



Nibley City
Planning Commission Meeting
Thursday, February 20, 2020
455 W. 3200 S.
Nibley, UT

6:30 p.m. Call to Order and Roll Call
 Approval of Agenda
 Approval of Minutes

1. Presentation of appreciation to Carol Albrecht
2. Discussion and Consideration of a recommendation on a Residential Planned Unit Development Overlay Zone Application for the Nibley Meadows Application, located approximately 1000 W and 3200 S. Parcel Numbers: 03-018-0017, 03-050-0001, and 03-050-0007. Total of 54.6 Acres (Applicant: 7 Point Royal, LLC)
3. Discussion and Consideration of a recommendation on Preliminary Subdivision Plat for the Nibley Meadows Residential Planned Unit Development Application, located approximately 1000 W and 3200 S. (Applicant: 7 Point Royal, LLC)
4. Workshop: Goals and Action Item List Creation for the year 2020
5. Staff Report and Action Items

*Planning Commission agenda items may be tabled or continued if 1) Additional information is needed in order to take action on the item, OR 2) The Planning Commission feels there are unresolved issues that may need further attention before the Commission is ready to make a motion. **No agenda item will begin after 10:00 p.m. without a unanimous vote of the Commission.** The Commission may carry over agenda items, scheduled late in the evening and not heard, to the next regularly scheduled meeting.*

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, REASONABLE ACCOMMODATIONS FOR INDIVIDUALS WITH DISABILITIES WILL BE PROVIDED UPON REQUEST. FOR ASSISTANCE, PLEASE CALL 752-0431 A MINIMUM OF 24 HOURS BEFORE THE MEETING.



**Nibley City Planning
Commission
Agenda Item Report
February 20, 2020**

Agenda Item # 1 Presentation to Carol Albrecht

Description

Presentation of appreciation to Carol Albrecht

Department

City Planning

Action Type

N/A

Recommendation

N/A

Reviewed By

N/A

Background

Carol Albrecht finished her term of service last month serving on the Nibley City Planning Commission. The City will present a gift of appreciation to her for her service.

Agenda Item # 2: Nibley Meadows R-PUD

Description

Discussion and Consideration of a recommendation on a Residential Planned Unit Development Overlay Zone Application for the Nibley Meadows Application, located approximately 1000 W and 3200 S. Parcel Numbers: 03-018-0017, 03-050-0001, and 03-050-0007. Total of 54.6 Acres (Applicant: 7 Point Royal, LLC)

Department

City Planning

Action Type

Legislative/Recommendation to the City Council for proposed R-PUD Overlay Zone

Recommendation

Review and make a recommendation to the City Council

Reviewed By

City Planner, City Public Works Director, City Engineer, and City Manager

Background

Update 2/14/2020

The Planning Commission held a public hearing and reviewed this item on February 6, 2020. There were several items the Planning Commission wanted to be addressed before they gave a recommendation on the R-PUD application.

1. A review of the traffic study
2. Open Space Arrangement
3. Housing Placement within the development.

Staff has and the applicant are doing additional research into these items and will report to the Planning Commission on these suggestions. The City engineer is also performing another review of the traffic study.

Report from February 6, 2020

Nibley City Code 19.32 established the Residential Planned Unit Development, Overlay Zone. NCC 19.32.010 states the following:

19.32.010 Purpose And Intent

1. *Intent: This section provides enabling authority and standards for the review and approval of applications for Residential Planned Unit Developments (R-PUD's). The intent of this ordinance is to provide an alternative to traditional subdivision design by encouraging innovation and offering some flexibility in the design of residential developments, which may incorporate the permanent preservation of amenities, agricultural lands and other valuable natural and cultural resources, as well as providing a variety of amenities for the enjoyment and benefit of the citizens of Nibley.*
2. *Purpose: An R-PUD is an overlay rezone. That is, applicants apply for the overlay to be applied, allowing them to receive the density outlined herein in exchange for public amenities, all while retaining the original zoning of the property. The Planning Commission and City Council may approve, deny or approve the R-PUD with conditions, and no applicant has any entitlement to the approval of an R-PUD.*

Unlike other developments and subdivisions, the applicant does not have a right to the density as listed in the overlay zone unless approved by the City. Therefore, the Planning Commission should evaluate the application on two grounds.

1. Legislative: Is this a good location and design for an R-PUD?
2. Administrative: Does the Application meet the R-PUD, zoning, and subdivision requirements?

Nibley City Code 19.32.70 has the following for consideration for an R-PUD:

D. R-PUD Considerations: In approving with conditions, denying or approving an R-PUD proposal, the Planning Commission and City Council shall consider the following in addition to all other considerations required by law:

1. *Design of Buildings: The architectural design of buildings and their relationship on the site and their relationship to development beyond the boundaries of the development.*
2. *Streets and Parking: Which streets shall be public, and which shall be private, the entrances and exits to the development, and the provisions for internal and external traffic circulation and off-street parking.*
3. *Type, Size, and Location of amenities.*
4. *Landscaping and Screening: The landscaping and screening as related to the several uses within the development and as a means of its integration into its surroundings.*

5. *Signs: The size, location, design and nature of signs, if any, and the intensity and direction or area of floodlighting.*
6. *Ability to Complete Project: The demonstrated ability of the proponents of the R-PUD to financially carry out the proposed project under total or phase development proposals within the time limit established.*
7. *Criteria for Issuing Conditional Use Permit: Criteria used in NCC 19.28 of this title.*

The Planning Commission is a recommending body for an R-PUD, while the City Council is the land-use authority. Therefore, the Planning Commission shall make a recommendation to the City Council about the application.

Zoning

As you can see from the table below, the general lot sizes, open space, parking, density, and most other general zoning requirements are met for an R-PUD. There are a couple of items that still need to be addressed that are listed in the Recommended Finding Section below.

	R-PUD Requirements	Nibley Meadows
Listed on R-PUD Application Map	Parcels need to be listed on the map	Yes
Total Gross Acres	N/A	54.602
Net Developable Acres	N/A	47.70
Total Open Space Land	35%(15.29 Acres)	43.7% (19.11 Acres)
Units Per Net Developable Acre	12 Max Units	8 Units
Total Number of Single Family Lots	20% min (70 Units)	20% (71 Units)
Min Lot Size for Single Family Lots	4,500 sq. ft.	4,500 sq. ft.
Total Lots	Max of 524 Unit	350 Units

Total Park Space Required	6.5 with 3 Playground, 3 swing sets, 2 sport courts or fields, 2 pavilions, 2 of either clubhouse, pool, or splash pad.	11.91 with 3 Playground, 3 swing sets, 2 sport courts or fields, 2 pavilions, 1 clubhouse 1 pool.
Parking	2 spaces for each unit (700), and one guest parking for every 3 units (116)	The applicant is getting additional parking information but believes they will be able to meet the parking requirements.

Surrounding Zoning and Land Use

Most of the surrounding land use is currently undeveloped with R-2 zoning, and most land in agricultural use. There is a residential development to the north along 1000 W and a single-family home located adjacent to the northwest of the project. These homes are buffered by single-family homes, open space, or an arterial roadway (3200 S).

Utilities

Nibley City Public Works Director and the City Engineer have reviewed the proposed number of units and have determined that the utility lines in the area are able to support the development. The applicant will need to have a few larger lines as shown on the R-PUD concept plan. If approved, the applicant will need to submit a more detailed utility design with preliminary plats.

Sensitive Lands and Canal

There are no sensitive lands contained within the proposed development. There are a few canals, but most of the canals are small ditches used to water the property. There is a canal that runs along the northern boundary that is adjacent or goes through open space.

Roads



Nibley City Street Master Plan: Section of the proposed area

The applicant has turned in a proposed street layout for the development. The main street plan does not show every street that will be within the development, but the primary roadways to provide the transportation needs. Staff has reviewed the general road layout and has found it complies with the Transportation Master Plan.

Staff has some concerns about the proposed number of access to 1200 W, a total of three future connections with this development. There is also some consideration about requiring 1000 W to continue south and stub to the property just south of this development.

Traffic Study

The applicant has also conducted a traffic study to help determine any other traffic needs or additional improvements to 3200 S and 1200 W, and will design any needed improvements to the preliminary plats. The full traffic study is under review by the City Engineer and other staff.

Open Space, Trails, and Maintenance Plan

The applicant has submitted a general open space plan which includes parks, green space, trails, and buffer areas. They are proposing that a total of 43% of the net developable area be maintained as green space. The plan is that the majority of the green space be owned and maintained by a Homeowners Association, with some trails and even park space being dedicated to Nibley City. The applicant also has sufficient park space and amenities as required by [Nibley City Code 19.32.050 Open Space Amenities](#). The City will need to consider the overall phasing of the project to ensure that park space is phased in a proportion of the development.

The applicant has indicated that the park on 1200 W could be dedicated as a public park. There are a few things to consider that space becoming a public park:

[Nibley City Code 19.32.020 Definitions and Standards:](#)

***Public Park:** A publicly-owned tract of land landscaped and developed for the general public. Public Parks, as defined for R-PUD, must contain at least one amenity as defined herein. Public Parks must contain one (1) tree for every 1,000 sq. ft. and 60% of the area must be planted with sod. All landscaping must meet Nibley City Standards. Sod and tree requirement may be altered for approved, sport courts/fields, swimming pools, splash pads, covered pavilions or other approved recreation uses. Public Parks shall be placed on the border of each development so that it may easily be accessed by the community as a whole. Each public park must contain a public bathroom.*

