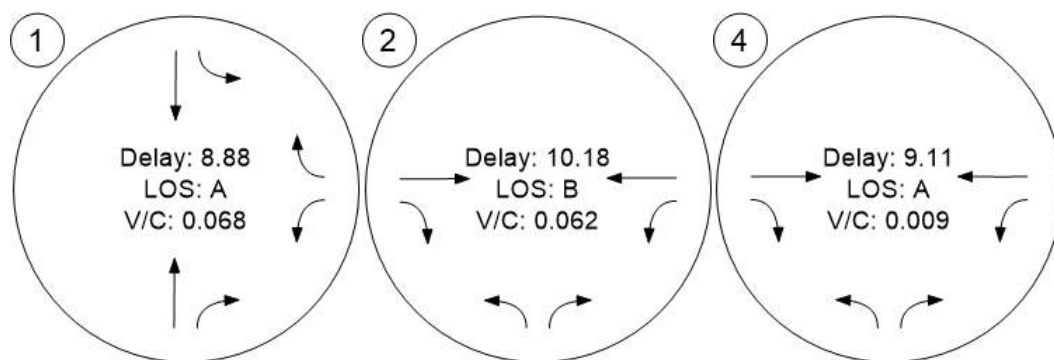
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



EXISTING PLUS PROJECT

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 3 EX AM + Pro

Report File: C:\...\3 - EX AM + Pro.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.026	8.8	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Thru	0.015	9.8	A
3	7500 West & 2100 South	Two-way yield	HCM 7th Edition	EB Thru	0.067	4.8	A
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.005	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.026

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	51	1	2	16	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	55	1	2	20	1
Peak Hour Factor	0.7500	0.9800	0.2500	0.5000	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	14	1	1	6	1
Total Analysis Volume [veh/h]	4	56	4	4	25	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.34	0.00	8.85	8.57
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.17	2.30	2.30
d_A, Approach Delay [s/veh]	0.00		3.67		8.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.94					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	46	37	19	42	28	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	1	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	37	20	42	28	3
Peak Hour Factor	0.8200	0.7100	0.6800	0.7500	0.7000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	13	7	14	10	3
Total Analysis Volume [veh/h]	71	52	29	56	40	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.05	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.45	0.00	9.77	9.85
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.51	4.51	5.18	5.18
d_A, Approach Delay [s/veh]	0.00		2.54		9.79	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.79					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 3: 7500 West & 2100 South

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.067

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	58	2	3	17	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	4	13	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	58	6	16	21	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	15	2	4	5	5
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	58	6	16	21	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Stop	Free
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	4.50	4.84	4.15	2.38	2.38	0.00
Movement LOS				A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.23	0.23	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	5.87	5.87	5.87	0.74	0.74	0.74
d_A, Approach Delay [s/veh]	0.00			0.00			4.77			1.57		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.28											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	60	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	1	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	60	0	0	52
Peak Hour Factor	1.0000	1.0000	0.9700	0.5000	0.3800	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	15	0	0	18
Total Analysis Volume [veh/h]	4	1	62	0	0	73
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.22	8.61	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.10		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 3 EX AM + Pro

Report File: C:\...\3 - EX AM + Pro.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	3	55	1	2	20	1	82

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	58	37	20	42	28	3	188

ID	Intersection Name	Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	0	0	0	0	58	6	16	21	19	120

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	4	1	60	0	0	52	117

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Scenario 3 EX AM + Pro

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7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	3	51	1	2	16	1	74
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	4	0	0	4	0	8
		Other	0	0	0	0	0	0	0
		Future Total	3	55	1	2	20	1	82

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	46	37	19	42	28	2	174
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	12	0	1	0	0	1	14
		Other	0	0	0	0	0	0	0
		Future Total	58	37	20	42	28	3	188

ID	Intersection Name	Volume Type	Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	Final Base	0	0	0	0	58	2	3	17	19	99
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	4	13	4	0	21
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	0	58	6	16	21	19	120

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	0	0	60	0	0	39	99
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	1	0	0	0	13	18
		Other	0	0	0	0	0	0	0
		Future Total	4	1	60	0	0	52	117

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 3 EX AM + Pro

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	17	17	34	100.00
Added Trips Total									17	17	34	100.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 3 EX AM + Pro

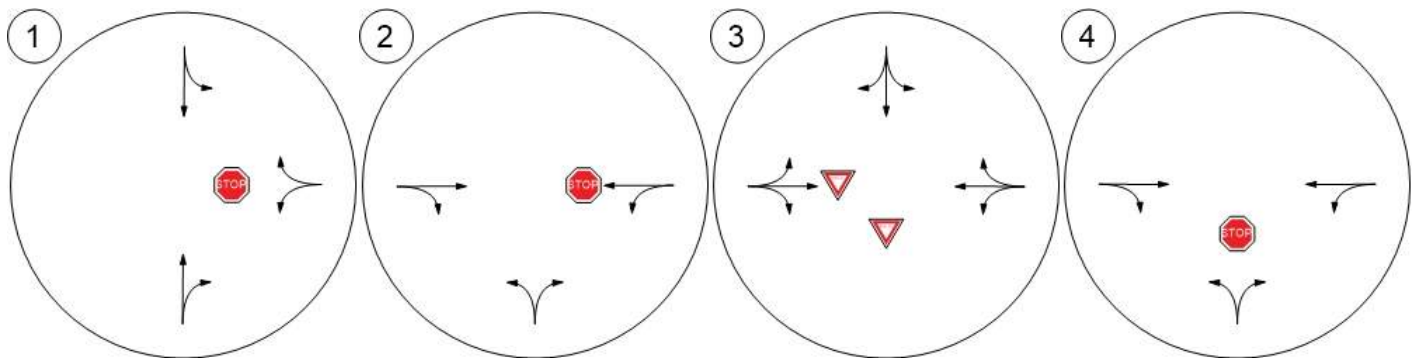
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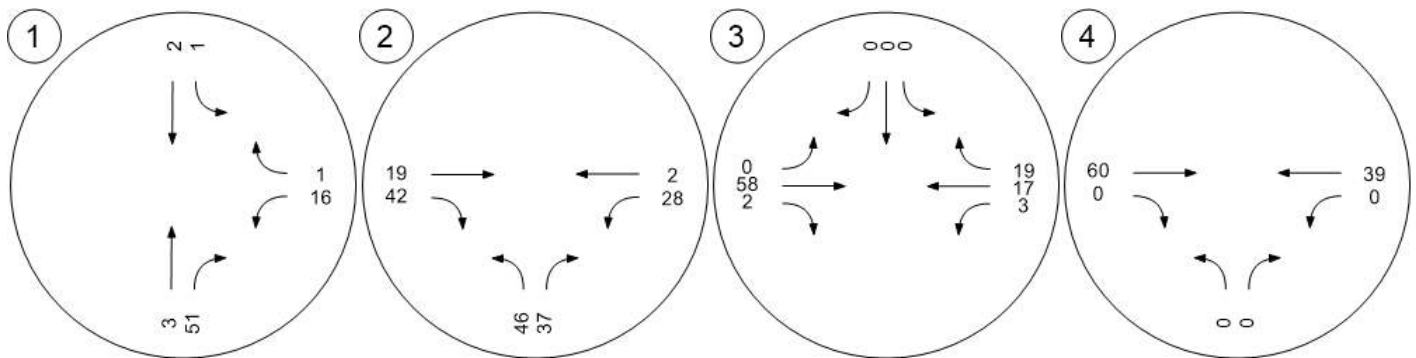
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	12	70.00	12
3: Gate	25.00	4	25.00	4
4: Gate	2.00	0	2.00	0
5: Gate	3.00	1	3.00	1
Total	100.00	17	100.00	17

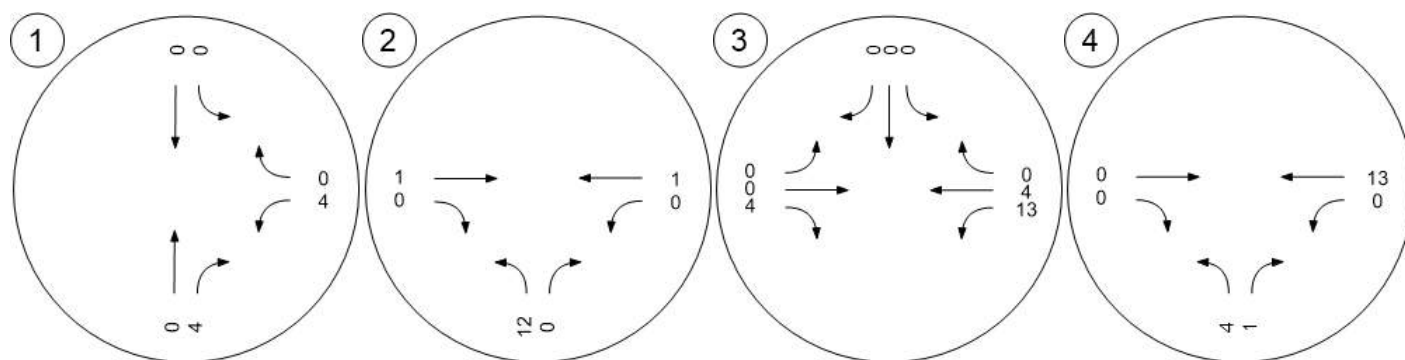
Lane Configuration and Traffic Control



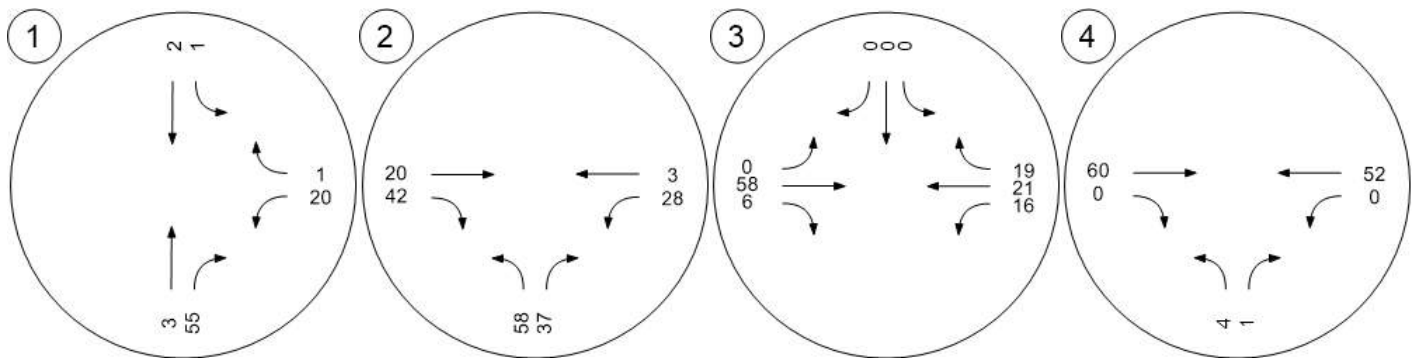
Traffic Volume - Base Volume



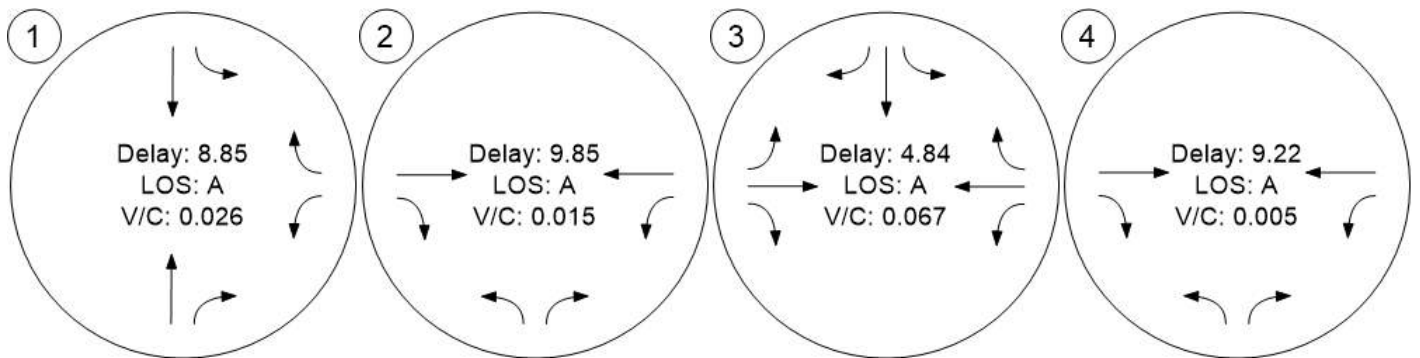
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 4 EX PM + Pro

