



NIBLEY CITY COUNCIL and MUNICIPAL BUILDING AUTHORITY MEETING AGENDA  
Thursday, June 11, 2020 – 6:30 p.m.

1. Opening Ceremonies (Mayor Dustin)
2. Call to Order and Roll Call (Chair)
3. Approval of the Previous Meeting Minutes and Current Agenda (Chair)
4. Public Comment Period<sup>1</sup> (Chair)
5. **Department Report:** Parks
6. **Public Hearing** – Ordinance 20-11: An Ordinance Providing for the Compensation of Elected and Statutory Officers of Nibley City
7. **Discussion & Consideration** – Ordinance 20-11: An Ordinance Providing for the Compensation of Elected and Statutory Officers of Nibley City (Second Reading)
8. **Public Hearing** – Resolution 20-05: A RESOLUTION AMENDING THE BUDGET FOR VARIOUS FUNDS OF NIBLEY CITY FOR FISCAL YEAR 2019-20, ADOPTING THE BUDGET FOR THE VARIOUS FUNDS OF NIBLEY CITY AND OTHER BUDGETARY MATTERS FOR FISCAL YEAR 2020-21 AND ADJUSTING CERTAIN FEES AND PAYMENTS FOR SERVICES
9. **Discussion & Consideration** – Resolution 20-05: A RESOLUTION AMENDING THE BUDGET FOR VARIOUS FUNDS OF NIBLEY CITY FOR FISCAL YEAR 2019-20, ADOPTING THE BUDGET FOR THE VARIOUS FUNDS OF NIBLEY CITY AND OTHER BUDGETARY MATTERS FOR FISCAL YEAR 2020-21 AND ADJUSTING CERTAIN FEES AND PAYMENTS FOR SERVICES (Second Reading)
10. **Discussion & Consideration** – Ordinance 20-12: An Ordinance Granting Rocky Mountain Power A Power Franchise (Second Reading)
11. **Discussion & Consideration** – Ordinance 20-07: Residential Planned Unit Development Overlay Zone and Development Agreement for Nibley Meadows, located at approximately 1000 W and 3200 S. Proposing 301 units on 54.6 acres (Second Reading)
12. **Discussion & Consideration** – Resolution 20-07: Setting Water Rates for Nibley City (First Reading)
13. **Discussion & Consideration** – Resolution 20-08: Updating Nibley City's Consolidated Fee Schedule (First Reading)
14. **Council and Staff Reports**
15. **Adjourn to a meeting of the Municipal Building Authority**
  1. Ratification of the June 13, 2019 Meeting Minutes and approval of Agenda
  2. Discussion & Consideration – Resolution MBA 20-01: Appointment of Officers and Approval of 2020-2021 Annual Budget

*In compliance with the Americans With Disabilities Act, reasonable accommodations for individuals with disabilities will be provided upon request. For assistance, please call (435) 752-0431.*

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<sup>1</sup> Public input is welcomed at all City Council Meetings. 15 minutes have been allotted to receive verbal public comment. Verbal comments shall be limited to 3 minutes per person. A sign-up sheet is available at the entrance to the Council Chambers starting 15 minutes prior to each council meeting and at the rostrum for the duration of the public comment period. Commenters shall identify themselves by name and address on the comment form and verbally for inclusion in the record. Comment will be taken in the order shown on the sign-up sheet. Written comment will also be accepted and entered into the record for the meeting if received prior to the conclusion of the meeting. Comments

## Agenda Item #1 MBA

|                |                                                                                                                                                                                           |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description    | <b>Discussion &amp; Consideration</b> – Resolution 20-01: A Resolution Setting the Officers of the Nibley City Municipal Building Authority and Adopting the Fiscal Year 2020-2021 Budget |
| Department     | Administration                                                                                                                                                                            |
| Presenter      | David Zook, Nibley City Manager and MBA Secretary                                                                                                                                         |
| Recommendation | Make a motion to approve the minutes from the last meeting, and to approve the resolution establishing the officers of the MBA and approving the annual budget.                           |
| Reviewed By    | City Manager, Deputy City Recorder                                                                                                                                                        |