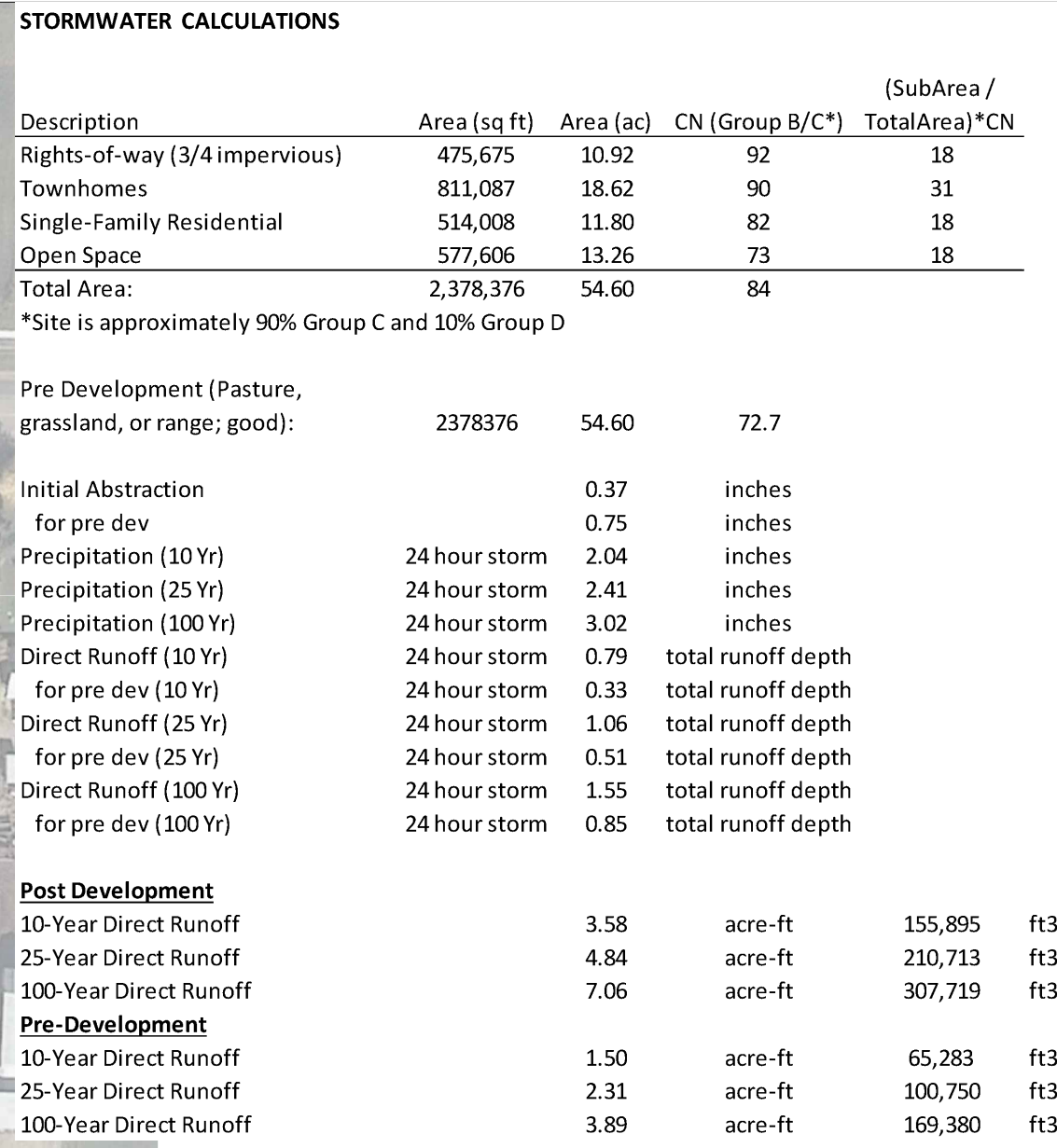
Public Park Space must be approved by the City Council. All other amenities will be maintained by a local Homeowners Association.

The applicant has also included all trails as shown on our Trail Master Plan (attached). The trail master plan shows that 1100 W right-of-way should be turned into trail space. The applicant has shown that trail space following along 1100 W right-of-way. Staff has recommended that the single-family located on the very south be connected to the rest of the development with a trail along 1100 W.

Recommended Findings

Other Consideration

1. Parking:
2. Open space construction and phasing of the project.
3. Housing layout
4. Park, should it be City or private HOA
5. Traffic



GENERAL PROJECT DESCRIPTION: THE DEVELOPMENT WILL INCLUDE A MIX OF SINGLE-FAMILY AND TOWNHOME DWELLINGS. THE DEVELOPMENT WILL CONTAIN MORE THAN 35% OPEN SPACE THAT WILL INCLUDE POCKET PARKS, LINEAR PARKS, TRAILS TOGETHER WITH A LARGER PARK FEATURING A CLUBHOUSE AND VARIOUS AMENITIES.

CULINARY WATER SYSTEM: WATER MAINS WILL BE INSTALLED IN ALL PUBLICLY DEDICATED RIGHTS-OF-WAY AND MAJOR PRIVATE DRIVES. WATER MAINS WILL CONNECT TO CITY SYSTEM IN 3200 SOUTH AND TO MASTER-PLANNED 10" WATER MAIN IN 3480 SOUTH.

SEWER SYSTEM: THE NORTH THIRD OF THE PROJECT WILL DRAIN TO THE EXISTING LINE IN 3200 SOUTH. THE REMAINING SOUTH TWO THIRDS OF THE PROJECT WILL DRAIN TO THE PROPOSED SEWER STUB THAT WILL BE INSTALLED AS PART OF THE NIBLEY FARMS SUBDIVISION TO THE WEST.

SECONDARY WATER SYSTEM: NOT PROPOSED

SOLID WASTE: INDIVIDUAL TRASH PICKUP IS PROPOSED FOR ALL UNITS CONTAINED WITHIN THE DEVELOPMENT.

STORM WATER: THE 100-YR 24-HR WILL BE DETAINED ON SITE. GIVEN EXTREMELY SHALLOW GROUNDWATER (APPROXIMATELY 2-FT DEEP), IT MAY NOT BE FEASIBLE TO FULLY RETAIN THE 90TH-PERCENTILE STORM. THE REQUIRED DETENTION VOLUME WILL BE STORED IN OPEN SPACE AREAS THROUGHOUT THE SITE AND THEN RELEASED AT THE PRE-DEVELOPMENT RUNOFF RATE INTO EXISTING ADJACENT DITCHES. ROADSIDE SWALES COULD ALSO SERVE AS A POTENTIAL STORAGE LOCATION FOR STORM WATER RUNOFF.

PARKS & RECREATION: THE PROPOSED TRAIL AND OPEN SPACES THAT ARE BEING PROPOSED WILL INTEGRATE WITH THOSE PROPOSED TO THE WEST AS PART OF THE NIBLEY FARMS SUBDIVISION AND TO OTHER FUTURE TRAILS TO THE NORTH AND EAST. THE OPEN SPACE PLAN IS COMPATIBLE WITH THE CITY PARKS AND OPEN SPACE MASTER PLAN.

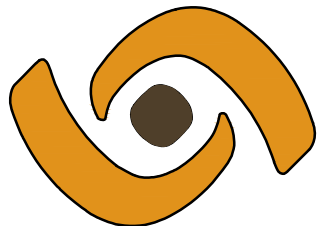
ROADWAYS: 1'000 WEST WILL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD CITY CROSS-SECTION TS-7: "COLLECTOR; 2-LANE STREET, ON-STREET PARKING PERMITTED, 66' ROW". ALL OTHER PUBLICLY DEDICATED ROADS WILL BE TS-12 "LOCAL; 2-LANE STREET, NO BIKE FACILITY, 60' ROW". DEPENDING ON STORM WATER DESIGN APPROACH, THESE CROSS-SECTIONS MAY BE SUBSTITUTED FOR UD CROSS-SECTIONS. PRIVATE ROADS WILL BE CONSTRUCTED TO A MINIMUM WIDTH OF 26' AND WILL CONFORM TO FIRE CODE REQUIREMENTS.

SENSITIVE LANDS: THE PROJECT CONTAINS NO SENSITIVE LANDS.

DATA TABLE

- TOTAL AREA: 54.60 ACRES
- NET DEVELOPABLE LAND (80%): 43.70 ACRES
- TOTAL ALLOWABLE UNITS: 524 UNITS
- MAX TOWNHOMES: 419 UNITS
- MIN SINGLE FAMILY HOMES: 105 MINIMUM
- TOTAL UNITS PROPOSED: 350 UNITS
- TOWNHOMES PROPOSED: 179 UNITS
- SINGLE FAMILY HOMES PROPOSED: 71 UNITS
- OPEN SPACE REQUIRED: 19.11 ACRES (35%)
- THE REQUIRED OPEN SPACE WILL BE PROVIDED BOTH IN THE 11.91 ACRES OF PARK SPACE SHOWN ON THE PLAN AND WITHIN MULTIFAMILY TOWNHOME AREAS.

*80% VALUE IS PER CODE, NOT PER FINAL LAYOUT.



CACHE VALLEY | P: 435.213.3762
SALT LAKE | P: 801.216.3192
UTAH VALLEY | P: 801.874.1432
info@civilsolutionsgroup.net
www.civilsolutionsgroup.net