Report File: C:\...\4 - EX PM + Pro.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.073	8.9	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Thru	0.063	10.2	B
3	7500 West & 2100 South	Two-way yield	HCM 7th Edition	EB Thru	0.012	4.3	A
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.016	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.073

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	4	0	2	51	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	5	0	2	55	1
Peak Hour Factor	0.2500	1.0000	1.0000	0.2500	0.7500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	2	18	1
Total Analysis Volume [veh/h]	8	5	0	8	73	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.24	0.00	8.90	8.66
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	6.23	6.23
d_A, Approach Delay [s/veh]	0.00		0.00		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.98					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	23	11	1	55	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	11	1	55	80	29
Peak Hour Factor	0.4800	0.5500	0.2500	0.7600	0.8700	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	5	1	18	23	13
Total Analysis Volume [veh/h]	56	20	4	72	92	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.35	0.00	10.12	10.25
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.16	0.16	0.62	0.62
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.90	3.90	15.39	15.39
d_A, Approach Delay [s/veh]	0.00		0.39		10.16	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.04					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: 7500 West & 2100 South

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.3
 Level Of Service: A
 Volume to Capacity (v/c): 0.012

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	10	0	0	52	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	1	4	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	10	1	4	56	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	3	0	1	14	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	10	1	4	56	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Stop	Free
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	3.96	4.30	3.58	2.45	2.45	0.00
Movement LOS				A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.96	0.96	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	0.00			0.00			4.23			2.45		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.73											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	4	18	0	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	4	18	0	0	54
Peak Hour Factor	0.6300	0.2500	0.6400	1.0000	1.0000	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	4	7	0	0	20
Total Analysis Volume [veh/h]	14	16	28	0	0	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.17	8.56	0.00	0.00	7.27	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.40	2.40	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.84		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.91					
Intersection LOS	A					

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Scenario 4 EX PM + Pro

Report File: C:\...\4 - EX PM + Pro.pdf

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	2	5	0	2	55	1	65

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	27	11	1	55	80	29	203

ID	Intersection Name	Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	0	0	0	0	10	1	4	56	0	71

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	9	4	18	0	0	54	85

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Scenario 4 EX PM + Pro

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	2	4	0	2	51	1	60
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	4	0	5
		Other	0	0	0	0	0	0	0
		Future Total	2	5	0	2	55	1	65

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	23	11	1	55	80	29	199
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	0	0	0	0	0	4
		Other	0	0	0	0	0	0	0
		Future Total	27	11	1	55	80	29	203

ID	Intersection Name	Volume Type	Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	Final Base	0	0	0	0	10	0	0	52	0	62
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	1	4	4	0	9
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	0	10	1	4	56	0	71

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	5	4	18	0	0	50	77
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	0	0	0	0	4	8
		Other	0	0	0	0	0	0	0
		Future Total	9	4	18	0	0	54	85

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Scenario 4 EX PM + Pro

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	5	15	20	100.00
Added Trips Total									5	15	20	100.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 4 EX PM + Pro

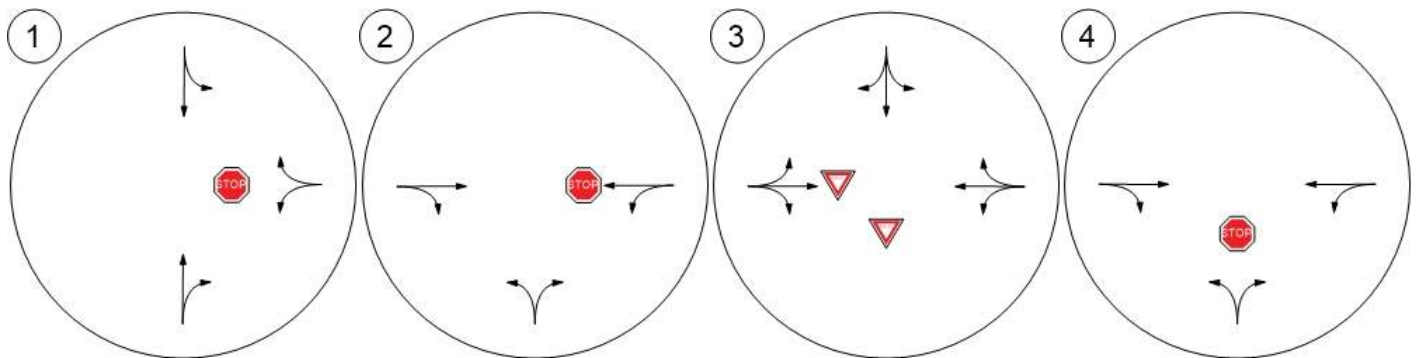
Report File: C:\...\4 - EX PM + Pro.pdf

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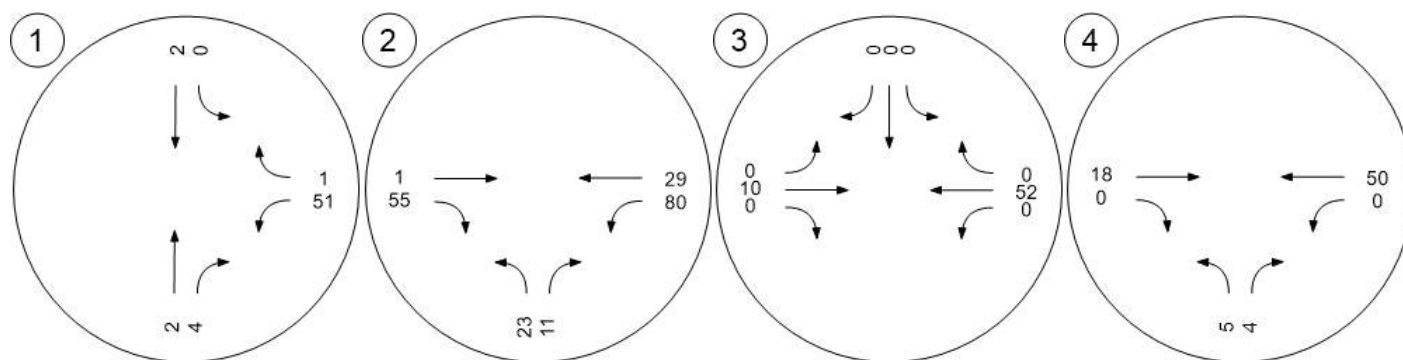
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	4	70.00	11
3: Gate	25.00	1	25.00	4
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	5	100.00	15

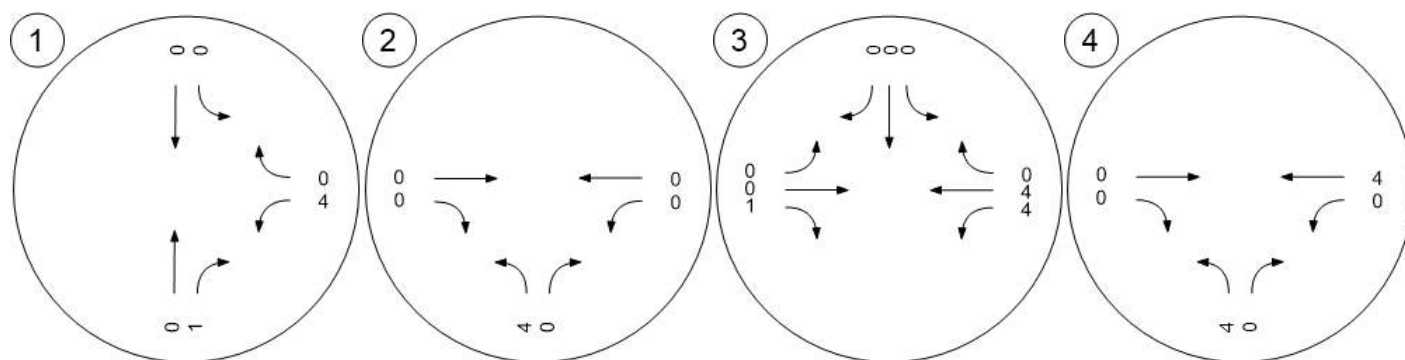
Lane Configuration and Traffic Control



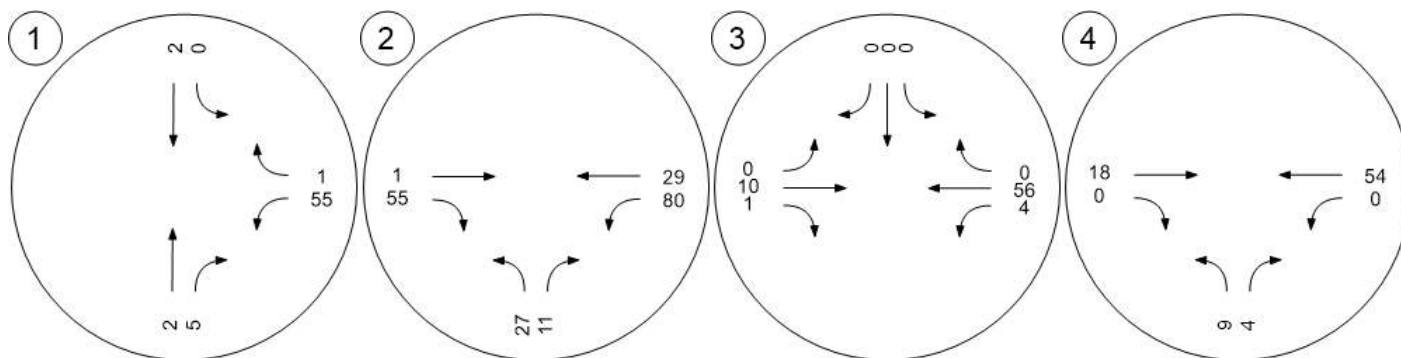
Traffic Volume - Base Volume



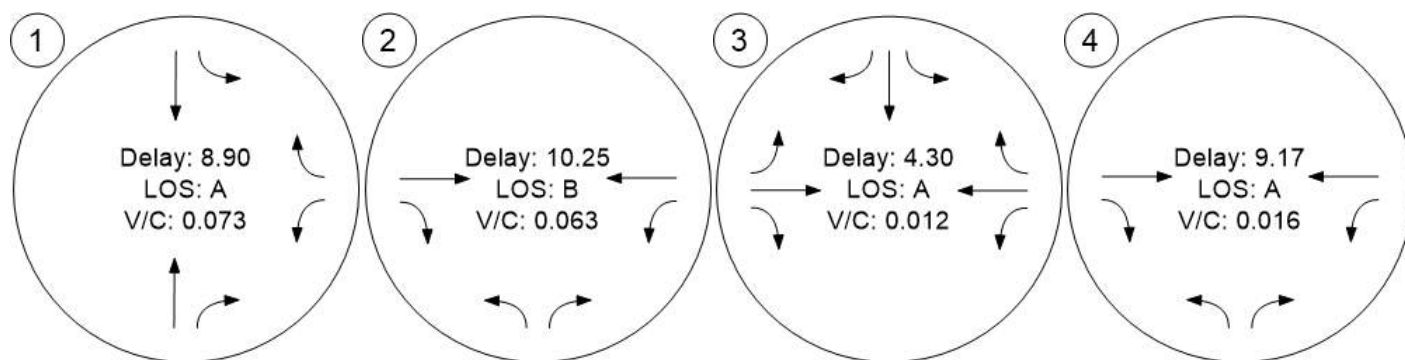
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