## Background

The Nibley City Council established a Municipal Building Authority as a separate legal entity as the financing body through which bonds were issued to pay for the construction of Nibley City Hall. The MBA is the legal entity that owns City Hall and Nibley City pays lease payments to the MBA. The MBA is required to have an annual meeting during which it updates its list of officers and adopts its annual budget. The minutes to be ratified are those from the 6-13-19 MBA meeting. The officers of the MBA are as follows:

|               |                      |
|---------------|----------------------|
| Chair         | Mayor                |
| Board Members | City Council Members |
| Secretary     | City Manager         |

The annual budget for the MBA is included in the Nibley City Budget document. The budget essentially only includes the lease payment from the City, which is then paid against the bond for City Hall.

## **RESOLUTION MBA20-01**

### **A RESOLUTION SETTING THE OFFICERS OF THE NIBLEY CITY MUNICIPAL BUILDING AUTHORITY AND ADOPTING THE FISCAL YEAR 2020-2021 BUDGET**

WHEREAS, Nibley City has created a Municipal Building Authority of Nibley City, Utah pursuant to provisions of the Utah Local Building Authority Act, Title 17D, Chapter 2, Utah Code Annotated 1953, as amended; and

WHEREAS, the Municipal Building Authority is a component unit of Nibley City, that was established to finance the construction of Nibley City Hall in 2011; and

WHEREAS, the Municipal Building Authority of Nibley City is the legal body that financed the debt for construction of Nibley City Hall; and

WHEREAS, it is necessary to update the board and officers of the Nibley City Building Authority and adopt the budget for fiscal year 2020-2021.

NOW, THEREFORE, BE IT RESOLVED, by the Nibley Municipal Building Authority that:

1. The 2020-2021 Fiscal Year Municipal Building Authority Budget is hereby approved, as included in the Nibley City Budget for Fiscal Year 2020-2021, and
2. The board and officers of the Nibley City Building Authority are set forth as follows:

|               |                             |
|---------------|-----------------------------|
| Chair         | Nibley City Mayor           |
| Board Members | Nibley City Council Members |
| Secretary     | Nibley City Manager         |

This resolution shall take effect immediately upon passage.

Dated this \_\_\_\_ day of \_\_\_\_\_, 2020.

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Shaun Dustin, Chair

ATTEST: \_\_\_\_\_  
David Zook, Secretary



**Nibley City Council  
Agenda Report for  
June 11, 2020**

**Agenda Item #5**

|                |                                                            |
|----------------|------------------------------------------------------------|
| Description    | <b>Department Report – Parks</b>                           |
| Department     | Parks                                                      |
| Presenter      | Rod Elwood, Parks Director                                 |
| Recommendation | Receive the presentation. Make Comments. Ask questions.    |
| Reviewed By    | Mayor, City Manager, Public Works Director, Parks Director |

**Background**

Department staff provide periodic reports to the City Council to provide updates on initiatives and projects. The Parks Director will provide an update on parks and parks projects in Nibley City.



## Agenda Item #6 & 7

|                |                                                                                                                                                                                                                                                                                                                                |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description    | <b>Public Hearing</b> – Ordinance 20-11: An Ordinance Providing for the Compensation of Elected and Statutory Officers of Nibley City<br><br>and<br><br><b>Discussion &amp; Consideration</b> – Ordinance 20-11: An Ordinance Providing for the Compensation of Elected and Statutory Officers of Nibley City (Second Reading) |
| Department     | Administration                                                                                                                                                                                                                                                                                                                 |
| Presenter      | David Zook, City Manager                                                                                                                                                                                                                                                                                                       |
| Recommendation | Move to approve Ordinance 20-11: An Ordinance Providing for the Elected and Statutory Officers of Nibley City.                                                                                                                                                                                                                 |
| Reviewed By    | Mayor, City Manager, Treasurer                                                                                                                                                                                                                                                                                                 |

## Background

In 2015, the City Council established a policy of adjusting elected official stipends annually at the same rate as salaries are adjusted for other employees. A 2% cost of living adjustment (COLA) is being proposed in this year's budget for employees, therefore elected official compensation is proposed to be increased by an equal amount.