NIBLEY RIGGS CONCEPT

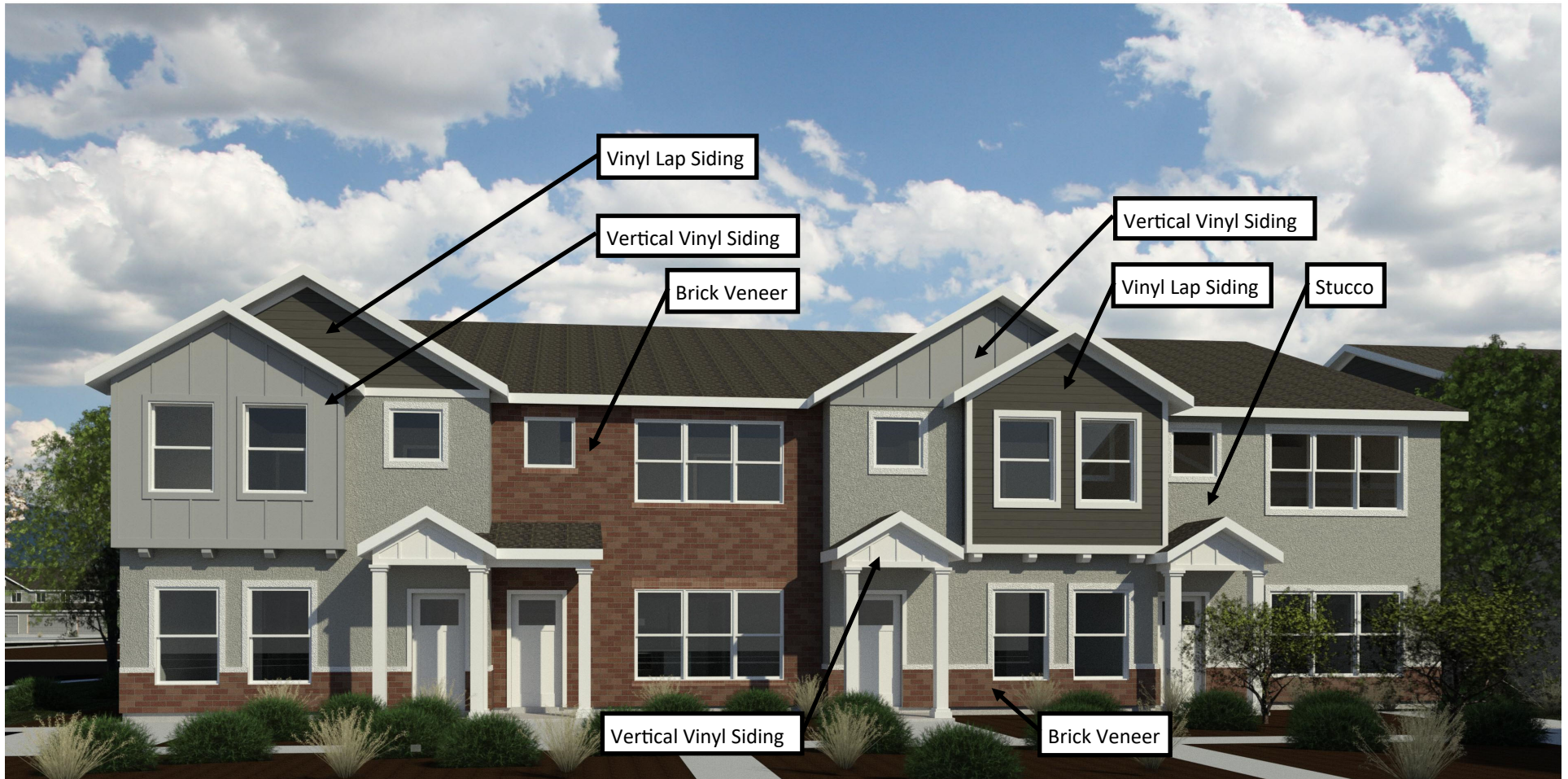
[illegible]

PROJECT #:	19-368
DRAWN BY:	T.REES
PROJECT MANAGER:	M.TAYLOR
ISSUED:	01.23.20

Nibley Meadows - Phase 1

Exterior Finish Calculation (Front Elevation)

Total Exterior Finish Area (Excluding Windows & Doors):	1,109 SF
Hard Surface Finish Area: (Stucco, Brick Veneer)	801 SF (72%)
Vinyl Siding Surface Area:	308 SF (28%)





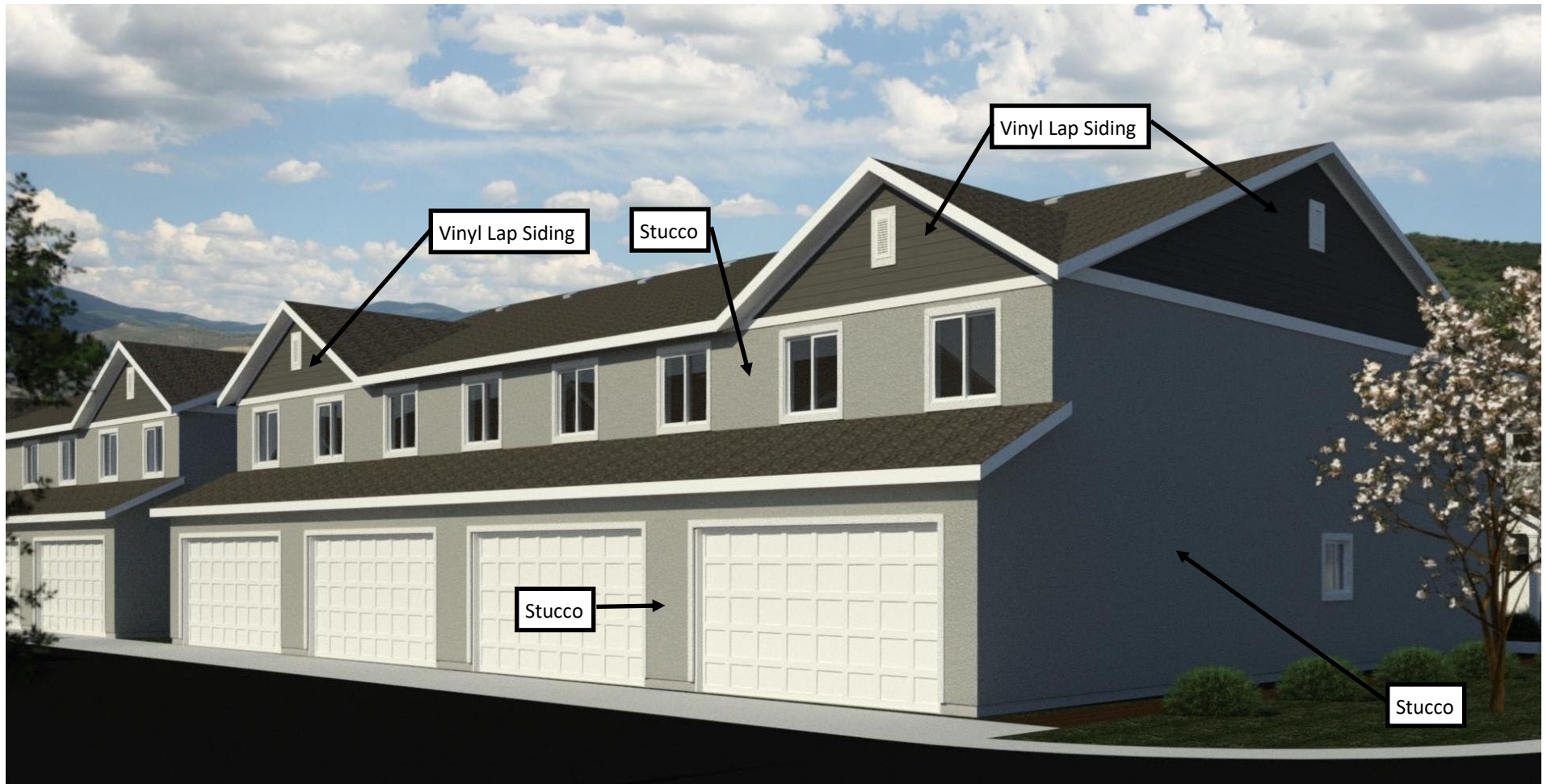
Nibley Meadows - Phase 1

Exterior Finish Calculation (Side Elevation)

Total Exterior Finish Area (Excluding Windows & Doors):	1,137SF
Hard Surface Finish Area: (Stucco)	905 SF (80%)
Vinyl Siding Surface Area:	232 SF (20%)

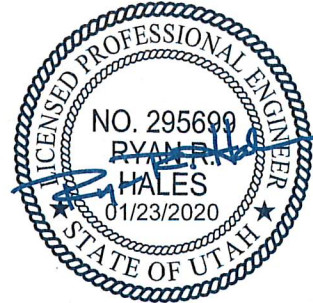
Exterior Finish Calculation (Rear Elevation)

Total Exterior Finish Area (Excluding Windows & Doors):	667 SF
Hard Surface Finish Area: (Stucco)	527 SF (79%)
Vinyl Siding Surface Area:	140 SF (21%)



MEMORANDUM

Date: January 22, 2020
To: Travis Taylor, PE, Westates Companies
From: Hales Engineering



Subject: Nibley Riggs Traffic Study

UT20-1612

This memorandum discusses the study completed for the Riggs development in Nibley. Included in this memorandum is a description of the project, an outline of the data collection process, and an analysis of the anticipated development traffic impact on the surrounding network.

After performing an existing (2020) evening peak hour analysis, it was determined that all intersections are anticipated to operate at an acceptable level of service with and without the project. Hales Engineering recommends that the existing two-way left-turn lane on the westbound approach of the 1000 West / 3200 South intersection be restriped into a separate left-turn lane for ingress to the project access. Storage length for the left-turn lane is recommended to be 100 feet. Further study of morning peak hour and future scenarios may be needed.

Project Description

The Riggs project is a residential development located in Nibley, Utah. The development is located on the south side of 3200 South, just east of 1200 west, and will consist of residential townhome and single-family units. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified as having 70 single-family homes and 270 townhomes.

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip generation for the proposed project is as follows, see Table 1:

- | | |
|----------------------------|-------|
| • Daily Trips: | 2,786 |
| • Morning Peak Hour Trips: | 187 |
| • Evening Peak Hour Trips: | 220 |

Table 1 Nibley - Riggs TIS Trip Generation								
Weekday Daily								
Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Single-Family Detached Housing (210)	54	Dwelling Units	590	50%	50%	295	295	590
Multifamily Housing (Low-Rise) (220)	270	Dwelling Units	2,002	50%	50%	1,001	1,001	2,002
Single-Family Detached Housing (210)	16	Dwelling Units	194	50%	50%	97	97	194
Project Total Daily Trips						1,393	1,393	2,786
Morning Peak Hour								
Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Single-Family Detached Housing (210)	54	Dwelling Units	44	25%	75%	11	33	44
Multifamily Housing (Low-Rise) (220)	270	Dwelling Units	124	23%	77%	29	95	124
Single-Family Detached Housing (210)	16	Dwelling Units	18	25%	75%	5	14	19
Project Total a.m. Peak Hour Trips						45	142	187
Evening Peak Hour								
Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Single-Family Detached Housing (210)	54	Dwelling Units	58	63%	37%	37	21	58
Multifamily Housing (Low-Rise) (220)	270	Dwelling Units	144	63%	37%	91	53	144
Single-Family Detached Housing (210)	16	Dwelling Units	18	63%	37%	11	7	18
Project Total p.m. Peak Hour Trips						139	81	220
¹ Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 10th Edition, 2017. SOURCE: Hales Engineering, January 2020								

There are three project accesses as shown on the site plan. Two accesses tee into 1200 West, and one access meets 3200 South at the 1000 West intersection. All accesses were assumed to have shared left-turn / thru / right-turn lanes or shared left-turn / right-turn lanes leading out of the project. The access on 3200 South was modeled as having a separate westbound left-turn lane, as it would only require restriping the existing two-way left-turn lane (TWLTL) on 3200 South. The storage length for the separate left-turn lane is recommended to be 100 feet.