2029 BACKGROUND TRAFFIC

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Scenario 5 2029 AM

Report File: C:\...\5 - 2029 AM.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.033	9.0	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Left	0.087	10.5	B
4	East Project Access	Two-way stop	HCM 7th Edition	WB Left	0.009	7.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.033

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	51	1	2	16	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	80	2	3	25	2
Peak Hour Factor	0.7500	0.9800	0.2500	0.5000	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	20	2	2	8	2
Total Analysis Volume [veh/h]	7	82	8	6	31	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.40	0.00	9.04	8.69
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	3.22	3.22
d_A, Approach Delay [s/veh]	0.00		4.23		8.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.88					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.087

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	46	37	19	42	28	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	58	30	66	44	3
Peak Hour Factor	0.8200	0.7100	0.6800	0.7500	0.7000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	20	11	22	16	3
Total Analysis Volume [veh/h]	88	82	44	88	63	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.09	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.55	0.00	10.51	10.29
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.30	0.30	0.34	0.34
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.46	7.46	8.52	8.52
d_A, Approach Delay [s/veh]	0.00		2.52		10.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.96					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 7.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.009

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	61	2	3	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	96	3	5	56
Peak Hour Factor	1.0000	1.0000	0.9700	0.5000	0.3800	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	25	2	3	20
Total Analysis Volume [veh/h]	0	0	99	6	13	79
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.65	8.78	0.00	0.00	7.44	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.55	0.55
d_A, Approach Delay [s/veh]	9.21		0.00		1.05	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	A					

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Scenario 5 2029 AM

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	5	80	2	3	25	2	117

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	72	58	30	66	44	3	273

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	0	0	96	3	5	56	160

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 5 2029 AM

Report File: C:\...\5 - 2029 AM.pdf

7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	3	51	1	2	16	1	74
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	80	2	3	25	2	117

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	46	37	19	42	28	2	174
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	72	58	30	66	44	3	273

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	0	0	61	2	3	36	102
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	96	3	5	56	160

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 5 2029 AM

Report File: C:\...\5 - 2029 AM.pdf

7/1/2024

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	0	0	0	0.00
Added Trips Total									0	0	0	0.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 5 2029 AM

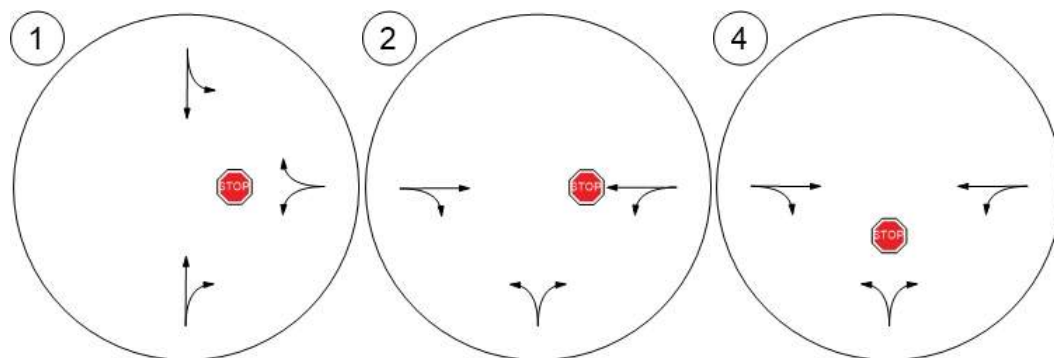
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7/1/2024

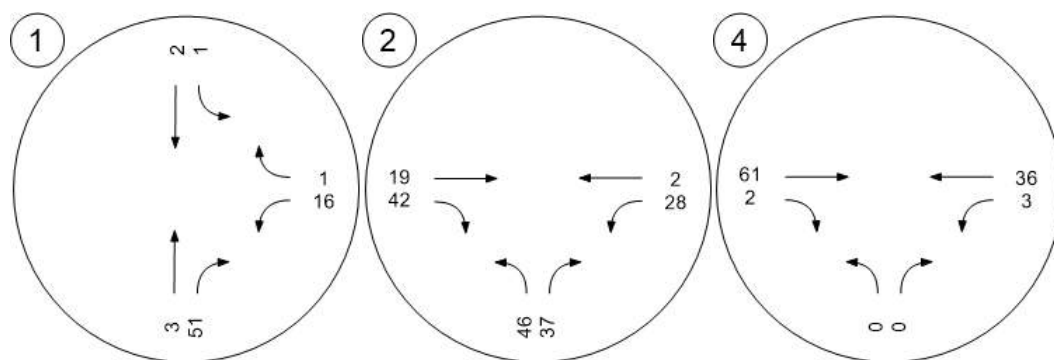
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	0	70.00	0
3: Gate	25.00	0	25.00	0
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	0	100.00	0

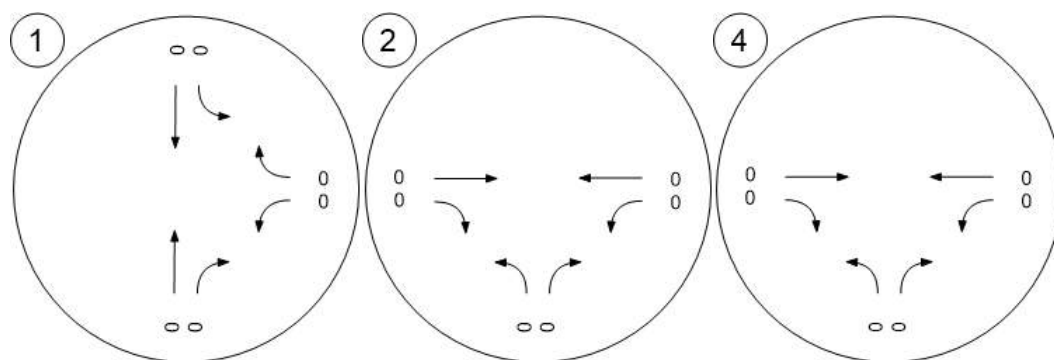
Lane Configuration and Traffic Control



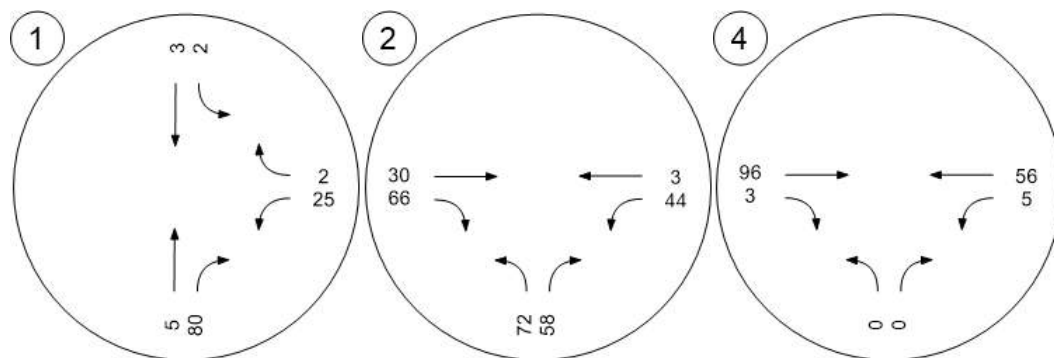
Traffic Volume - Base Volume



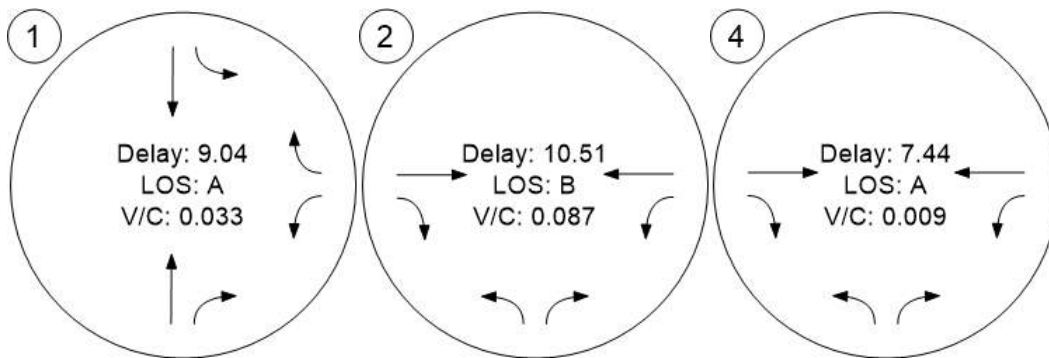
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 6 2029 PM

Report File: C:\...\6 - 2029 PM.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.108	9.1	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Left	0.186	11.5	B
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.016	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.108

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	4	0	2	51	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	6	0	3	80	2
Peak Hour Factor	0.2500	1.0000	1.0000	0.2500	0.7500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	0	3	27	2
Total Analysis Volume [veh/h]	12	6	0	12	107	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	9.12	8.86
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	9.79	9.79
d_A, Approach Delay [s/veh]	0.00		0.00		9.10	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.22					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.186

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	23	11	1	55	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	17	2	86	125	45
Peak Hour Factor	0.4800	0.5500	0.2500	0.7600	0.8700	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	8	2	28	36	20
Total Analysis Volume [veh/h]	75	31	8	113	144	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.19	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.41	0.00	11.46	11.33
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.26	1.18	1.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.55	6.55	29.48	29.48
d_A, Approach Delay [s/veh]	0.00		0.49		11.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.80					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.5
 Level Of Service: A
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	4	18	0	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	6	28	0	0	78
Peak Hour Factor	0.6300	0.2500	0.6400	1.0000	1.0000	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	6	11	0	0	29
Total Analysis Volume [veh/h]	13	24	44	0	0	116
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.49	8.66	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.04	3.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.95		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 6 2029 PM

Report File: C:\...\6 - 2029 PM.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	3	6	0	3	80	2	94

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	36	17	2	86	125	45	311

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	8	6	28	0	0	78	120

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 6 2029 PM

Report File: C:\...\6 - 2029 PM.pdf

7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	2	4	0	2	51	1	60
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	3	6	0	3	80	2	94