The compensation of the elected and statutory officers is proposed as follows:

| Office:       | Proposed Salary:       | Present Salary:      | Increase:          |
|---------------|------------------------|----------------------|--------------------|
| Mayor         | \$844/month            | \$828/month          | \$16/month         |
| Councilmember | \$337/month            | \$330/month          | \$7/month          |
| Treasurer     | \$44,002 - 65,011/year | \$43,132-63,726/year | \$870-\$1,285/year |

## ORDINANCE 20-11

### AN ORDINANCE PROVIDING FOR THE COMPENSATION OF ELECTED AND STATUTORY OFFICERS OF NIBLEY CITY

WHEREAS, elected and statutory officers are required to devote a significant amount of time and talent to the effective administration of Nibley City; and

WHEREAS, elected and statutory officers should be fairly compensated for their time and expenses; and

WHEREAS, the Nibley City Council established a policy in 2015 of annually adjusting City Council Member compensation commensurate with the cost of living adjustment provided to other City employees; and

WHEREAS, a COLA of 2% is proposed this year for city employees.

NOW, THEREFORE, BE IT ORDAINED BY THE NIBLEY CITY COUNCIL OF NIBLEY, UTAH THAT:

1. All previous salary or compensation ordinances regarding the elected and statutory officers below are hereby repealed.
2. The compensation of the elected and statutory officers shall be as follows:

| <b>Office:</b> | <b>Present Salary:</b> | <b>Proposed Salary:</b> | <b>Increase:</b> |
|----------------|------------------------|-------------------------|------------------|
| Mayor          | \$828/month            | \$845/month             | \$17/month       |
| Councilmember  | \$330/month            | \$337/month             | \$7/month        |
| Treasurer      | \$43,132-\$63,726/yr   | \$44,002-\$65,011/yr    | \$870-1,285/yr   |

3. Elected and statutory officers shall be paid on the same schedule as other municipal employees.
4. The compensation listed above is not inclusive of per diem, mileage, phone allowance or other expenses, which may be incurred in the course of conducting Nibley City business.
5. This ordinance shall become effective July 1, 2020.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

\_\_\_\_\_  
Shaun Dustin, Mayor

ATTEST: \_\_\_\_\_  
David Zook, City Recorder

## Agenda Item #8 & 9

|                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description    | <p><b>Public Hearing</b> – Resolution 20-05: A RESOLUTION AMENDING THE BUDGET FOR VARIOUS FUNDS OF NIBLEY CITY FOR FISCAL YEAR 2019-20, ADOPTING THE BUDGET FOR THE VARIOUS FUNDS OF NIBLEY CITY AND OTHER BUDGETARY MATTERS FOR FISCAL YEAR 2020-21 AND ADJUSTING CERTAIN FEES AND PAYMENTS FOR SERVICES</p> <p><b>and</b></p> <p><b>Discussion &amp; Consideration</b> – Resolution 20-05: A RESOLUTION AMENDING THE BUDGET FOR VARIOUS FUNDS OF NIBLEY CITY FOR FISCAL YEAR 2019-20, ADOPTING THE BUDGET FOR THE VARIOUS FUNDS OF NIBLEY CITY AND OTHER BUDGETARY MATTERS FOR FISCAL YEAR 2020-21 AND ADJUSTING CERTAIN FEES AND PAYMENTS FOR SERVICES (Second Reading)</p> |
| Department     | Administration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Presenter      | David Zook, City Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Recommendation | Move to approve Resolution 20-05: A RESOLUTION AMENDING THE BUDGET FOR VARIOUS FUNDS OF NIBLEY CITY FOR FISCAL YEAR 2019-20, ADOPTING THE BUDGET FOR THE VARIOUS FUNDS OF NIBLEY CITY AND OTHER BUDGETARY MATTERS FOR FISCAL YEAR 2020-21 AND ADJUSTING CERTAIN FEES AND PAYMENTS FOR SERVICES.                                                                                                                                                                                                                                                                                                                                                                                |
| Reviewed By    | Mayor, City Manager, Treasurer, Department Heads                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## Background

The first draft of the budget for the next fiscal year was presented to the City Council and public at the May 14, 2020 City Council meeting. Staff will present and review various changes and proposals in the budget, including changes since that first

presentation. Key changes since then include funds for new EMS services and carrying over park project funds for Clear Creek Park.