Data Collection

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

- 1200 West (Miller Road) / 3200 South
- 1000 West / 3200 South

The counts were performed on Tuesday, January 21, 2020. The evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were assumed to be higher; however, Heritage Elementary School is located across 3200 South from the project, which means that further study of the morning peak hour may be warranted. Detailed count data are included in Appendix A.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-165 (ATR #622). In recent years, traffic volumes in January have been equal to approximately 79% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

Figure 1 shows the existing evening peak hour volumes as well as the intersection geometry at the study intersections, and Figure 2 shows the volumes and intersection geometry with project traffic added.





Level of Service Analysis

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst approach.

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

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

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in background conditions and with project traffic added, as shown in Table 1.

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some queuing was observed and anticipated for the evening peak hour, most significantly on the northbound approach of the 1200 West / 3200 South intersection. During existing (2020) background conditions, the 95th percentile queue length was approximately 190 feet, and during existing (2020) plus project conditions, the 95th percentile queue length was approximately 320 feet.

Table 1: Riggs Evening Peak Hour Level of Service

LOS Analysis - Evening Peak Hour Nibley - Riggs TS		
Intersection	Level of Service (Sec/Veh)¹	
	Existing (2020) Background	Existing (2020) Plus Project
1200 West / 3200 South	C (15.5) / NB	D (25.8) / NB
1000 West & 900 West / 3200 South	A (4.9) / SB	A (6.8) / NB
3300 South / 1200 West ²	-	A (7.5) / WB
Access 3 / 1200 West ²	-	A (5.5) / WB
1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections. 2. This intersection is a project access and was only analyzed in "plus project" scenarios. Source: Hales Engineering, January 2020		

Cross Section / Turn Pockets

In the *Nibley Transportation Master Plan (NTMP)* dated, January 2019, it proposes that 3200 South become a three-lane street (one lane per direction and a two-way left-turn lane) with a bike lane and trail facility (pg. 4). Currently, 3200 South is constructed as a three-lane road with a bike lane on the north and south of the existing pavement section. A three-lane road can handle approximately 13,000 ADT (see NTMP, Table 1, Capacity Thresholds), and with the project traffic 3200 South will increase to approximately 6,000 to 7,000 ADT, well below the thresholds and functioning at an acceptable LOS B/C.

In discussions with the City Engineer, there is a desire to add an eastbound right-turn pocket at the 1000 West / 3200 South intersection. The default standard for identifying a needed right-turn pocket is to review the UDOT requirements. In this case, UDOT's requirement is 50 vehicles per hour and the project is projected to have 53 vehicle per hour. Although this is slightly over the threshold, leaving the right-turning vehicles in the through lane will provide some minor traffic calming near the elementary school by slowing traffic.

Conclusions and Recommendations

After performing an existing (2020) evening peak hour analysis, it was determined that all intersections are anticipated to operate at an acceptable level of service with and without the project. Hales Engineering recommends that the existing two-way left-turn lane on the westbound approach of the 1000 West / 3200 South intersection be restriped into a separate left-turn lane for ingress to the project access. Storage length for the left-turn lane is recommended to be 100 feet. Further study of morning peak hour and future scenarios may be needed.

APPENDIX A

Turning Movement Counts

TrafficCounts

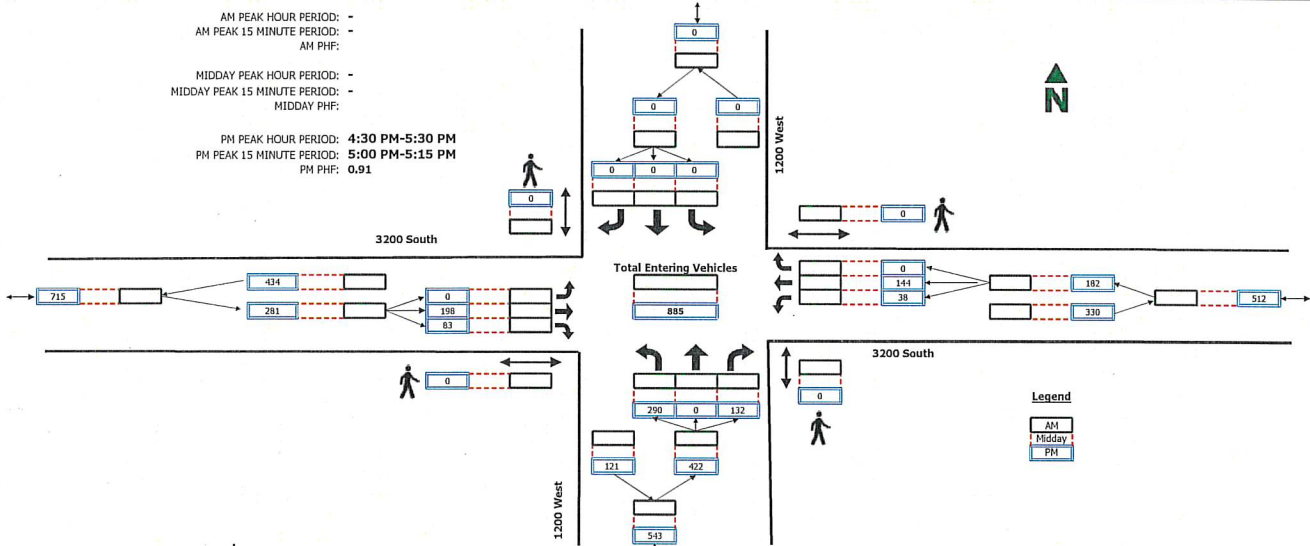
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: 1200 West / 3200 South
North/South: 1200 West
East/West: 3200 South
Jurisdiction: Nibley
Project Title: Riggs TS
Project No: UT20-1612
Weather: Clear

Date: 1-21-20, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 79.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -
PM PEAK HOUR PERIOD: 4:30 PM-5:30 PM
PM PEAK 15 MINUTE PERIOD: 5:00 PM-5:15 PM
PM PHF: 0.91



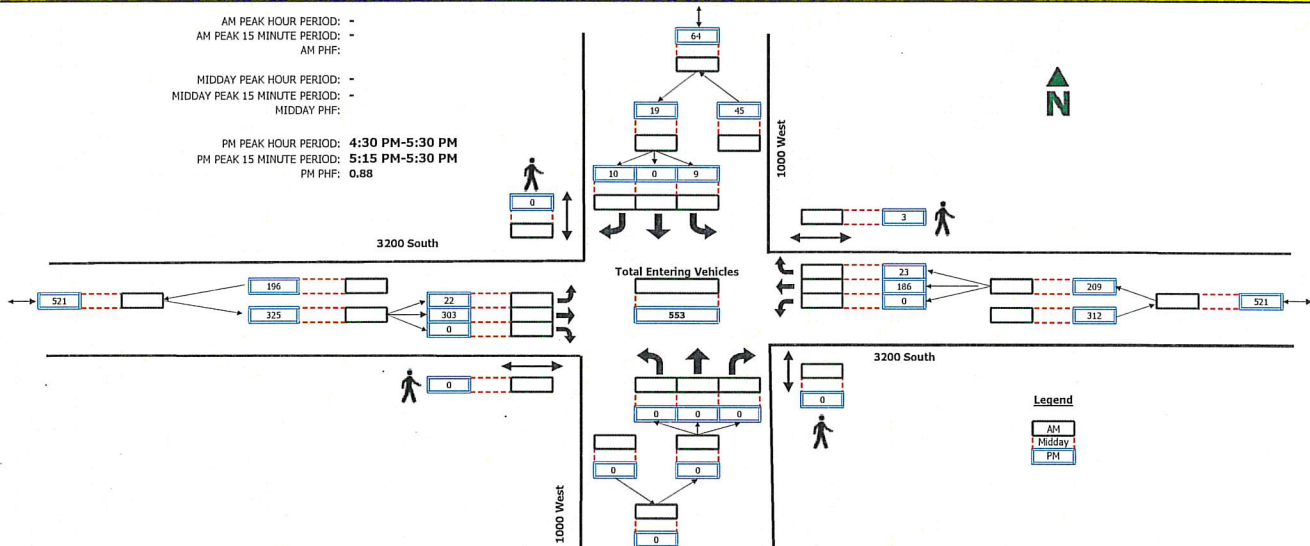
RAW COUNT SUMMARIES	1200 West Northbound				1200 West Southbound				3200 South Eastbound				3200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	52	0	15	0	0	0	0	0	0	49	23	0	9	47	0	0	195
16:30 - 16:45	96	0	25	0	0	0	0	0	0	48	18	0	8	34	0	0	229
16:45 - 17:00	49	0	27	0	0	0	0	0	0	58	15	0	6	34	0	0	189
17:00 - 17:15	77	0	39	0	0	0	0	0	0	46	30	0	11	39	0	0	242
17:15 - 17:30	68	0	41	0	0	0	0	0	0	46	20	0	13	37	0	0	225
17:30 - 17:45	30	0	15	0	0	0	0	0	0	39	15	0	4	41	0	0	144
17:45 - 18:00	14	0	6	0	0	0	0	0	0	44	14	0	9	30	0	0	111

Intersection Turning Movement Summary

Intersection: 1000 West / 3200 South
North/South: 1000 West
East/West: 3200 South
Jurisdiction: Nibley
Project Title: Riggs TS
Project No: UT20-1612
Weather: Clear

Date: 1-21-20, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 79.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -
PM PEAK HOUR PERIOD: 4:30 PM-5:30 PM
PM PEAK 15 MINUTE PERIOD: 5:15 PM-5:30 PM
PM PHF: 0.88



RAW COUNT SUMMARIES	1000 West Northbound				1000 West Southbound				3200 South Eastbound				3200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	13	0	4	0	5	63	0	0	0	43	4	3	133
16:15 - 16:30	0	0	0	0	3	0	3	0	5	52	0	0	0	44	4	0	111
16:30 - 16:45	0	0	0	0	3	0	1	0	8	53	0	0	0	48	4	0	117
16:45 - 17:00	0	0	0	0	0	0	3	0	1	86	0	0	0	42	11	0	143
17:00 - 17:15	0	0	0	0	1	0	3	0	4	78	0	0	0	44	5	3	135
17:15 - 17:30	0	0	0	0	5	0	3	0	9	86	0	0	0	52	3	0	158
17:30 - 17:45	0	0	0	0	1	0	5	0	6	58	0	0	0	39	3	0	112
17:45 - 18:00	0	0	0	0	5	0	0	0	5	44	0	0	0	35	5	0	94