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	23	11	1	55	80	29	199
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	36	17	2	86	125	45	311

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	5	4	18	0	0	50	77
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	8	6	28	0	0	78	120

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 6 2029 PM

Report File: C:\...\6 - 2029 PM.pdf

7/1/2024

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	0	0	0	0.00
Added Trips Total									0	0	0	0.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 6 2029 PM

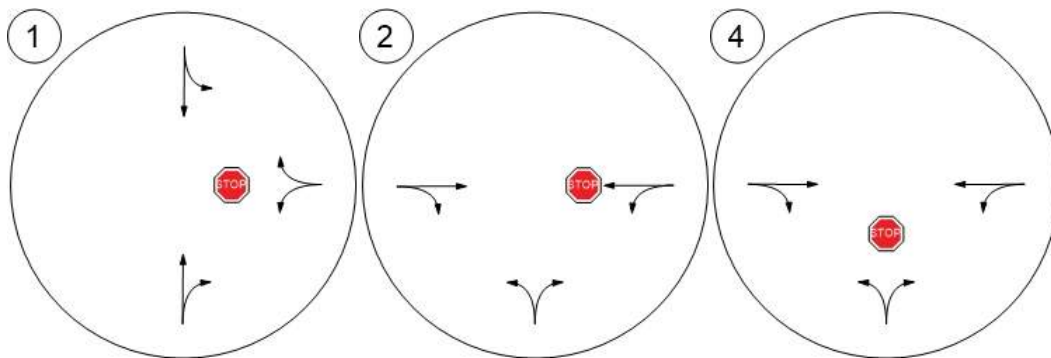
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7/1/2024

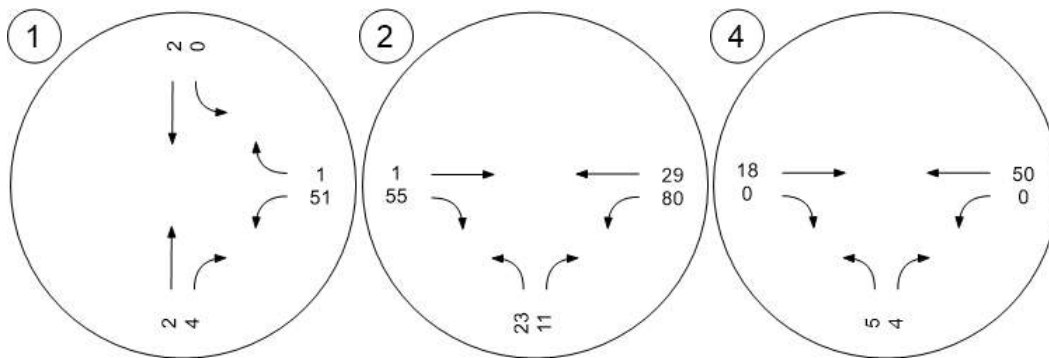
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	0	70.00	0
3: Gate	25.00	0	25.00	0
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	0	100.00	0

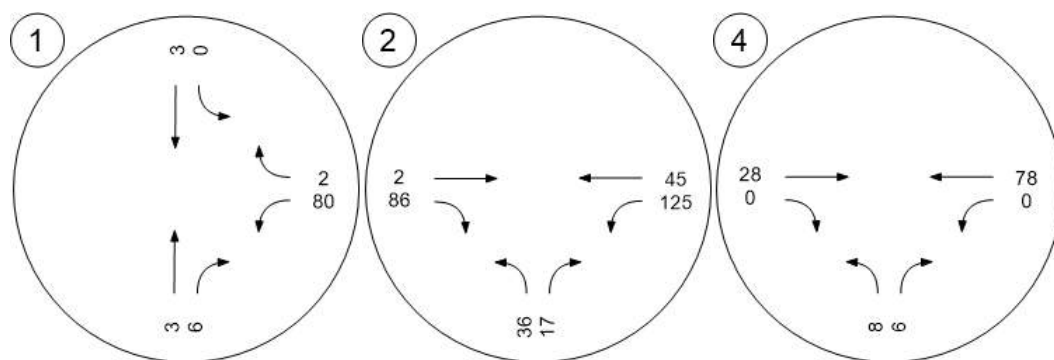
Lane Configuration and Traffic Control



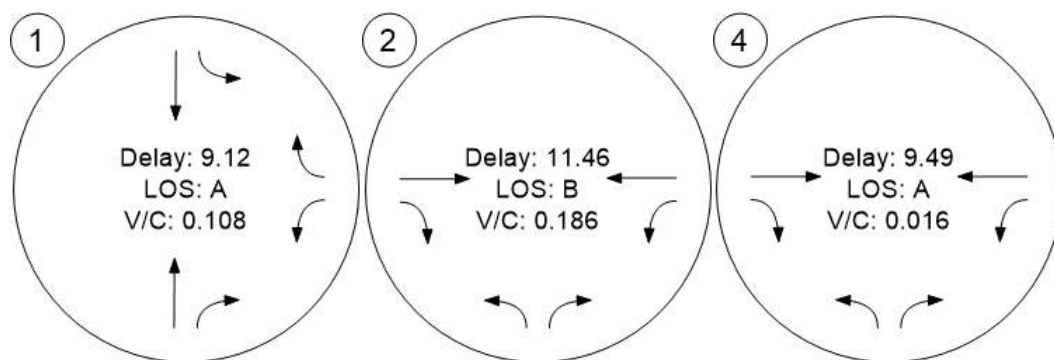
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



2029 BACKGROUND PLUS PROJECT

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 7 2029 AM + Pro

Report File: C:\...\7 - 2029 AM + Pro.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.039	9.1	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Left	0.088	10.7	B
3	7500 West & 2100 South	Two-way yield	HCM 7th Edition	EB Thru	0.106	5.3	A
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.005	9.6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.039

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	51	1	2	16	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	84	2	3	29	2
Peak Hour Factor	0.7500	0.9800	0.2500	0.5000	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	21	2	2	9	2
Total Analysis Volume [veh/h]	7	86	8	6	36	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.41	0.00	9.07	8.72
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	3.67	3.67
d_A, Approach Delay [s/veh]	0.00		4.23		9.01	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.02					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.088

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	46	37	19	42	28	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	1	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	58	31	66	44	4
Peak Hour Factor	0.8200	0.7100	0.6800	0.7500	0.7000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	20	11	22	16	4
Total Analysis Volume [veh/h]	102	82	46	88	63	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.09	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.58	0.00	10.67	10.43
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.31	0.31	0.37	0.37
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.68	7.68	9.22	9.22
d_A, Approach Delay [s/veh]	0.00		2.60		10.62	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: 7500 West & 2100 South

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 5.3
 Level Of Service: A
 Volume to Capacity (v/c): 0.106

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	58	2	3	17	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	4	13	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	91	7	18	31	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	23	2	5	8	8
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	91	7	18	31	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Stop	Free
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.01	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	5.04	5.28	4.59	2.44	2.44	0.00
Movement LOS				A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	9.49	9.49	9.49	0.83	0.83	0.83
d_A, Approach Delay [s/veh]	0.00			0.00			5.23			1.51		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.57											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	60	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	1	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	94	0	0	74
Peak Hour Factor	1.0000	1.0000	0.9700	0.5000	0.3800	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	24	0	0	26
Total Analysis Volume [veh/h]	4	1	97	0	0	104
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.60	8.78	0.00	0.00	7.41	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.46	0.46	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.43		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 7 2029 AM + Pro

Report File: C:\...\7 - 2029 AM + Pro.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	5	84	2	3	29	2	125

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	84	58	31	66	44	4	287

ID	Intersection Name	Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	0	0	0	0	91	7	18	31	30	177

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	4	1	94	0	0	74	173

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Scenario 7 2029 AM + Pro

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7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	3	51	1	2	16	1	74
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	4	0	0	4	0	8
		Other	0	0	0	0	0	0	0
		Future Total	5	84	2	3	29	2	125

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	46	37	19	42	28	2	174
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	12	0	1	0	0	1	14
		Other	0	0	0	0	0	0	0
		Future Total	84	58	31	66	44	4	287

ID	Intersection Name	Volume Type	Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	Final Base	0	0	0	0	58	2	3	17	19	99
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	4	13	4	0	21
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	0	91	7	18	31	30	177

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	0	0	60	0	0	39	99
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	1	0	0	0	13	18
		Other	0	0	0	0	0	0	0
		Future Total	4	1	94	0	0	74	173

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Scenario 7 2029 AM + Pro

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	17	17	34	100.00
Added Trips Total									17	17	34	100.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 7 2029 AM + Pro

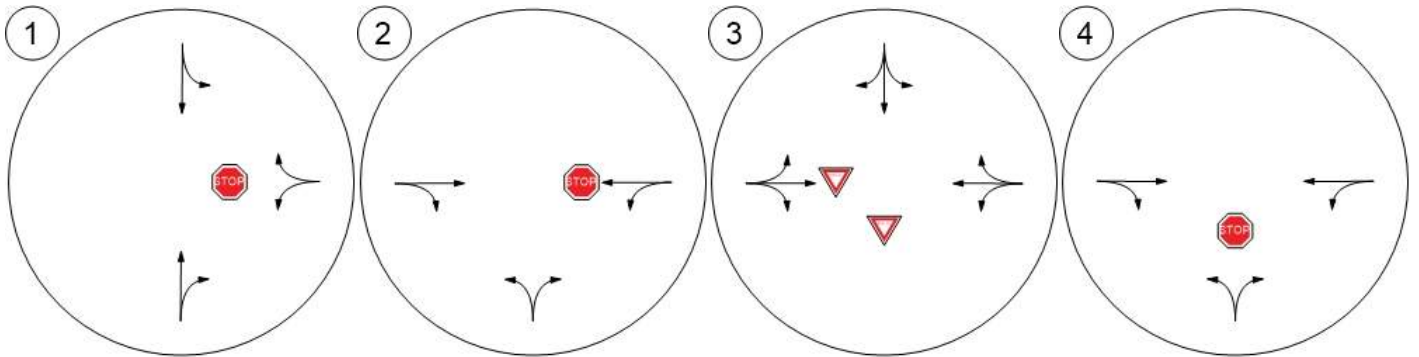
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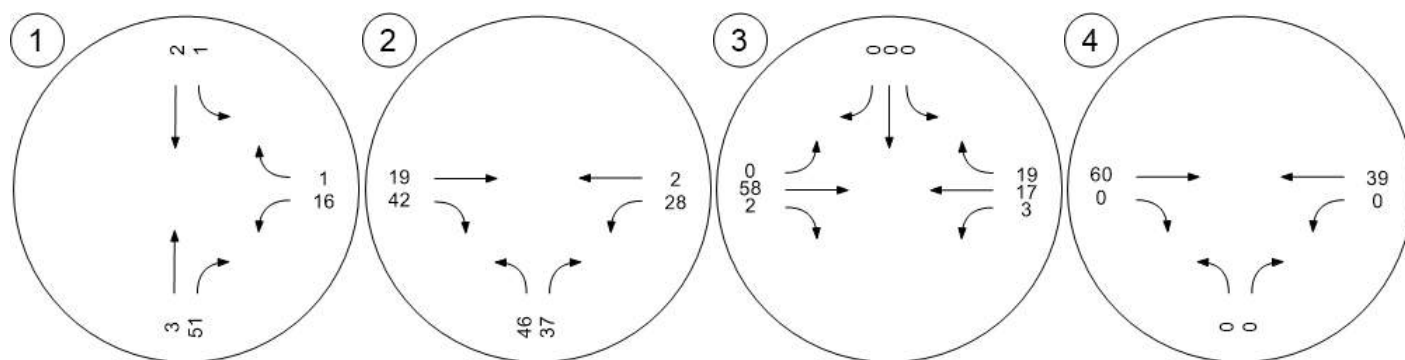
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	12	70.00	12
3: Gate	25.00	4	25.00	4
4: Gate	2.00	0	2.00	0
5: Gate	3.00	1	3.00	1
Total	100.00	17	100.00	17