A public hearing regarding the budget will be held at this meeting. State law requires the City Council to adopt the first draft of the annual budget by the Council's first meeting in May. By state law, the budget will also need to be adopted by the first meeting in June if there is not a tax increase, or by the second meeting in August if there is a tax increase. Cache County has not yet informed the City of the certified tax rate, so it is unknown if there will need to be a truth in taxation hearing or not. However, it is anticipated that one will be required.

Upon final adoption, this resolution would adopt the budget for the next fiscal year, as well as make final adjustments to the current-year budget. Approval of this resolution would increase the stormwater fee from \$7.50 to \$7.75 per month per residence and proposes to keep the property tax rate at its current rate of 0.001667. If Cache County certifies a tax rate lower than this rate, which is likely based on real estate value increases over the past year, this rate will not become the final adopted rate until after the City holds a truth in taxation hearing on August 27.

**RESOLUTION 20-05**

**A RESOLUTION AMENDING THE BUDGET FOR VARIOUS FUNDS OF NIBLEY CITY FOR FISCAL YEAR 2019-20, AND ADOPTING THE BUDGET FOR THE VARIOUS FUNDS OF NIBLEY CITY AND OTHER BUDGETARY MATTERS FOR FISCAL YEAR 2020-21 AND ADJUSTING CERTAIN FEES AND PAYMENTS FOR SERVICES**

BE IT RESOLOVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

1. The attached Fiscal Year 2019-20 current-year budget is hereby adopted and approved as the amended budget for the current fiscal year ending June 30, 2020, with amendments, if any, as reflected in the attached budget document and the minutes of this meeting.
2. The attached budget, entitled Nibley City Budget Fiscal Year 2020-21, is hereby adopted and approved for the fiscal year ending June 30, 2021, with amendments, if, any, as reflected in the budget document and the minutes of this meeting.
3. The monthly charge for storm water shall be \$7.75 per month per residential utility customer effective July 1, 2020.
4. The adopted property tax rate is 0.001667.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_ DAY OF \_\_\_\_\_ 2020.

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Shaun Dustin, Mayor

ATTEST:

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David Zook, City Recorder

## Agenda Item #10

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|----------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Description    | <b>Discussion &amp; Consideration</b> – Ordinance 20-12: An Ordinance Granting Rocky Mountain Power A Power Franchise (Second Reading) |
| Department     | Administration                                                                                                                         |
| Presenter      | David Zook, City Manager                                                                                                               |
| Recommendation | Move to approve Ordinance 20-12: An Ordinance Granting Rocky Mountain Power a Power Franchise                                          |
| Reviewed By    | Mayor, City Manager, City Attorney                                                                                                     |

### Background

State laws authorize cities to charge franchise fees. Franchises are the right to use the public right-of-way for private businesses. Franchises are granted to private utility companies to use roads and other rights-of-way and easements to provide services to residents. For example, the City currently has agreements with Rocky Mountain Power which gives it permission to have power lines in these areas, with Dominion Energy to have gas lines in these areas, and with Comcast for TV/Data cables in these areas.

This agreement applies to the provision of electricity services by Rocky Mountain Power (RMP).

The City's previous agreement with RMP was approved in 1995 and expires this August. The term of this agreement would be 20 years.

The agreement has been reviewed by the city attorney and his suggested changes have been made.

The agreement includes the following key provisions:

- It grants the non-exclusive right for RMP to construct, maintain, operate, upgrade, and relocate its electrical distribution and transmission lines in, under, along, over and across the present and future streets, and rights-of-way, not

including City parks or buildings, for the purpose of supplying and transmitting electric power to the inhabitants of the City.