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Nibley Riggs TS
Analysis Period: Existing (2020) Background
Time Period: Evening Peak Hour

Project #: UT20-1612

Intersection: 1200 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	290	286	99	16.6	C
	R	132	131	99	13.2	B
	Subtotal	422	417	99	15.5	C
EB	T	198	202	102	1.5	A
	R	83	87	105	0.7	A
	Subtotal	281	289	103	1.3	A
WB	L	41	37	90	3.1	A
	T	155	156	101	0.8	A
	Subtotal	196	193	98	1.2	A
Total		899	899	100	7.9	A

Intersection: 3200 South & 1000 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	9	8	86	6.8	A
	R	10	11	107	3.5	A
	Subtotal	19	19	100	4.9	A
EB	L	22	21	97	2.8	A
	T	309	314	102	0.7	A
	Subtotal	331	335	101	0.8	A
WB	T	186	182	98	0.5	A
	R	23	26	114	0.3	A
	Subtotal	209	208	100	0.5	A
Total		559	562	101	0.8	A

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.3	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.4
Total Del/Veh (s)	1.5	0.8	3.1	0.7	13.4	10.4	6.4
Vehicles Entered	48	21	9	37	66	30	211
Vehicles Exited	49	22	9	37	67	31	215
Hourly Exit Rate	196	88	36	148	268	124	860
Input Volume	191	80	40	150	280	128	869
% of Volume	103	110	90	99	96	97	99

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.3	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.5
Total Del/Veh (s)	1.4	0.6	3.0	0.9	16.4	12.8	7.9
Vehicles Entered	48	21	11	38	71	32	221
Vehicles Exited	46	20	11	38	70	31	216
Hourly Exit Rate	184	80	44	152	280	124	864
Input Volume	191	80	40	150	280	128	869
% of Volume	96	100	110	101	100	97	99

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.3	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.2	0.7
Total Del/Veh (s)	1.8	0.7	3.4	0.9	19.3	15.8	9.2
Vehicles Entered	56	25	10	43	78	38	250
Vehicles Exited	57	25	10	43	77	37	249
Hourly Exit Rate	228	100	40	172	308	148	996
Input Volume	218	91	45	170	319	145	988
% of Volume	105	110	89	101	97	102	101

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.3	0.4	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.4
Total Del/Veh (s)	1.3	0.5	2.6	0.7	14.3	11.3	7.0
Vehicles Entered	50	20	9	39	71	31	220
Vehicles Exited	50	20	8	39	73	32	222
Hourly Exit Rate	200	80	32	156	292	128	888
Input Volume	191	80	40	150	280	128	869
% of Volume	105	100	80	104	104	100	102

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.3	0.3	0.2
Total Delay (hr)	0.1	0.0	0.0	0.0	1.3	0.5	2.0
Total Del/Veh (s)	1.5	0.7	3.1	0.8	16.6	13.2	7.9
Vehicles Entered	202	87	38	156	287	131	901
Vehicles Exited	202	87	37	156	286	131	899
Hourly Exit Rate	202	87	37	156	286	131	899
Input Volume	198	83	41	155	290	132	899
% of Volume	102	105	90	101	99	99	100

2: 3200 South & 1000 West Performance by movement Interval #1 5:30

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.1	4.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	0.7	0.5	0.2	7.8	3.7	0.8
Vehicles Entered	5	75	42	6	2	3	133
Vehicles Exited	5	76	42	6	2	3	134
Hourly Exit Rate	20	304	168	24	8	12	536
Input Volume	21	299	180	22	9	10	541
% of Volume	95	102	93	109	89	120	99

2: 3200 South & 1000 West Performance by movement Interval #2 5:45

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.2	3.7	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.7	0.5	0.2	6.4	3.1	0.8
Vehicles Entered	5	73	46	6	2	3	135
Vehicles Exited	5	72	46	7	2	3	135
Hourly Exit Rate	20	288	184	28	8	12	540
Input Volume	21	299	180	22	9	10	541
% of Volume	95	96	102	127	89	120	100

2: 3200 South & 1000 West Performance by movement Interval #3 6:00

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	5.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.7	0.6	0.3	5.3	4.4	0.9
Vehicles Entered	6	88	49	7	3	2	155
Vehicles Exited	6	88	50	7	3	2	156
Hourly Exit Rate	24	352	200	28	12	8	624
Input Volume	24	339	204	25	10	11	613
% of Volume	100	104	98	112	120	73	102

2: 3200 South & 1000 West Performance by movement Interval #4 6:15

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	4.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	0.6	0.5	0.3	5.1	3.0	0.8
Vehicles Entered	5	77	46	6	2	3	139
Vehicles Exited	5	78	45	6	1	3	138
Hourly Exit Rate	20	312	180	24	4	12	552
Input Volume	21	299	180	22	9	10	541
% of Volume	95	104	100	109	44	120	102

2: 3200 South & 1000 West Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	4.3	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.8	0.7	0.5	0.3	6.8	3.5	0.8
Vehicles Entered	21	313	183	26	8	11	562
Vehicles Exited	21	314	182	26	8	11	562
Hourly Exit Rate	21	314	182	26	8	11	562
Input Volume	22	309	186	23	9	10	559
% of Volume	97	102	98	114	86	107	101

Total Network Performance By Interval

Interval Start	5:30	5:45	6:00	6:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.5	0.6	0.7	0.5	2.3
Total Del/Veh (s)	7.1	8.4	9.9	7.5	8.7
Vehicles Entered	218	229	258	229	936
Vehicles Exited	223	224	256	230	934
Hourly Exit Rate	892	896	1024	920	934
Input Volume	2310	2310	2623	2310	2388
% of Volume	39	39	39	40	39

Intersection: 1: 1200 West & 3200 South, Interval #1

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	30	131
Average Queue (ft)	11	87
95th Queue (ft)	34	143
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 1200 West & 3200 South, Interval #2

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	181
Average Queue (ft)	12	102
95th Queue (ft)	38	191
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 1200 West & 3200 South, Interval #3

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	37	210
Average Queue (ft)	13	125
95th Queue (ft)	42	229
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 1200 West & 3200 South, Interval #4

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	31	163
Average Queue (ft)	9	93
95th Queue (ft)	31	164
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 1200 West & 3200 South, All Intervals

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	41	244
Average Queue (ft)	11	102
95th Queue (ft)	36	187
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 3200 South & 1000 West, Interval #1

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	20	28	28
Average Queue (ft)	3	8	11
95th Queue (ft)	19	30	35
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #2

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	27	31	31
Average Queue (ft)	6	6	10
95th Queue (ft)	26	26	33
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #3

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	15	31	28
Average Queue (ft)	3	9	8
95th Queue (ft)	19	33	30
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #4

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	23	27	25
Average Queue (ft)	3	5	10
95th Queue (ft)	18	24	33
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, All Intervals

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	31	31	31
Average Queue (ft)	4	7	10
95th Queue (ft)	21	28	33
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Nibley Riggs TS
Analysis Period: Existing (2020) Plus Project
Time Period: Evening Peak Hour

Project #: UT20-1612

Intersection: 1200 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	296	296	100	27.3	D
	T	0	0	0		
	R	142	147	103	22.7	C
	Subtotal	438	443	101	25.8	D
EB	T	246	248	101	1.9	A
	R	90	100	111	0.8	A
	Subtotal	336	348	104	1.6	A
WB	L	45	43	96	3.9	A
	T	183	185	101	1.0	A
	Subtotal	228	228	100	1.5	A
Total		1,003	1,019	102	12.1	B

Intersection: 900 West/1000 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	26	95	8.1	A
	T	4	5	118	8.8	A
	R	15	16	108	4.1	A
	Subtotal	46	47	102	6.8	A
SB	L	9	7	76	8.2	A
	T	7	8	110	7.9	A
	R	11	12	112	3.8	A
	Subtotal	27	27	100	6.2	A
EB	L	22	21	95	2.7	A
	T	314	318	101	1.4	A
	R	53	56	105	0.8	A
	Subtotal	389	395	102	1.4	A
WB	L	32	34	105	3.2	A
	T	189	189	100	0.6	A
	R	23	21	91	0.3	A
	Subtotal	244	244	100	0.9	A
Total		707	713	101	1.8	A

SimTraffic LOS Report

Project: Nibley Riggs TS
Analysis Period: Existing (2020) Plus Project
Time Period: Evening Peak Hour

Project #: UT20-1612

Intersection: 1200 West & 3300 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	432	434	101	1.4	A
	R	34	37	110	0.4	A
	Subtotal	466	471	101	1.3	A
SB	L	3	2	67	2.5	A
	T	132	140	106	0.5	A
	Subtotal	135	142	105	0.5	A
WB	L	22	25	114	8.0	A
	R	6	7	112	5.5	A
	Subtotal	28	32	114	7.5	A
Total		628	645	103	1.5	A

Intersection: 1200 West & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	460	465	101	0.5	A
	R	3	4	133	0.0	A
	Subtotal	463	469	101	0.5	A
SB	L	8	9	109	2.5	A
	T	147	158	108	0.5	A
	Subtotal	155	167	108	0.6	A
WB	L	2	2	100	8.1	A
	R	5	6	114	4.6	A
	Subtotal	7	8	114	5.5	A
Total		625	644	103	0.6	A

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.1	0.6
Total Del/Veh (s)	1.8	0.5	3.4	0.9	17.6	14.2	8.1
Vehicles Entered	60	23	11	42	72	35	243
Vehicles Exited	60	23	11	43	72	34	243
Hourly Exit Rate	240	92	44	172	288	136	972
Input Volume	235	86	43	174	283	136	957
% of Volume	102	107	102	99	102	100	102

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.5
Total Del/Veh (s)	2.0	0.8	3.1	0.9	16.7	12.7	7.6
Vehicles Entered	62	24	10	43	68	35	242
Vehicles Exited	60	24	10	42	68	36	240
Hourly Exit Rate	240	96	40	168	272	144	960
Input Volume	235	86	43	174	283	136	957
% of Volume	102	112	93	97	96	106	100

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.9	0.0	0.3	1.3
Total Del/Veh (s)	2.0	0.9	4.7	1.1	36.4		31.5	15.7
Vehicles Entered	68	28	12	57	83	0	39	287
Vehicles Exited	69	28	12	56	77	0	38	280
Hourly Exit Rate	276	112	48	224	308	0	152	1120
Input Volume	280	102	51	209	336	1	161	1140
% of Volume	99	110	94	107	92	0	94	98