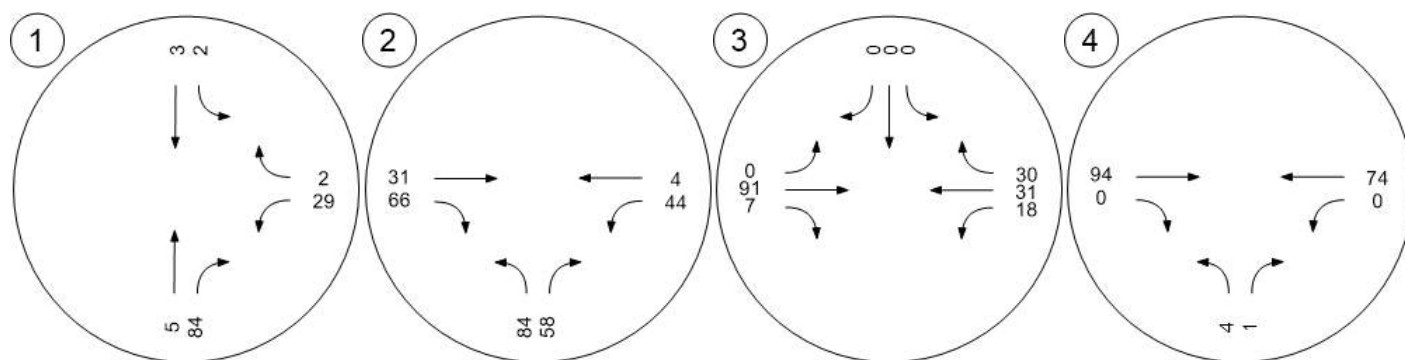
Lane Configuration and Traffic Control



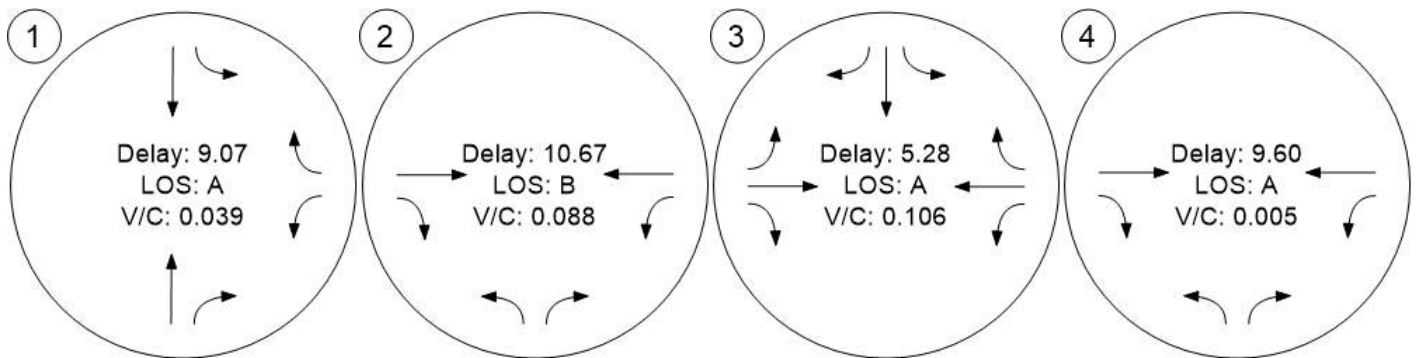
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 8 2029 PM + Pro

Report File: C:\...\8 - 2029 PM + Pro.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.113	9.1	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Left	0.187	11.6	B
3	7500 West & 2100 South	Two-way yield	HCM 7th Edition	EB Thru	0.019	4.4	A
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.023	9.6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.113

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	4	0	2	51	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	7	0	3	84	2
Peak Hour Factor	0.2500	1.0000	1.0000	0.2500	0.7500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	0	3	28	2
Total Analysis Volume [veh/h]	12	7	0	12	112	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	9.14	8.88
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.41	0.41
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	10.28	10.28
d_A, Approach Delay [s/veh]	0.00		0.00		9.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.25					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.187

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	23	11	1	55	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	17	2	86	125	45
Peak Hour Factor	0.4800	0.5500	0.2500	0.7600	0.8700	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	8	2	28	36	20
Total Analysis Volume [veh/h]	83	31	8	113	144	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.19	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.42	0.00	11.56	11.42
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.26	1.20	1.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.60	6.60	29.90	29.90
d_A, Approach Delay [s/veh]	0.00		0.49		11.51	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.75					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: 7500 West & 2100 South

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.019

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	10	0	0	52	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	1	4	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	16	1	4	85	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	4	0	1	21	2
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	16	1	4	85	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Stop	Free
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	4.25	4.44	3.71	2.58	2.58	0.00
Movement LOS				A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.06	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.52	1.52	1.52	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	0.00			0.00			4.40			2.36		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.67											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.023

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	4	18	0	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	6	28	0	0	82
Peak Hour Factor	0.6300	0.2500	0.6400	1.0000	1.0000	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	6	11	0	0	31
Total Analysis Volume [veh/h]	19	24	44	0	0	122
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.56	8.70	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.65	3.65	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.08		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.87					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 8 2029 PM + Pro

Report File: C:\...\8 - 2029 PM + Pro.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	3	7	0	3	84	2	99

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	40	17	2	86	125	45	315

ID	Intersection Name	Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	0	0	0	0	16	1	4	85	8	114

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	12	6	28	0	0	82	128

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 8 2029 PM + Pro

Report File: C:\...\8 - 2029 PM + Pro.pdf

7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	2	4	0	2	51	1	60
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	4	0	5
		Other	0	0	0	0	0	0	0
		Future Total	3	7	0	3	84	2	99

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	23	11	1	55	80	29	199
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	0	0	0	0	0	4
		Other	0	0	0	0	0	0	0
		Future Total	40	17	2	86	125	45	315

ID	Intersection Name	Volume Type	Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	Final Base	0	0	0	0	10	0	0	52	5	67
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	1	4	4	0	9
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	0	16	1	4	85	8	114

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	5	4	18	0	0	50	77
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	0	0	0	0	4	8
		Other	0	0	0	0	0	0	0
		Future Total	12	6	28	0	0	82	128

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 8 2029 PM + Pro

Report File: C:\...\8 - 2029 PM + Pro.pdf

7/1/2024

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	5	15	20	100.00
Added Trips Total									5	15	20	100.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 8 2029 PM + Pro

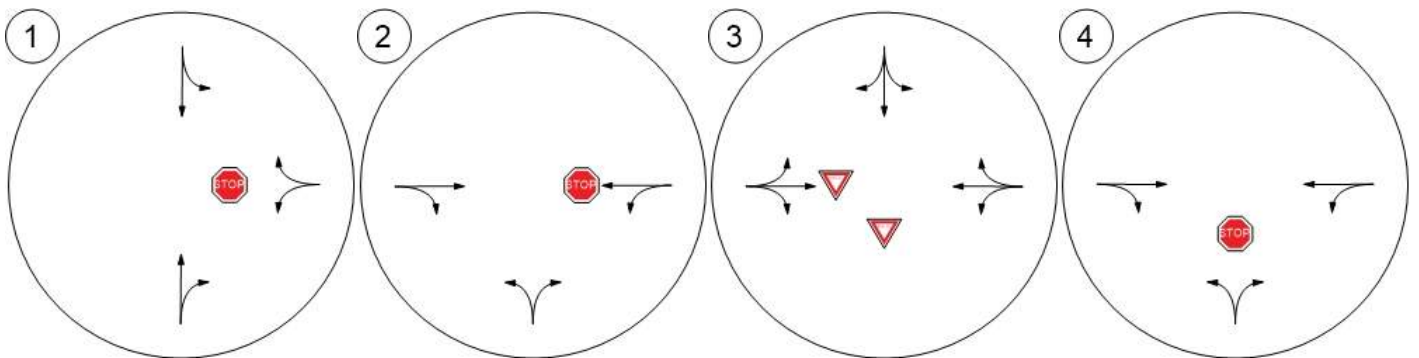
Report File: C:\...\8 - 2029 PM + Pro.pdf

7/1/2024

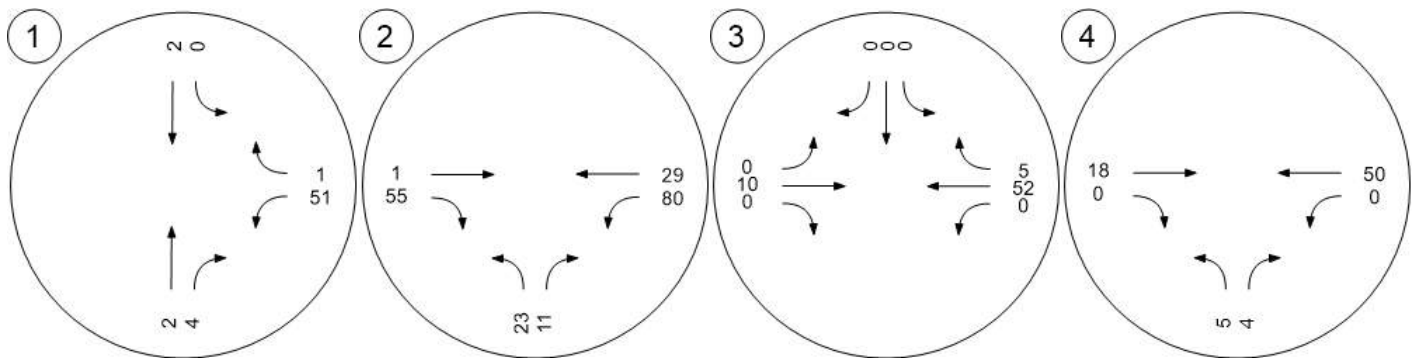
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	4	70.00	11
3: Gate	25.00	1	25.00	4
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	5	100.00	15