- Rather than the city receiving a percentage of revenue from RMP, RMP collects a municipal energy tax and forwards those funds to the City.
- Upon written notice to RMP, the City may require the relocation of facilities located in any of the Streets in the interest of public convenience, necessity, health, safety or welfare at no cost to the City.
- RMP shall indemnify the City and maintain insurance

**ORDINANCE 20-12**  
**AN ORDINANCE GRANTING AN ELECTRIC UTILITY FRANCHISE**  
**AND GENERAL UTILITY EASEMENT**  
**TO**  
**ROCKY MOUNTAIN POWER**

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WHEREAS, in 1995, by Ordinance 004-95, the City of Nibley, Utah approved the current Power Franchise Agreement with PacifiCorp; and

WHEREAS, the Franchise is due to expire on August 17, 2020; and

WHEREAS, Rocky Mountain Power, is a regulated public utility that provides electric power and energy to the citizens of Nibley City (the “City”) and other surrounding areas;

WHEREAS, providing electrical power and energy requires the installation, operation and maintenance of power poles and other related facilities to be located within the public ways of the City;

WHEREAS, the City, pursuant to the provisions of Utah Code Ann. § 10-8-21 has the authority to regulate power line facilities within public ways and to grant to Rocky Mountain Power a general utility easement for the use thereof;

WHEREAS, the City desires to set forth the terms and conditions by which Rocky Mountain Power shall use the public ways of the City;

NOW, THEREFORE, be it ordained by Nibley City that:

**SECTION 1. Grant of Franchise and General Utility Easement.** The City hereby grants to Rocky Mountain Power the right, privilege and authority to construct, maintain, operate, upgrade, and relocate its electrical distribution and transmission lines and related appurtenances, including underground conduits and structures, poles, towers, wires, guy anchors, vaults, transformers, transmission lines, and communication lines (collectively referred to herein as “Electric Facilities”) in, under, along, over and across the present and future streets, alleys, and rights-of-way, not including City parks, buildings or other spaces not associated with City-owned rights-of-way (collectively referred to herein as “Public Ways”) within the City, for the purpose of supplying and transmitting electric power and energy to the inhabitants of the City and persons and corporations beyond the limits thereof.

**SECTION 2. Term.** The term of this Franchise and General Utility Easement is for Twenty (20) years commencing on the date of acceptance by the Company as set forth in Section 3 below.



**SECTION 3. Acceptance by Company.** Within sixty (60) days after the passage of this ordinance by the City, Rocky Mountain Power shall file an unqualified written acceptance thereof, with the City Recorder otherwise the ordinance and the rights granted herein shall be null and void.

**SECTION 4. Non-Exclusive Franchise.** The right to use and occupy the Public Ways of the City shall be nonexclusive and the City reserves the right to use the Public Ways for itself or any other entity that provides service to City residences; provided, however, that such use shall not unreasonably interfere with Rocky Mountain Power's Electric Facilities or Rocky Mountain Power's rights as granted herein.

**SECTION 5. City Regulatory Authority.** In addition to the provision herein contained, the City reserves the right to adopt such additional ordinances and regulations as may be deemed necessary in the exercise of its police power for the protection of the health, safety and welfare of its citizens and their properties or exercise any other rights, powers, or duties required or authorized, under the Constitution of the State of Utah, the laws of Utah or City Ordinance.

**SECTION 6. Indemnification.** The City shall in no way be liable or responsible for any loss or damage to property or any injury to, or death, of any person that may occur in the construction, operation or maintenance by Rocky Mountain Power of its Electric Facilities. Rocky Mountain Power shall indemnify, defend and hold the City harmless from and against claims, demands, liens and all liability or damage of whatsoever kind on account of Rocky Mountain Power's use of the Public Ways within the City, and shall pay the costs of defense plus reasonable attorneys' fees for any claim, demand or lien brought thereunder. The City shall: (a) give prompt written notice to Rocky Mountain Power of any claim, demand or lien with respect to which the City seeks indemnification hereunder; and (b) permit Rocky Mountain Power to assume the defense of such claim, demand, or lien. If such defense is not assumed by Rocky Mountain Power, Rocky Mountain Power shall not be subject to liability for any settlement made without its consent. Notwithstanding any provision hereof to the contrary, Rocky Mountain Power shall not be obligated to indemnify, defend or hold the City harmless to the extent any claim, demand or lien arises out of or in connection with any negligent or willful act or failure to act of the City or any of its officers or employees.

**SECTION 7. Annexation.**

**7.1 Extension of City Limits.** Upon the annexation of any territory to the City, the rights granted herein shall extend to the annexed territory to the extent the City has such authority. All Electrical Facilities owned, maintained, or operated by Rocky Mountain Power located within any public ways of the annexed territory shall thereafter be subject to all of the terms hereof.