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.7	0.0	0.3	1.1
Total Del/Veh (s)	1.8	0.7	3.6	1.0	31.1		27.3	14.8
Vehicles Entered	59	24	9	43	73	0	37	245
Vehicles Exited	58	25	9	44	79	0	39	254
Hourly Exit Rate	232	100	36	176	316	0	156	1016
Input Volume	235	86	43	174	283	0	136	957
% of Volume	99	116	84	101	112		115	106

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.1	2.3	0.0	0.9	3.4
Total Del/Veh (s)	1.9	0.8	3.9	1.0	27.3		22.7	12.1
Vehicles Entered	248	100	43	185	296	0	146	1018
Vehicles Exited	248	100	43	185	296	0	147	1019
Hourly Exit Rate	248	100	43	185	296	0	147	1019
Input Volume	246	90	45	183	296	0	142	1003
% of Volume	101	111	96	101	100	0	103	102

2: 900 West/1000 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	3.6	0.2	0.3	0.1	0.1	0.1	0.1	0.1	3.6
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	1.3	0.8	2.7	0.6	0.2	7.1	7.2	3.5	7.3	8.1	3.0
Vehicles Entered	5	76	14	9	45	5	7	2	4	2	2	3
Vehicles Exited	5	75	14	9	44	5	7	2	4	2	2	2
Hourly Exit Rate	20	300	56	36	176	20	28	8	16	8	8	8
Input Volume	21	300	51	31	180	22	26	4	14	9	7	10
% of Volume	95	100	110	116	98	91	108	200	114	89	114	80

2: 900 West/1000 West & 3200 South Performance by movement Interval #1 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.1
Total Del/Veh (s)	1.7
Vehicles Entered	174
Vehicles Exited	171
Hourly Exit Rate	684
Input Volume	675
% of Volume	101

2: 900 West/1000 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.2	0.4	0.1	0.1	0.1	0.1	0.3	4.8
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	1.3	0.9	3.6	0.5	0.4	8.4	13.7	3.9	10.1	8.3	4.7
Vehicles Entered	5	77	14	8	45	6	5	1	3	2	2	2
Vehicles Exited	5	78	14	8	45	6	5	1	3	2	2	2
Hourly Exit Rate	20	312	56	32	180	24	20	4	12	8	8	8
Input Volume	21	300	51	31	180	22	26	4	14	9	7	10
% of Volume	95	104	110	103	100	109	77	100	86	89	114	80

2: 900 West/1000 West & 3200 South Performance by movement Interval #2 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.1
Total Del/Veh (s)	1.7
Vehicles Entered	170
Vehicles Exited	171
Hourly Exit Rate	684
Input Volume	675
% of Volume	101

2: 900 West/1000 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.6	0.3	0.2	0.2	0.1	0.1	0.1	0.1	4.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	1.6	0.8	3.1	0.7	0.3	8.5	6.9	4.1	10.0	9.1	4.3
Vehicles Entered	6	86	14	9	57	6	8	1	5	1	2	4
Vehicles Exited	6	86	14	9	57	6	8	1	5	1	2	4
Hourly Exit Rate	24	344	56	36	228	24	32	4	20	4	8	16
Input Volume	25	357	60	36	215	26	31	5	17	10	8	13
% of Volume	96	96	93	100	106	92	103	80	118	40	100	123

2: 900 West/1000 West & 3200 South Performance by movement Interval #3 6:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.1
Total Del/Veh (s)	1.9
Vehicles Entered	199
Vehicles Exited	199
Hourly Exit Rate	796
Input Volume	803
% of Volume	99

2: 900 West/1000 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.3	0.2	0.1	0.2	0.1	0.2	0.3	3.7
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	1.4	0.8	3.6	0.5	0.3	7.1	9.2	3.9	6.4	6.2	3.5
Vehicles Entered	6	78	14	8	42	5	6	1	4	2	2	3
Vehicles Exited	5	78	14	8	43	5	6	1	4	2	2	3
Hourly Exit Rate	20	312	56	32	172	20	24	4	16	8	8	12
Input Volume	21	300	51	31	180	22	26	4	14	9	7	10
% of Volume	95	104	110	103	96	91	92	100	114	89	114	120

2: 900 West/1000 West & 3200 South Performance by movement Interval #4 6:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.1
Total Del/Veh (s)	1.8
Vehicles Entered	171
Vehicles Exited	171
Hourly Exit Rate	684
Input Volume	675
% of Volume	101

2: 900 West/1000 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.6	0.3	0.3	0.1	0.1	0.1	0.1	0.2	4.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.4	0.8	3.2	0.6	0.3	8.1	8.8	4.1	8.2	7.9	3.8
Vehicles Entered	21	318	56	34	189	21	26	5	16	7	8	12
Vehicles Exited	21	318	56	34	189	21	26	5	16	7	8	12
Hourly Exit Rate	21	318	56	34	189	21	26	5	16	7	8	12
Input Volume	22	314	53	32	189	23	27	4	15	9	7	11
% of Volume	95	101	105	105	100	91	95	118	108	76	110	112

2: 900 West/1000 West & 3200 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.4
Total Del/Veh (s)	1.8
Vehicles Entered	713
Vehicles Exited	713
Hourly Exit Rate	713
Input Volume	707
% of Volume	101

3: 1200 West & 3300 South Performance by movement Interval #1 5:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.7	4.2	1.3	0.4	1.4	0.4	1.4
Vehicles Entered	6	2	105	10	1	33	157
Vehicles Exited	6	2	105	11	1	33	158
Hourly Exit Rate	24	8	420	44	4	132	632
Input Volume	21	6	412	32	3	126	600
% of Volume	114	133	102	138	133	105	105

3: 1200 West & 3300 South Performance by movement Interval #2 5:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0		0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.9	4.4	1.2	0.4		0.4	1.2
Vehicles Entered	6	2	100	9	0	34	151
Vehicles Exited	6	2	101	9	0	34	152
Hourly Exit Rate	24	8	404	36	0	136	608
Input Volume	21	6	412	32	3	126	600
% of Volume	114	133	98	112	0	108	101

3: 1200 West & 3300 South Performance by movement Interval #3 6:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0		0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.9	6.7	1.7	0.5		0.5	1.7
Vehicles Entered	8	2	123	9	0	40	182
Vehicles Exited	8	2	120	9	0	40	179
Hourly Exit Rate	32	8	480	36	0	160	716
Input Volume	25	7	491	38	3	150	714
% of Volume	128	114	98	95	0	107	100

3: 1200 West & 3300 South Performance by movement Interval #4 6:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.7	7.8	1.3	0.4	2.9	0.4	1.4
Vehicles Entered	6	1	106	8	1	33	155
Vehicles Exited	6	1	108	8	1	33	157
Hourly Exit Rate	24	4	432	32	4	132	628
Input Volume	21	6	412	32	3	126	600
% of Volume	114	67	105	100	133	105	105

3: 1200 West & 3300 South Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.2	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.0	5.5	1.4	0.4	2.5	0.5	1.5
Vehicles Entered	25	7	434	37	2	140	645
Vehicles Exited	25	7	434	37	2	140	645
Hourly Exit Rate	25	7	434	37	2	140	645
Input Volume	22	6	432	34	3	132	628
% of Volume	114	112	101	110	67	106	103

4: 1200 West & Access 3 Performance by movement Interval #1 5:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.3	0.1	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	3.4	0.6	0.0	2.4	0.4	0.6
Vehicles Entered	1	2	114	1	2	38	158
Vehicles Exited	1	2	114	1	2	38	158
Hourly Exit Rate	4	8	456	4	8	152	632
Input Volume	2	5	439	3	8	140	597
% of Volume	200	160	104	133	100	109	106

4: 1200 West & Access 3 Performance by movement Interval #2 5:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.3	0.4	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.4	0.5	0.0	2.2	0.4	0.6
Vehicles Entered	0	2	107	1	2	38	150
Vehicles Exited	0	2	107	1	2	37	149
Hourly Exit Rate	0	8	428	4	8	148	596
Input Volume	2	5	439	3	8	140	597
% of Volume	0	160	97	133	100	106	100

4: 1200 West & Access 3 Performance by movement Interval #3 6:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.5	0.3	0.0	0.0	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		5.0	0.6	0.0	3.4	0.5	0.7
Vehicles Entered	0	2	131	1	2	45	181
Vehicles Exited	0	1	131	1	2	45	180
Hourly Exit Rate	0	4	524	4	8	180	720
Input Volume	2	6	523	3	9	167	710
% of Volume	0	67	100	133	89	108	101

4: 1200 West & Access 3 Performance by movement Interval #4 6:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.3	0.4	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		4.1	0.5	0.0	3.4	0.4	0.6
Vehicles Entered	0	1	113	1	2	37	154
Vehicles Exited	0	1	113	1	2	37	154
Hourly Exit Rate	0	4	452	4	8	148	616
Input Volume	2	5	439	3	8	140	597
% of Volume	0	80	103	133	100	106	103

4: 1200 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.4	0.3	0.0	0.0	0.3
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.1	4.6	0.5	0.0	2.5	0.5	0.6
Vehicles Entered	2	6	464	4	9	158	643
Vehicles Exited	2	6	465	4	9	158	644
Hourly Exit Rate	2	6	465	4	9	158	644
Input Volume	2	5	460	3	8	147	625
% of Volume	100	114	101	133	109	108	103

Total Network Performance By Interval

Interval Start	5:30	5:45	6:00	6:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.5	0.4	0.4
Total Delay (hr)	0.8	0.7	1.6	1.3	4.4
Total Del/Veh (s)	9.4	8.7	16.1	15.1	13.2
Vehicles Entered	288	278	333	278	1177
Vehicles Exited	281	281	320	292	1178
Hourly Exit Rate	1124	1124	1280	1168	1178
Input Volume	3931	3931	4674	3931	4117
% of Volume	29	29	27	30	29

Intersection: 1: 1200 West & 3200 South, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	37	198
Average Queue (ft)	0	14	111
95th Queue (ft)	5	41	208
Link Distance (ft)	862		764
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 1200 West & 3200 South, Interval #2