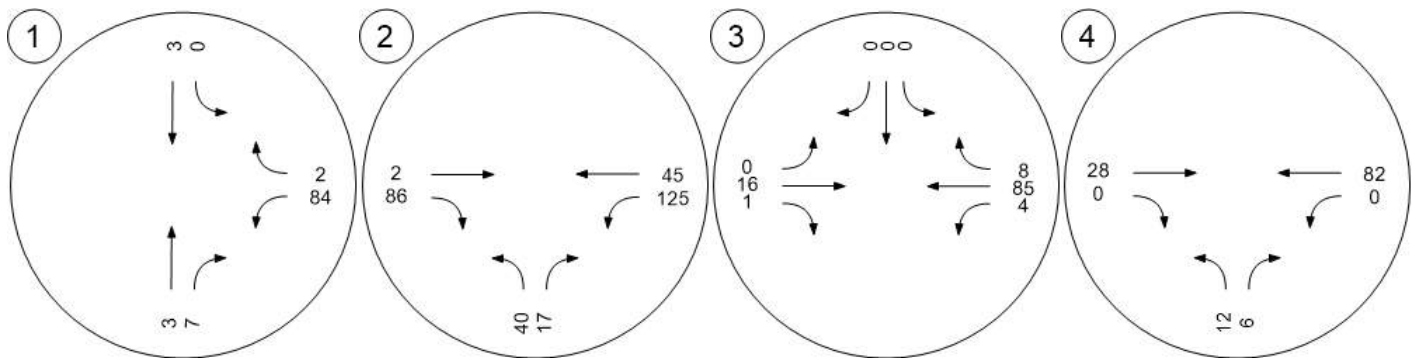
Lane Configuration and Traffic Control



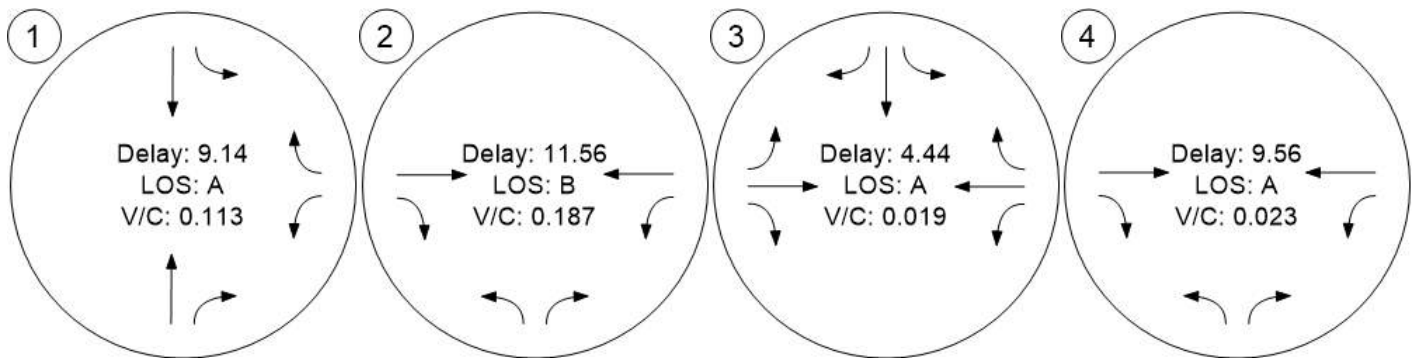
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions





May 28, 2024

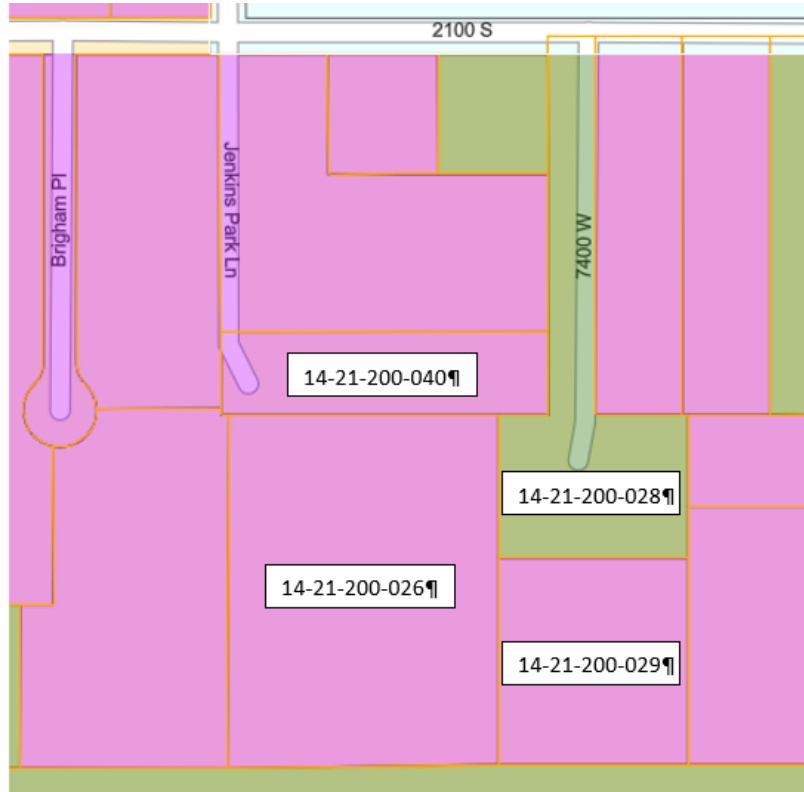
Municipal Services District

Re: Conditional Use Application 14-21-201-004, 14-21-200-041, 14-21-200-029, and 14-21-200-028

Dear Planning Committee,

Granite Construction Company (Granite) is under contract to purchase parcels 14-21-200-026, 14-21-200-028, 14-21-200-029, and 14-21-200-040 (**Exhibit 1**) (closing date is 8/8/24). Currently, the zoning for parcels -026, -029, and -040 is M-2, while parcel -028 is zoned A-20. Granite has requested the rezoning of parcel -028 from A-20 to M-2 to align with the zoning of the other three parcels under contract and the neighboring parcels. The address of these parcels is approximately 2198 S 7400 W, Magna, Utah.

Exhibit 1 – Parcels of Interest



Granite is seeking to obtain a conditional use permit (CUP) to construct and operate an asphalt production plant at this location. Rezoning parcel -028 from A-20 to M-2 has been requested. **Attachment A** includes the tentative site plan. Note that a civil site plan is currently being developed and will be provided once available. **Attachment B** is the notarized owner authorization permitting

Granite to request the rezoning of the subject parcel, contingent on the finalization of the purchase. **Attachment C** contains the Sewer and Water Letters placeholder. These letters/utilities will be obtained as part of the building permit process. **Attachment D** contains the legal descriptions of all four parcels.

Granite will obtain all necessary UDEQ permits, comply with all Magna Township/MSD conditional use permit and building permit requirements, and fulfill any other prerequisites to construct and operate said facility.

Regards,



Quin Bingham
Environmental Manager

Granite Construction
1000 North Warm Springs Rd
Salt Lake City, UT 84116
P: (801) 526-6050
C: (435) 770-4319
E: quin.bingham@gcinc.com

Attachments:

Attachment A: Site Plan

Attachment B: Owner Authorization

Attachment C: Sewer and Water Letters

Attachment D: Legal Description



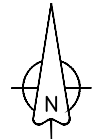
Attachment A

Proposed Facility Site Map



Revisions

Granite Construction Company
Conceptual Plant Layout - Opt 3



April 22, 2024

Design: BJC

Drawn: BJC

Scale: 1" = 70'

Drawing Number:

F - 1

1 OF 1



Attachment B

Owner Rezone Authorization Letter

May 28, 2024

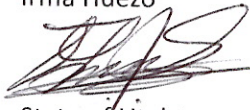
To Whom It May Concern,

This affidavit dated 06-04, 2024, serves as authorization for Granite Construction Company to apply for the rezoning of parcel #14-21-200-028, located at 2185 S 7400 W, Magna, Utah. I, Irma G HUEZO, am the current owner of this parcel. Granite Construction Company (Granite) is currently under contract to purchase this parcel.

This authorization is contingent upon Granite successfully closing on the property purchase. If Granite fails to close on the property purchase, this authorization will be nullified.

Sincerely,

Irma Huezo

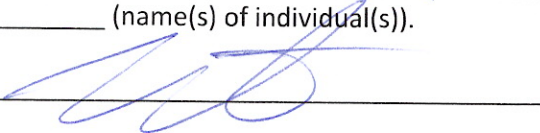


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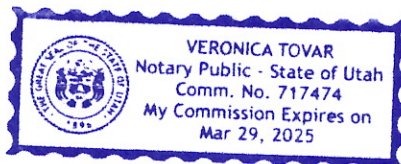
County of Salt Lake

The record was acknowledged before me on June 4, 2024 (date) by Irma G Huezo (name(s) of individual(s)).

Signature of notarial officer



Stamp:





Attachment C
Water and Sewer Letters



Sewer and water letters will be provided once obtained during the building permit process.



Attachment D
Legal Description

Parcel 14212000280000 Legal description

BEG 1126.69 FT W & 685.74 FT S FR NE COR OF SEC 21, T 1S, R 2W, SLM; S 260.26 FT M OR L; W 345 FT M OR L; N 260.26 FT M OR L; E 89.82 FT; N 685.74 FT; E 86.63 FT; S 685.74 FT; E 168.55 FT TO BEG. 3.43 AC. 8831-7853 10110-8960 10361-5085 10361-5085 10361-5086

Link: https://slco.org/assessor/new/valuationInfoExpanded.cfm?parcel_id=14212000280000

Parcel 14212010040000 Legal description

LOT 4, JACKASS FLATS SUBDIVISION. 10758-7707

Link: https://slco.org/assessor/new/valuationInfoExpanded.cfm?parcel_id=14212010040000

Parcel 14212000410000 Legal description

BEG S 0°20'08" W 33 FT & S 89°38'39" E 658.25 FT & S 0°16'28" W 652.75 FT & S 89°38'58" E 11.30 FT FR N 1/4 COR OF SEC 21, T1S, R2W, SLM; E 480.51 FT M OR L; S 634.26 FT; W480.51 FT M OR L; N 634.26 FT TO BEG.

Link: https://slco.org/assessor/new/valuationInfoExpanded.cfm?parcel_id=14212000410000

Parcel 14212000290000 Legal description

BEG 1126.69 FT W & S 946 FT M OR L FR NE COR OF SEC 21, T 1S, R 2W, SLM; S 374 FT M OR L; W 345 FT; N 374 FT M OR L; E345 FT M OR L TO BEG. 2.96 AC. 08831-7853 10680-4930

Link: https://slco.org/assessor/new/valuationInfoExpanded.cfm?parcel_id=14212000290000&nbhd=6465&PA=