**7.2 Notice of Annexation.** When any territory is approved for annexation to the City, the City shall, not later than ten (10) working days after passage of an ordinance approving the proposed annexation, provide by certified mail to Rocky Mountain Power: (a) each site address to be annexed as recorded on county assessment and tax rolls; (b) a legal description of

the proposed boundary change; and (c) a copy of the City's ordinance approving the proposed annexation. The notice shall be mailed to:

Rocky Mountain Power Customer Contact Center  
Attn: Annexations  
P.O. Box 400  
Portland, Oregon 97207-0400

With a copy to:

Rocky Mountain Power  
Attn: Office of the General Counsel  
1407 West North Temple, Room 320  
Salt Lake City, UT 84116

## **SECTION 8. Plan, Design, Construction and Installation of Company Facilities.**

**8.1** All Electrical Facilities installed or used under authority of this Franchise shall be used, constructed and maintained in accordance with applicable federal, state and city laws, codes and regulations.

**8.2** Except in the case of an emergency, Rocky Mountain Power shall, prior to commencing new construction or major reconstruction work in the Public Ways, apply for any permit from the City as may be required by the City's ordinances, which permit shall not be unreasonably withheld, conditioned, or delayed. Rocky Mountain Power will abide by all applicable ordinances and all reasonable rules, regulations and requirements of the City, and the City may inspect the manner of such work and require remedies as may be reasonably necessary to assure compliance. Notwithstanding the foregoing, Rocky Mountain Power shall not be obligated to obtain a permit to perform emergency repairs.

**8.3** All Electric Facilities shall be located so as to cause minimum interference with the Public Ways of the City and shall be constructed, installed, maintained, cleared of vegetation, renovated or replaced in accordance with applicable rules, ordinances and regulations of the City.

**8.4** If, during the course of work on its Electrical Facilities, Rocky Mountain Power causes damage to or alters the Public Way or public property, Rocky Mountain Power shall at its own cost and expense replace and restore it in as good a condition as existed before the work commenced. The City shall have the right to inspect all such work to ensure compliance with this Section 8.4.

**8.5** In addition to the installation of underground electric distribution lines as provided by applicable state law and regulations, Rocky Mountain Power shall, upon payment of all charges provided in its tariffs or their equivalent, place newly constructed electric distribution lines underground as may be required by City ordinance.

**8.6** The City shall have the right without cost to use all poles and suitable overhead structures owned by Rocky Mountain Power within Public Ways for City wires used in connection with its fire alarms, police signal systems, or other public safety communication lines used for governmental purposes; provided, however, any such uses shall be for activities owned, operated or used by the City for a public purpose and shall not include the provision of CATV, internet, or similar services to the public. Provided further, that Rocky Mountain Power shall assume no liability nor shall it incur, directly or indirectly, any additional expense in connection therewith, and the use of said poles and structures by the City shall be in such a manner as to prevent safety hazards or interferences with Rocky Mountain Power's use of same. Nothing herein shall be construed to require Rocky Mountain Power to increase pole size, or alter the manner in which Rocky Mountain Power attaches its equipment to poles, or alter the manner in which it operates and maintains its Electric Facilities. City attachments shall be installed and maintained in accordance with the reasonable requirements of Rocky Mountain Power and the current edition of the National Electrical Safety Code pertaining to such construction. Further, City attachments shall be attached or installed only after written approval by Rocky Mountain Power in conjunction with Rocky Mountain Power's standard pole attachment application process. Rocky Mountain Power shall have the right to inspect, at the City's expense, such attachments to ensure compliance with this Section 8.6 and to require the City to remedy any defective attachments.

**8.7** Rocky Mountain Power shall have the right to excavate the Public Rights of Ways subject to reasonable conditions and requirements of the City. Before installing new underground conduits or replacing existing underground conduits, Rocky Mountain Power shall first notify the City of such work by written notice and shall allow the City, at its own expense, (to include a pro rata share of the trenching costs), to share the trench of Rocky Mountain Power to lay its own conduit therein, provided that such action by the City will not unreasonably interfere with Rocky Mountain Power's Electrical Facilities or delay project completion.