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	7	29	170
Average Queue (ft)	1	12	112
95th Queue (ft)	11	39	195
Link Distance (ft)	862		764
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 1200 West & 3200 South, Interval #3

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	2	40	8	367
Average Queue (ft)	0	19	1	195
95th Queue (ft)	4	49	18	347
Link Distance (ft)	862		888	764
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 1: 1200 West & 3200 South, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	36	355
Average Queue (ft)	0	12	178
95th Queue (ft)	5	38	421
Link Distance (ft)	862		764
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 1200 West & 3200 South, All Intervals

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	14	45	8	415
Average Queue (ft)	0	14	0	149
95th Queue (ft)	7	42	9	318
Link Distance (ft)	862		888	764
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 2: 900 West/1000 West & 3200 South, Interval #1

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	TR	LTR	LT	R
Maximum Queue (ft)	9	29	2	44	31	28
Average Queue (ft)	2	9	0	26	13	10
95th Queue (ft)	12	33	4	51	38	34
Link Distance (ft)			768	642	649	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100				100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: 900 West/1000 West & 3200 South, Interval #2

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	16	39	42	30	28
Average Queue (ft)	3	11	25	13	8
95th Queue (ft)	15	38	52	39	30
Link Distance (ft)			642	649	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100		100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: 900 West/1000 West & 3200 South, Interval #3

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	L	LTR	LT	R
Maximum Queue (ft)	21	2	29	56	31	31
Average Queue (ft)	5	0	9	32	12	12
95th Queue (ft)	20	3	33	60	36	37
Link Distance (ft)		888		642	649	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: 900 West/1000 West & 3200 South, Interval #4

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	16	32	48	27	25
Average Queue (ft)	3	10	30	10	9
95th Queue (ft)	16	34	52	33	31
Link Distance (ft)			642	649	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100		100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: 900 West/1000 West & 3200 South, All Intervals

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	26	2	43	2	62	36	32
Average Queue (ft)	3	0	10	0	28	12	10
95th Queue (ft)	16	1	34	2	54	37	33
Link Distance (ft)	888		768		642	649	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100	100		100			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 3: 1200 West & 3300 South, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	42	5
Average Queue (ft)	22	1
95th Queue (ft)	50	8
Link Distance (ft)	674	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	42	5
Average Queue (ft)	24	1
95th Queue (ft)	49	8
Link Distance (ft)	674	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, Interval #3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	43
Average Queue (ft)	25
95th Queue (ft)	54
Link Distance (ft)	674
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: 1200 West & 3300 South, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	11
Average Queue (ft)	22	2
95th Queue (ft)	53	12
Link Distance (ft)	674	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	60	16
Average Queue (ft)	23	1
95th Queue (ft)	52	8
Link Distance (ft)	674	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	22	10
Average Queue (ft)	8	2
95th Queue (ft)	30	14
Link Distance (ft)	502	1234
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	12
Average Queue (ft)	7	2
95th Queue (ft)	28	15
Link Distance (ft)	502	1234
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	28	18
Average Queue (ft)	6	5
95th Queue (ft)	27	23
Link Distance (ft)	502	1234
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	28	18
Average Queue (ft)	7	4
95th Queue (ft)	29	19
Link Distance (ft)	502	1234
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	28
Average Queue (ft)	7	3
95th Queue (ft)	29	18
Link Distance (ft)	502	1234
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

APPENDIX C

Site Plan



SFD lots designed = 70
Max th 70 x 4 = 280
TH designed = 270

Line is 500 ft

DESIGNING OUR FUTURE -

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Nibley Riggs TS

Analysis: Existing (2020) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT20-1612

Intersection	NB		SB		EB		WB	
	LR	L	R	L	L	L	L	L
1200 West & 3200 South	187	--	--	--	--	--	36	--
3200 South & 1000 West	--	28	33	21	--	--	--	--

SimTraffic Queueing Report

Project: Nibley Riggs TS

Analysis: Existing (2020) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT20-1612

Intersection	NB		SB		EB		WB			
	LR	LTR	LT	R	L	TR	L	LR	T	TR
1200 West & 3200 South	318	--	--	--	--	7	42	--	9	--
1200 West & 3300 South	--	--	8	--	--	--	--	52	--	--
1200 West & Access 3	--	--	18	--	--	--	--	29	--	--
900 West/1000 West & 3200 South	--	54	37	33	16	1	34	--	--	2

7 Point Royal, LLC
R-PUD Overlay Zone Application

Supporting Materials

1. A complete development plan application that is duly signed by the property owner or the owner's representative and that includes a legal description of the property and a nonrefundable application fee.

submitted

2. A vicinity map showing the approximate location of the subject parcel in relation to other major areas of the city.

Provided on the drawing

3. A general description of the proposed development, together with a map indicating the general development pattern, land uses, densities, intensities, open spaces, parks and recreation, and how the project is coordinating with existing and planned trails, sidewalks and pedestrian walkways and any other important elements within or adjacent to the project.

These elements are shown on the included drawing.

It is the intent of the development to compliment the efforts of the city in providing continuity of trails, open space, transportation and utilities through the development rather than create an island within the city.

4. Sufficient detail to indicate how the proposed development complies with the development standards for residential and nonresidential uses according to Nibley City Code and Design Standards.

Provided on the drawing

5. A description of architectural design standards that will apply to all buildings within the development plan.

To ensure continuity between pods and housing types, all multi-family buildings will meet the following guidelines as listed in 19.32.080:

A. Townhome, Patio Homes, and Condominium Architectural Standards

1. General Design Concepts. New development shall be designed for its specific context within Nibley City. Developments shall possess a similar design theme, and the site shall be designed such that the overall development is cohesive. Building architecture, exterior materials, and colors shall coordinate.

2. All facades shall include architectural treatments to provide visual interest and to differentiate individual units. These design standards shall be applicable to all sides of a building, with each façade (front, rear, and side) being required to meet the terms of this Section.

3. Building Materials. The majority of each façade (51% or more of the wall area excluding windows and doors) shall be constructed of the following hard surface building materials: brick, stone, stucco, treated or split face decorative block (CMU), fiber cement siding, concrete,

composite siding, or other durable building material as approved by the City Council. EIFS or untreated concrete block (CMU) may be allowed as an accent or secondary material only. The Planning Commission may approve metal as an exterior building material and as a primary material on a case-by-case basis if an applicant can show that the type of metal is of a high grade and provides architectural quality to a building.

4. Vertical Separation. Buildings in excess of one (1) story in height shall exhibit architectural detailing that establishes a vertical separation between lower and upper stories. This may be accomplished by a mid-façade cornice or trim, a change in material, style or color, a façade step-back or roof pitch with dormer windows, or other methods

5. Building Entrances. Building entrances shall have porches and shall be oriented toward the street or an open space area and provide connecting pedestrian access between the street, parking or open space areas.

6. Variation. Townhome dwellings units shall be designed with architectural wall variations spaced at intervals of thirty (30) to fifty (50) feet in linear width, depending on the size of the building. The following architectural features shall be incorporated into the design of the building:

- a. Change in building materials;
- b. Building projections measuring at least twelve(12) inches in depth based on the scale of the proposed building;
- c. Awnings and lighting, or another architectural variation as approved on a case-by-case basis that creates visual interest.

7. Garages. Townhomes shall be designed oriented toward exterior public roads with rear loading garages accessed by a paved parking area or alleyway, except along Highway 165 and 89/91 as approved. Rear loading garages are highly encouraged for townhomes located on interior project roads with units oriented toward a road or common courtyard area. Front loading garages may be allowed for townhomes that do not have any portion of the building adjacent to a current or planned public road or street outside of the development. Multiple unit structures shall have garages incorporated into the primary structure. At least fifty percent (50%) of units shall contain a two-car garage. Detached garages are prohibited in R-PUDs

The single family homes will use elements and colors of the townhome exteriors to provide a balanced, but not uniform look and feel to the project without making the project feel completely distinct from the rest of the community.

6. A data table showing the total number of lots/units. Existing and proposed infrastructure including proposed roadways, utility locations and capacities and the estimated impacts of the proposed development plan on all public utilities including culinary water, secondary water, wastewater, transportation, storm drainage, fire protection, solid waste, parks and recreation demands of the proposed project.

Provided on the drawing

7. Existing physical characteristics of the site including all constrained and sensitive land

There are no sensitive areas within the project boundary.

8. Identify how environmental issues, if any, will be protected or mitigated, i.e., wetlands, historical sites, endangered plants and animals.

The lower areas and the ditches will be incorporated into the overall layout.

9. Conceptual information relating to storm drainage including 100-year 24-hour drainage flows, 10-year 24-hour stormwater flows and proposed storm drainage facilities.

Provided

10. Major street layout that meets Nibley City standards.

The road network uses the transportation plan layout info as a backbone for the major roads.

11. A general description of controlling entities and methods such as the use of CC&Rs, Owners Associations, architectural or design review committees or associations proposed to ensure that internal compatibility related to issues such as site design and architecture will be maintained over the life of the project.

There will be a homeowner's association with an architectural review committee established to ensure compliance with recorded CC&Rs.

12. A list of property owners' names and addresses within three hundred feet (300') of the subject property and stamped and pre-addressed envelopes (return address to be left blank) for all property owners within three hundred feet (300') of the propose development.

Provided

13. A list of land adjacent in the same ownership.

All lands within the overlay area that are under the same ownership are part of this application. All other adjacent property under the same ownership has been previously approved under the Nibley Farms subdivision process including 03-017-0013, 03-049-0006, 03-049-0007 and 03-049-0008.

14. An electronic file of all submitted plans in PDF format or other electronic format determined by city staff. Such other information shall be included as may be necessary to determine that the contemplated arrangement of uses makes it desirable to apply regulations and requirements differing from those ordinarily applicable under this title.

Provided

15. Any other information the City may require to determine that the proposed application meets all requirements

Agenda Item #3: Nibley Meadows Phase 1 Preliminary Subdivision Plat

Description

Discussion and Consideration of a recommendation on Preliminary Subdivision Plat for the Nibley Meadows Residential Planned Unit Development Application, located approximately 1000 W and 3200 S. (Applicant: 7 Point Royal, LLC)

Department

City Planning

Action Type

Administrative/Recommendation to the City Council for R-PUD

Recommendations

Review and make a recommendation to the City Council

Reviewed By

City Planner, City Engineer, City Public Works Director, City Manager

Background

This item is for the preliminary plat for the Nibley Meadows R-PUD Development. The applicant has decided to turn in both an R-PUD application and Preliminary Plat application at the same time as allowed in [Nibley City Code 19.32.070 Approval Process \(C\)\(1\)\(b\)](#). Because it involves the same development, many of the items in the report for the R-PUD application will apply, but there will need to be two different motions, one for the overlay application and another for the preliminary plat. The approval of this application partly hinges on the approval of the overlay application. If the Nibley Meadows R-PUD application is recommended to be denied or continued then the preliminary plat should be recommended to be denied or continued as well.