GREATER SALT LAKE
**Municipal Services
District**

Planning and Development Services

2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050

Phone: (385) 468-6700 • Fax: (385) 468-6674

msd.utah.gov

Files # CUP2022-000669

Conditional Use Summary

Public Body: Magna Planning Commission

Meeting Date: September 25, 2024

Parcel ID: 14-19-478-004-0000, 14-19-478-003-0000

Current Zone: R-M/zc

Property Address: 2435 S 8400 W, 2456-2651 S 8900 W

Request: 6-unit apartment

Applicant Name: William Ford

MSD Planner: Justin Smith

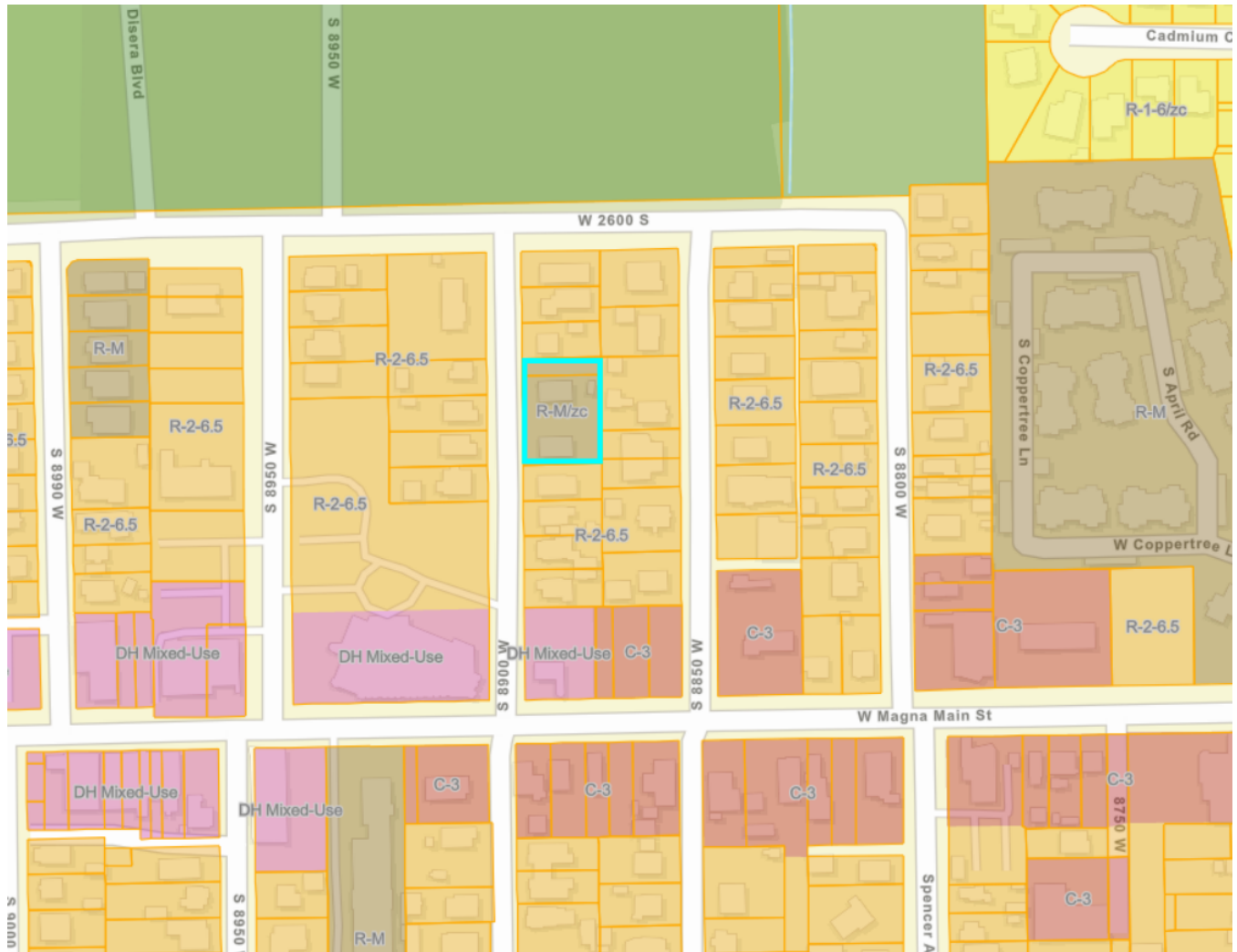
MSD Planning Staff Recommendation: Approval

PROJECT SUMMARY

The applicant, William Ford, is applying for a conditional use for a 6 unit apartment building to replace the existing development.

SITE & ZONE DESCRIPTION

The property is located along the east side of 8950 W, just north of Magna Main. There are currently two twin homes on the lot that would be replaced by a new 6-unit building. There is a zoning condition attached to this lot that limits the height of buildings to 35 feet in height and prohibits all commercial uses outside of home occupations. The project area is located within an existing neighborhood between Magna Main Street and Magna Copper Park.



ISSUES OF CONCERN/PROPOSED MITIGATION

The Greater Salt Lake Municipal Services District and reviewing agencies have reviewed the application and have identified the following issues to be addressed during the technical review process.

- Planning has identified that the applicant's proposed landscaping plan is insufficient, and must be amended to comply with the code.
- Building has noted that the sidewalk has a slope of 6% and therefore must be amended to comply with ramp requirements under the building code.
- Engineering has noted that stormwater quality needs to be addressed and that a geological hazards disclosure and acknowledgement form must be filled out. The geological hazards disclosure and acknowledgement form is a form that is required for developments that occur in areas that have a moderate or higher chance of liquefaction in the event of an earthquake. A geotechnical report has been provided as part of the application. Stormwater improvements are typically addressed during the technical review stage of the permit process.

The remaining reviewing agencies have given a conceptual "ok" to the application.

PLANNING STAFF ANALYSIS

The applicant is applying for a 6-unit apartment building. Multi-family uses of 5 or more units in the R-M zone are a conditional use.

Development Standards

The R-M zone has development standards that must be met. The first of these development standards is the minimum lot size. The minimum lot size at the time that the application was made was 5,000 square feet for the first unit, with an extra 750 square feet for each additional dwelling unit. That would require the lot to be 8,750 square feet in size. The project area is 0.36 acres or 15,681 square feet, which meets the lot size requirement.

	Required	Actual
Lot Width	50 ft	150 ft
Front Yard Setback	25 ft	30 ft
Side Yard Setback	8 ft, 18 ft*	32 ft, both sides
Rear Yard Setback	30 ft	48.25 ft

*Minimum side yard setback is 8 ft, but both sides must be a minimum of 18 ft when combined.

Off-Street Parking and Access

The applicant is proposing six two-bedroom dwelling units. Multi-family dwelling units are required to have a minimum of two parking spaces for two-bedroom dwellings. In addition, multi-family dwellings are also required to have provide an extra 0.25 parking spots per dwelling unit for visitor parking. For six units, this would be a requirement of 14 parking spots of which 14 have been provided.

The applicant is proposing to meet the parking requirement with a mix of parallel parking and 45° parking behind the building. 19.43.030(C) allows for parallel parking and 45° parking spots to have a 15 foot drive aisle and the applicant is proposing to have a drive aisle of 16.5 feet.

The applicant has provided the required number of bicycle parking spaces.

Landscaping

The applicant has provided a landscape plan that shows landscaping in the required front yard area, but does not show any landscaping in the parking lot. Additionally, the parking lot section of the landscaping ordinance has buffer requirement of at least 5 feet from the property lines.

The most recent submittal from the applicant shows a distance of 18 inches from the parking spots to the property line on the sides and rear of the lot. Initially, there was concern that this would necessitate a complete redesign of the site, but after going over code requirements with the applicant it was decided to adjust the site plan into compliance with the landscaping ordinance by reducing the width of the driveway access and egress and drive aisle to the rear of the building. This would change would add 3.5 feet the 1.5 foot buffer giving the applicant the required five foot buffer.

14.12.110(F)1 requires that multi-family driveways be between 12 and 35 feet of width. The applicant's current proposal is for a 20 foot wide driveway, but with the changes it would be reduced to a 16.5 foot wide driveway. The applicant has proposed that the driveway be a one-way driveway with tenants entering on the north side and then exiting on the south. The 16.5 foot width will be enough to accommodate the one-way traffic and meets the requirements of 19.48. To address the insufficient buffer to the rear of the lot, the applicant is proposing that the rear drive aisle be reduced from 20 feet to 16.5 feet which would add 3.5 feet to the 1.5 foot buffer.

Open Space

The maximum coverage of buildings allowed in the R-M zone is 60% of the total lot. The applicant has proposed a building footprint that is 3,246 square feet in size on a lot that is roughly 15,600 square feet (0.36 acres). The proposed building complies with these requirements. The current Magna land use ordinance that was adopted in June of 2023 has open space requirements, however this application was submitted before the new Title 19 was adopted and is therefore vested in the previous code.

The maximum density that was permitted in the R-M zone at the time the application was created was 20 units per acre. The applicant is proposing 6 units on 0.36 acres which would be approximately 16.62 dwelling units per acre.

Based on the above analysis, MSD staff has found that the proposal is consistent with the surrounding land uses as well as the general plan. Full compliance with required ordinances and policies will be verified through the subsequent technical review process before the issuance of the Land Use permit, and license inspection process.

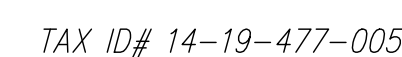
PLANNING STAFF RECOMMENDATION

Based on the findings stated above, the MSD Planning Staff recommends that the Magna Planning Commission approve the conditional use subject to staff recommended conditions:

- 1. Applicant be required to comply with the off-street parking requirements of 19.48.**
- 2. Applicant to be required to comply with the landscaping requirements of 19.50.**
- 3. Applicant to be required to comply with the requirements of all reviewing agencies.**

ATTACHMENTS:

- A. Site Plan
- B. Floor Plan



TAX ID# 14-19-477-006

TAX ID# 14-19-477-007

TAX ID# 14-19-477-008

TAX ID# 14-19-478-002
LOTS 23 & 24, BLOCK 2, LINCOLN ADDITION NO. 1

TAX ID# 14-19-478-010

CLEVERLY ESTATES SUBDIVISION
LOT 1

CLEVERLY ESTATES AMD
LOT 2A

CLEVERLY ESTATES AMD
LOT 2B

TAX ID#14-19-478-005
LOTS 15 & 16, BLOCK 2, LINCOLN ADDITION NO. 1



SYMBOL LEGEND

- (A-1) ADA PARKING AREA PER DETAIL, SHEET C900
- (A-2) ADA VAN-ACCESSIBLE PARKING SIGN PER DETAIL, SHEET C900
- (C-1) PRIVATE ASPHALT SECTION PER DETAIL, SHEET C900
- (C-2) PRIVATE CONCRETE CATCH CURB & GUTTER PER DETAIL, SHEET C900
- (C-3) PRIVATE CONCRETE RELEASE CURB & GUTTER PER DETAIL, SHEET C900
- (C-4) PRIVATE CONCRETE SIDEWALK PER DETAIL, SHEET C900
- (C-5) PRIVATE TAPERED END PER DETAIL, SHEET C900
- (G-1) PRIVATE DUMPSTER ENCLOSURE PER DETAIL, SHEET C900
- (BC-1) PRIVATE BICYCLE RACK PER DETAIL, SHEET C900
- (P-1) REMOVE AND REPLACE CITY ASPHALT PER DETAIL SHEET C910
- (P-2) NEW CITY CURB & GUTTER, TYPE A PER DETAIL SHEET C910
- (P-3) REMOVE AND REPLACE CITY SIDEWALK PER DETAIL SHEET C910
- (P-4) NEW CITY FLARE DRIVEWAY APPROACH PER DETAIL SHEET C910
- (T-1) NEW PRIVATE ENTRANCE ONLY SIGN PER DETAIL SHEET C910
- (T-2) NEW PRIVATE EXIT ONLY SIGN PER DETAIL SHEET C910

ALL IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE RIGHT-OF-WAY OWNER'S STANDARDS AND SPECIFICATIONS.

Know what's below.
Call 811 before you dig.