**8.8** Before commencing any street improvements or other work within a Public Way that may affect Rocky Mountain Power's Electric Facilities, the City shall give written notice to Rocky Mountain Power.

## **SECTION 9. Relocations of Electric Facilities.**

**9.1** The City reserves the right to require Rocky Mountain Power to relocate its Electric Facilities within the Public Ways in the interest of public convenience, necessity, health, safety or welfare at no cost to the City. Within a reasonable period of time after written notice, Rocky Mountain Power shall promptly commence the relocation of its Electrical Facilities. Before requiring a relocation of Electric Facilities, the City shall, with the assistance and consent of Rocky Mountain Power, identify a reasonable alignment for the relocated Electric Facilities within the Public Ways of the City.

The City shall assign or otherwise transfer to Company all right it may have to recover the cost for the relocation work and shall support the efforts of Rocky Mountain Power to obtain reimbursement.

**9.2** Rocky Mountain Power shall not be obligated to pay the cost of any relocation that is required or made a condition of a private development. If the removal or relocation of facilities is caused directly or otherwise by an identifiable development of property in the area, or is made for the convenience of a customer, Rocky Mountain Power may charge the expense of removal or relocation to the developer or customer. For example, Rocky Mountain Power shall not be required to pay relocation costs in connection with a road widening or realignment where the road project is made a condition of or caused by a private development.

**SECTION 10. Subdivision Plat Notification.** Before the City approves any new subdivision and before recordation of the plat, the City shall obtain Rocky Mountain Power's approval of Electrical Facilities, including underground facilities to be installed by the developer, and associated rights of way depicted on the plat. A copy of the plat shall be mailed for approval to Rocky Mountain Power.

**SECTION 11. Vegetation Management.** Rocky Mountain Power or its contractor may prune all trees and vegetation which overhang the Public Ways, whether such trees or vegetation originate within or outside the Public Ways to prevent the branches or limbs or other part of such trees or vegetation from interfering with Rocky Mountain Power's Electrical Facilities. Such pruning shall comply with the *American National Standard for Tree Care Operation (ANSI A300)* and be conducted under the direction of an arborist certified with the International Society of Arboriculture. A growth inhibitor treatment may be used for trees and vegetation species that are fast-growing and problematic. Nothing contained in this Section shall prevent Rocky Mountain Power, when necessary and with the approval of the owner of the property on which they may be located, from cutting down and removing any trees which overhang streets.

**SECTION 12. Renewal.** At least 120 days prior to the expiration of this Franchise, Rocky Mountain Power and the City either shall agree to extend the term of this Franchise for a mutually acceptable period of time or the parties shall use best faith efforts to renegotiate a replacement Franchise. Rocky Mountain Power shall have the continued right to use the Public Ways of the City as set forth herein in the event an extension or replacement Franchise is not entered into upon expiration of this Franchise.

**SECTION 13. No Waiver.** Neither the City nor Rocky Mountain Power shall be excused from complying with any of the terms and conditions of this Franchise by any failure of the other, or any of its officers, employees, or agents, upon any one or more occasions to insist upon or to seek compliance with any such terms and conditions.

**SECTION 14. Transfer of Franchise.** Rocky Mountain Power shall not transfer or assign any rights under this Franchise to another entity, except transfers and assignments by operation of law, or to affiliates, parents or subsidiaries of Rocky Mountain Power which assume all of Rocky Mountain Power's obligations hereunder, unless the City shall first give its approval in writing, which approval shall not be unreasonably withheld, conditioned or delayed; provided, however, Rocky Mountain Power may assign, mortgage, pledge, hypothecate or otherwise transfer without consent its interest in this Franchise to any financing entity, or agent on behalf of any financing entity to whom Rocky Mountain Power (i) has obligations for borrowed money or in respect of guaranties thereof, (ii) has obligations evidenced by bonds, debentures, notes or similar

instruments, or (iii) has obligations under or with respect to letters of credit, bankers acceptances and similar facilities or in respect of guaranties thereof.