Because of the size of the development, the preliminary plat is only for the first phase of the overall development and is located in the northeast corner of the development.

Utilities

Nibley City Public Works Director and the City Engineer have reviewed the proposed number of units and have determined that the utility lines in the area are able to support the development. The applicant will need to have a few larger lines as shown on the R-PUD concept plan. If approved, the applicant will need to submit a more detailed utility design with preliminary plats.

Roads



Nibley City Street Master Plan: Section of the proposed area

The applicant has turned in a proposed street layout for the development. The main street plan does not show every street that will be within the development but does show the primary roadways to provide the transportation needs. Staff has reviewed the general road layout and has found it complies with the Transportation Master Plan.

The applicant is planning on construction 1000 W and 3200 S intersection as part of this development. The remaining streets will be private drives used to access the units.

The main concern that will need to be addressed for Phase 1 is to provide second access. The Cache County Fire Marshal has reviewed the plan and has determined that there will need to be at least a temporary second access for phase 1.

Traffic Study

The applicant has also conducted a traffic study to help determine any other traffic needs or additional improvements to 3200 S and 1200 W and will design any needed improvements to the preliminary plats. The full traffic study is under review by the City Engineer and other staff. It is likely the applicant will need to provide proper turning lanes at the intersection of 1000 W and 3200 S.

Recommended Findings

Staff recommends the City Council finds the following for the Preliminary Plat

1. The proposed name on the plat does not meet the application.
2. Need to submit Title Report
3. After the Fire Marshal review, he determined that there needs to be a second access to the first phase.
4. Parking: Need 112 Resident and 19 for guests. A total of 36 detached parking. What size of garages are planned for the development?

Other Considerations

1. R-PUD application and phasing
2. Are townhomes rear-loading or front loading? Townhomes on 3200 S or access on private drives must be rear loading.
3. 1000 W, is the applicant building the full ROW or just half?

PRELIMINARY PLAT
7-POINT ROYAL SUBDIVISION PHASE 1
LOCATED IN THE SE1/4 OF SECTION 20, T11N, R1E, SLB&M
NIBLEY, CACHE COUNTY, UTAH
SCALE: 1"=50'

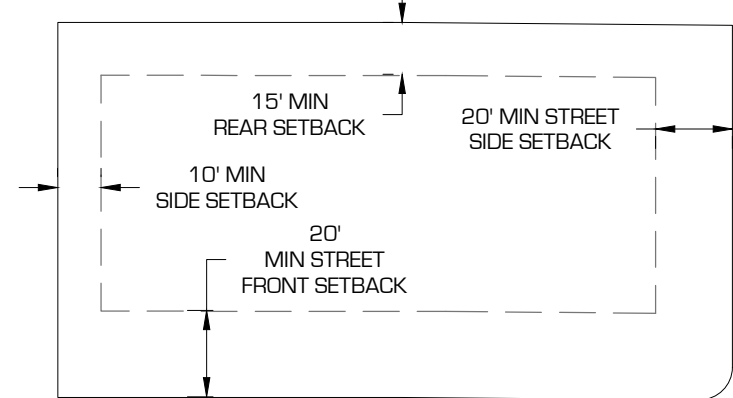


PROJECT CONTACTS & GENERAL NOTES:

- ALL LOTS HAVE ADEQUATE BUILDABLE ENVELOPE WITH REGARDS TO HAZARDOUS SLOPE, BUILDING, WATER, ZONING SETBACKS, ETC.
- TYPE OF DEVELOPMENT: RESIDENTIAL PLANNED UNIT DEVELOPMENT (R-PUD)
- TOTAL AREA: 6.33-ACRES
 - NET DEVELOPABLE LAND (80%): 5.53-ACRES
 - TOWNHOME LOTS: 56
 - DENSITY: 14 UNITS/ACRE
- PARKING:
 - REQUIRED [2.33 STALLS UNIT]: 131 STALLS
 - GARAGE PROVIDED: 112 STALLS
 - SURFACE GUEST PROVIDED: 36 STALLS
 - TOTAL PROVIDED: 148 STALLS
- OPEN SPACE
 - REQUIRED: 2.22 ACRES (35%)
 - PROVIDED: 2.73 ACRES (43%)
 - ALL OPEN SPACE TO BE RETAINED UNDER HOA OWNERSHIP
 - ALL OPEN SPACE WILL ALSO SERVE AS A BLANKET PUE
- PROPERTY OWNER:
 - PARCEL 03-018-0017
 - 7 POINT ROYAL LLC
 - 95 RIVER BEND WAY STE A
 - N SALT LAKE, UT 84054
- DEVELOPER:
 - 7 POINT ROYAL, LLC
 - AGENT: TRAVIS TAYLOR
 - 95 S RIVER BEND WAY ST A NORTH SALT LAKE, UT 84054
- CIVIL ENGINEER:
 - CIVIL SOLUTIONS GROUP, INC.
 - MICHAEL TAYLOR, PE
 - 540 WEST GOLF COURSE ROAD SUITE B1
 - PROVIDENCE, UT 84332
 - P: 435.213.3762
 - E: M.TAYLOR@CSG.WORK
- LAND SURVEYOR:
 - CIVIL SOLUTIONS GROUP, INC.
 - DENNIS CARLISLE, PLS
 - 669 NORTH 1890 WEST SUITE 47B
 - PROVO, UT 84601
 - P: 801.874.1432 EXTENSION 712
 - E:DCARLISLE@CSG.WORK

LEGEND

- PHASE LINE
- PROPERTY BOUNDARY
- BUILDING SETBACK
- EASEMENT - CONSERVATION & CANAL
- EX. SEWER LINE
- EX. WATER LINE
- PROPOSED SEWER SERVICE
- PROPOSED WATER LINE
- EXISTING EASEMENT LINE
- CONTOUR EXISTING
- EXISTING BUILDING
- PROPOSED PIT RUN SECONDARY ACCE
- PROPOSED HYDRANT
- PROPOSED SEWER MANHOLE



SETBACK DETAIL
(TYPICAL SEE DRAWING FOR EXCEPTIONS)
NTS

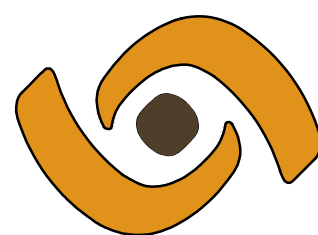
BOUNDARY DESCRIPTION

A portion of that Real Property described in Deed Book 2098 Page 582 of the Official Records of Cache County, being a part of Lot 9, Block 16, MILLVILLE WEST FIELD SURVEY, located in the SE1/4 of Section 20, Township 11 North, Range 1 East, Salt Lake Base & Meridian, Nibley, Utah, more particularly described as follows:

Beginning at a point on the south side of 3200 South Street located S88°52'07"E along the lot line 153.77 feet from the northwest corner of Lot 9, Block 16, MILLVILLE WEST FIELD SURVEY, said point is also located N89°51'19"W along the 1/4 Section line 1,501.85 feet and South 1,243.36 feet from the East 1/4 Corner of Section 20, T11N, R1E, S.L.B.& M.; thence S88°52'07"E 508.25 feet; thence S1°23'06"W 704.18 feet; thence N63°33'55"W 218.02 feet; thence along the arc of a 533.00 foot radius curve to the right 590.59 feet through a central angle of 63°29'10" (chord: N31°49'20"W 560.83 feet); thence N0°04'45"W 140.42 feet to the point of beginning.

Contains: 6.33+/- acres

civilsolutionsgroupinc.



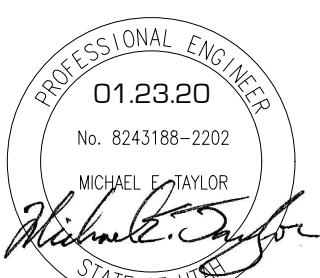
CACHE VALLEY | P: 435.213.3762
SALT LAKE | P: 801.216.3192
UTAH VALLEY | P: 801.874.1432
info@civilsolutionsgroup.net
www.civilsolutionsgroup.net

PRELIMINARY PLAT
7 POINT ROYAL SUBDIVISION
PHASE 1

LOCATED IN THE SE1/4 OF SECTION 20, T11N, R1E, SLB&M
NIBLEY, CACHE COUNTY, UTAH

MARK:	DATE:	DESCRIPTION:

PROJECT #: 19-368
DRAWN BY: T.REES
PROJECT MANAGER: M.TAYLOR
ISSUED: 01.23.20



PRELIMINARY
PLAT

Agenda Item #4: Goals and Action Item List Creation for the year 2020

Description

Workshop: Goals and Action Item List Creation for the year 2020

Department

City Planning

Action Type

Workshop

Recommendations

Review and adopt the 2020 schedule

Reviewed By

City Planner and Deputy Recorder

Background

The Planning Commission considers and creates a list of goals and projects to focus on for the 2020 calendar year. These items will be considered from Nibley City General Plan, Master Plans, and needs as determined by the Planning Commission. This list will serve as a guiding document, but the Planning Commission may consider other items and needs as they come up throughout the year.

[Nibley City's General Plan](#) provides a list of Land Use goals and action items on pages 22-23, 24-25, 27-28, 29-31, and 32-33. Chapter 4 provides for a list of projects recommended for the City to pursue.

Items to consider

1. Master Plans
 - a. Sewer

- b. Tree Policy Plan
 - c. Capital Project Master Plan
- 2. Allow For and Reduce Regulation Related to Accessory Dwelling Units in Residential Zone. Moderate Income Housing Plan recommends for early 2020
- 3. Update neighborhood and other commercial standards
 - a. Town Center Commercial Standards
- 4. Review landscaping requirements for residential and commercial developments
- 5. Short Term Rentals
- 6. Update Business License Requirements
- 7. Review the Open Space Plan and goals
- 8. Review and update animal land-use code
- 9. Update and review the R-PUD Code