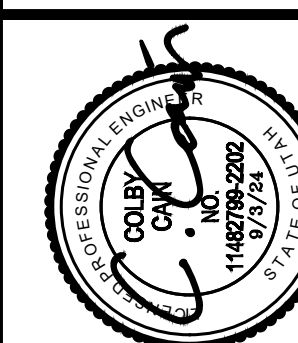


BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC.

www.bluestakes.org
1-800-662-4111

DEVELOPER

47 CONSTRUCTION LLC
Contact: William Ford or Phyllis Ford
7 Rollingwood lane
Sandy, UT 84092
Phone: 801-666-9853
ford.constr@gmail.com / phyllis47@



MAGNA 6-PLEX

2635 S. 8900 W.
LOCATED IN THE SW 1/4 OF SECTION 30, T.1S., R.2W., S.1.B.&M.
MAGNA CITY, SALT LAKE COUNTY, UTAH

REVISIONS

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DRAWN: JH	2024-09-03
APPROVED: CC	2024-09-03
PROJECT #:	2082001
2082001 SET.dwg	

C400

SITE PLAN



Planning Commission Staff Report

Meeting Body: Magna Planning Commission

Meeting Date: October 3rd, 2024

File Number & Project Type: OAM2024-001231- 2024 Magna Parking Revisions

Applicability: Single and Two-Family Zones Citywide

Planner: Brian Tucker, Planning Manager

Applicant: Magna Staff

Key Findings:

- On street parking must be regulated on public streets to ensure that they are passable in all weather conditions.
- Older neighborhoods in Magna were not designed with enough parking to accommodate today's automobile ownership rates.
- If well regulated, on premise parking can be expanded without compromising the desire for an attractive street scape.

Staff Recommendation: The MSD Planning Staff recommend that the Magna Planning Commission recommend that the Council approve the attached ordinance.

Exhibits:

A. Proposed Ordinance

BACKGROUND/ ISSUES TO CONSIDER

In response to citizen concerns about parking on streets, parking on front lawns, and snow removal operations, Magna's Planning Staff, Code Enforcement Staff, and the Magna Precinct of the Unified Police Department have worked to update Titles 11, 12 and 19 to ensure that city streets remain passable in all weather conditions. The proposed amendments to Title 19 are intended to create more opportunities for on premise parking while ensuring that front yards continue to project an attractive streetscape.

Utah, like much of the country, is in a housing crisis. The combination of elevated housing prices and the shortage of housing units have resulted in more people sharing the housing that is available. In Magna this has resulted in more working age people sharing households. With more working age people living in a suburban environment that is not efficiently served by transit, this has resulted in more commuters per household than the driveways in Magna's older neighborhoods were designed to accommodate. This is the root cause of the parking concerns that the citizens have brought to the Council's attention. Until the housing market sees increased availability of housing and an easing of housing prices, Magna is not going to see any significant reduction in the number of cars per dwelling. The challenge is to ensure that those cars can be accommodated without turning front yards into parking lots or rendering the streets impassible due to parked cars, especially in inclement weather.

PROPOSED ORDINANCE

Working with the Magna Precinct and Code Enforcement, Planning Staff have created an ordinance that:

-Allows parking on a gravel parking pad between the driveway and the nearest side lot line. This allows additional parking on a

more affordable surface without significantly decreasing the landscaped area between a house and the street.

- With the exception of the gravel parking pad between the driveway and the nearest side lot line, requires hard surfaced front yard parking.
- Allows parking on a gravel parking pad in a side or rear yard when located behind a view obscuring fence or gate.
- Allows up to 60% of a front yard to be used for parking if the combined coverage area of all impervious surfaces, including buildings, driveways, paved walkways, patios, decks, and other structures, does not exceed 60% of the area of the lot. The municipal engineering division must approve site plans with more than 50% front yard parking.
- In order to better implement these changes and the parking related ordinances in general, the proposed ordinance defines the terms "Drive Approach", "Driveway", "Driveway, Cross Access", "Driveway, Multifamily", "Driveway, Private", "Driveway Shared", "Hard surface", "Pavement", and "Paved".
- Clarifies that Private Roads are Private Streets.
- Expands the definition of "Street, Private" to limit the use of private streets to the owner or group of owners who share the use and maintenance obligations. This definition is more in line with the definition in Title 14.

STAFF RECOMMENDATION

Staff finds that:

1. On street parking must be regulated on public streets to ensure that they are passable in all weather conditions.
2. Older neighborhoods in Magna were not designed with enough parking to accommodate today's automobile ownership rates.
3. If well regulated, on premise parking can be expanded without compromising the desire for an attractive street scape.

Given the above findings, staff recommends the following action:

The MSD Planning Staff recommend that the Magna Planning Commission recommend that the Council approve the attached ordinance.

Proposed Ordinance

19.04.020 General Definitions.

“Drive Approach” means an area of the public right-of-way located between the roadway and property adjacent to the public right-of-way that is intended to provide access for vehicles from the roadway to the adjacent property.

“Driveway” means a path of ingress and egress constructed within and adjoining a roadway, connecting the roadway with adjacent or nearby property in accordance with Magna Municipal Code. A “driveway” is an unobstructed access from a public or private right of way to an adjacent or nearby property that does not interfere with vehicular or pedestrian travel within the right of way.

“Driveway, Cross Access” means a service drive providing vehicular access between two or more contiguous sites, so the driver need not enter the public street system.

“Driveway, Multifamily” means a driveway providing access to more than four dwelling units.

“Driveway, Private” means a driveway limited to the use of the owner or a group of owners who share the use and maintain the access and those having express or implied permission from the owner or owners, but not by other persons.

“Driveway, Shared” means a driveway serving more than one lot.

“Hard surface” means any asphalt or concrete surface of an approved thickness, or other approved surface, but excluding rock, gravel, grass, or dirt.

“Pavement” includes the paved portion of a street, including paved shoulders and on street parking areas. “Pavement does not include curbs, gutters, park strips, sidewalks, trails, and driveways.

“Paved” means ground covered with stone, brick, concrete, asphalt, or other approved surface, installed over a compacted base course, making a permanent surface that is firm, smooth, and level. A graded natural surface, or one covered with rolled stone or overlaid with compacted or loose gravel is not considered a paved surface.

“Road, Private” means the same as “Street, Private”

“Street, Private” means an access way, other than a driveway, similar to and having substantially the same or similar function as a public street, providing access to one or more properties, but held in private ownership. A “private street” is limited to the use of the owner or group of owners who share the use and maintain the street without the assistance of public entities. “Street, Private” and “Road, Private” can be used interchangeably.

19.28.060 Lot Coverage

- A. No combination of buildings, including accessory structure and other structures, may cover more than forty percent (40%) of the area of the lot or parcel of land.
- B. No accessory structure or group of accessory structures may cover more than twenty-five percent (25%) of the rear yard.
- C. The combined coverage area of all impervious surfaces, including buildings, driveways, paved walkways, patios, decks, and other structures, may not exceed 60% of the area of the

~~lot. Concrete, asphalt and other impervious surfaces may not cover more than fifty percent (50%) of the yard area between a structure and a property line. This includes both the required setback area and any other yard area between the main building and the property boundary. Any lot less than forty feet (40') wide may install one driveway that exceeds the fifty percent (50%) impervious surface rule as long as that driveway does not exceed twenty feet (20') in width.~~

19.48.040 Standards For Parking In R-1 And R-2 Residential Zones

- A. Residential Driveways. A driveway shall be provided for vehicular access from the street or right-of-way to the required parking spaces of any dwelling in an R-1 or R-2 zone.
1. The number, location, and width of driveways shall comply with the specifications set forth in Sections 14.12.110 and 14.36.060.
 2. Driveways over one hundred fifty feet (150') in length are subject to approval by the Fire Authority.
 3. The area within the front yard of any single- or two-family dwelling not occupied by a driveway or parking surface set forth above shall be landscaped in compliance with the applicable provisions of this Title.

~~There shall be a hard surfaced driveway from the public or private road or drive to each required parking space (See Table 19.48.150). Each required parking space shall also be hard surfaced. The drive and parking surfaces shall consist of a permanent, durable, hard surface such as concrete (including permeable concrete), asphalt (including permeable asphalt), brick, pavers, stone, or block. A pervious surface may be used, subject to applicable municipal ordinances and policies.~~

- B. Except as provided in subsection C, Ppaved or gravel parking areas or driveways may not occupy more than fifty percent (50%) of the area of a front or rear yard. Any lot less than forty feet (40') wide may install one driveway that exceeds the fifty percent (50%) parking or driveway rule as long as that driveway does not exceed twenty feet (20') in width.

C. Parking areas in the front yard may exceed 50% of the front yard area under the following conditions:

1. The combined coverage area of all impervious surfaces, including buildings, driveways, paved walkways, patios, decks, and other structures, may not exceed 60% of the area of the lot; and
2. The parking areas in the front yard do not exceed 60% of the front yard area; and
3. The municipal engineer verifies that the site plan as proposed will not adversely impact the municipal or local storm drain system; and
4. A landscape planting area of at least 500 square feet is maintained in the front yard.

- D.C. Front Yard Parking. Parking or storage of motor vehicles in the unpaved portion of the front yard of a residential use or residentially-zoned property is prohibited. A legal driveway in the front yard may be used for parking, provided the public sidewalk is not blocked.

E. Driveway Surfacing. There shall be a hard-surfaced driveway from the public or private road or drive to each required parking space (See Table 19.48.150). Each required parking space shall also be hard surfaced except for parking pads as provided in this Subsection.

1. The drive and parking surfaces shall consist of a permanent, durable, hard surface such as concrete, asphalt, brick, pavers, stone, or block.
2. A pervious surface, including permeable concrete or permeable asphalt may be used, subject to applicable municipal ordinances and policies.
3. A parking pad consisting of six inches of compacted gravel may be located between a paved driveway and the nearest side lot line in a front yard, provided the gravel parking pad is not within the clear view area of intersecting streets. Motor vehicles and recreational vehicles may be parked or stored on said gravel parking pad provided the parking pad is kept weed free. No other parking pad is permitted in the front yard area.
4. Parking pads consisting of six inches of compacted gravel may also be located in a side yard or rear yard provided they are accessible by a driveway surfaced in accordance with this part. These parking pads must be located behind a view obscuring fence or gate and kept weed free.

~~D. Recreational Vehicles. Recreational vehicles parked or stored on residential property in any R-1 or R-2 zone shall:~~

- ~~1. Be parked or stored on a paved surface in the front yard, side yard, or rear yard of a dwelling. Additionally, a recreational vehicle may be parked or stored on a parking pad which is constructed of six inches of compacted gravel. This area shall be kept weed free.~~

FE. Commercial Vehicles. Commercial vehicles may not be parked or stored on residential property in an R-1 or R-2 zone, except in the following circumstances:

1. Commercial vehicles may be parked on a property in conjunction with lawfully permitted construction, maintenance, or site development activities so long as said activities are diligently pursued.
2. One commercial vehicle may be parked behind the front line of the dwelling and screened from view from public streets or neighboring properties with an opaque fence that is at least six feet (6') tall, provided it is parked on a paved surface. The commercial vehicle may not exceed Class 5 (two (2)-axle, six (6)-tire single unit trucks) in Federal Highway Administration vehicle classification.
3. One commercial vehicle may be parked in the front yard or side yard of a dwelling in the R-1 or R-2 Zones upon issuance of a permit by PDS, as long as all of the following criteria are met:
 - a. No other commercial vehicle is parked or stored on the property;
 - b. The operator of the vehicle is required to be on call twenty-four (24) hours a day to use the vehicle in response to an emergency;
 - c. The commercial vehicle is parked on a paved surface;

- d. The commercial vehicle is parked entirely on private property, not parked on or over the street or sidewalk; and
- e. The commercial vehicle does not exceed Class 5 (two-axle, six tire single unit trucks) in Federal Highway Administration vehicle classification.

| GF. Clear View Triangles. In accordance with Subsections 19.46.120 D and E, no vehicle may be parked in a manner that obstructs the clear view triangle of an intersecting street or a driveway.