**SECTION 15. Amendment.** At any time during the term of this Franchise, the City through its City Council, or Rocky Mountain Power may propose amendments to this Franchise by giving thirty (30) days written notice to the other party of the proposed amendment(s) desired, and both parties thereafter, through their designated representatives, will, within a reasonable time, negotiate in good faith in an effort to agree upon mutually satisfactory amendment(s). No amendment or amendments to this Franchise shall be effective until mutually agreed upon by the City and Rocky Mountain Power and formally adopted as an ordinance amendment, which is accepted in writing by Rocky Mountain Power.

**SECTION 16. Notices.** Unless otherwise specified herein, all notices from Rocky Mountain Power to the City pursuant to or concerning this Franchise shall be delivered to the City Recorder's Office. Unless otherwise specified herein, all notices from the City to Rocky Mountain Power pursuant to or concerning this Franchise shall be delivered to the Regional Business Management Director, Rocky Mountain Power, 70 North 200 East, Room 122, American Fork, Utah, 84003, and such other office as Rocky Mountain Power may advise the City of by written notice.

**SECTION 17. Severability.** If any section, sentence, paragraph, term or provision hereof is for any reason determined to be illegal, invalid, or superseded by other lawful authority including any state or federal regulatory authority having jurisdiction thereof or unconstitutional, illegal or invalid by any court of common jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such determination shall have no effect on the validity of any other section, sentence, paragraph, term or provision hereof, all of which will remain in full force and effect for the term of the Franchise or any renewal or renewals thereof.

**SECTION 18. Waiver of Jury Trial.** To the fullest extent permitted by law, each of the parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under or in connection with this agreement. Each party further waives any right to consolidate any action in which a jury trial has been waived with any other action in which a jury trial cannot be or has not been waived.

**PASSED by the City Council of the City of \_\_\_\_\_, Utah this \_\_\_\_ day of \_\_\_\_\_, 2020.**

\_\_\_\_\_  
**Shaun Dustin, Mayor**

**ATTEST:**

\_\_\_\_\_  
**David Zook, City Recorder**

## Agenda Item #11

|                       |                                                                                                                                                                                                                                        |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description</b>    | <b>Discussion &amp; Consideration</b> – Ordinance 20-07: Residential Planned Unit Development Overlay Zone and Development Agreement for Nibley Meadows, located at approximately 1000 W and 3200 S. Proposing 301 units on 54.6 acres |
| <b>Department</b>     | Planning                                                                                                                                                                                                                               |
| <b>Presenter</b>      | Levi Roberts, City Planner                                                                                                                                                                                                             |
| <b>Recommendation</b> | Make a motion to approve Ordinance 20-07: Residential Planned Unit Development Overlay Zone and Development Agreement for Nibley Meadows, located at approximately 1000 W and 3200 S. Proposing 301 units on 54.6 acres.               |
| <b>Reviewed By</b>    | Mayor, City Manager, City Planner, Public Works Director, City Engineer                                                                                                                                                                |

### Background:

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 City Council 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](#) lists 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. The Planning Commission has made a positive recommendation of the original proposed layout with amenities that meet the requirements.

During the March 26 City Council meeting, City Council members expressed concerns with the design of the development, including the stark segregation of housing types and lack of variety of housing lot sizes. The updated design provides for more integration of townhomes and single family homes, with several townhomes and single-family homes sharing blocks and streets, and a wider range of lot sizes for single-family homes. The following considerations reflect the updated concept plan.

### **Design of Buildings**

NCC 19.32.080 provides the following architectural design standards for townhomes, condominiums and patio homes:

*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.*

*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.*

*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.*

*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*



*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.*

*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:*

*Change in building materials;*

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

*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 applicant has submitted architectural renderings for the proposed townhomes that appear to meet the standards of this ordinance. The proposed building facade includes a combination of brick veneer, stucco and vinyl siding material. Approximately 72% of building materials for front façade are of hard surface, with 79% of the rear façade of hard surface. The design of the façade includes vertical separation elements, including changes in material, roof pitch and façade step back elements. Based upon the updated concept plan, building entrances are oriented toward open space for the majority of the townhomes, with some facing toward public streets. Rear loading garages will be provided and the applicant has indicated that all units will have 2-car garages.

## **Zoning**

As displayed in the table below, the general lot sizes, open space, parking, density, and other general zoning requirements are met for an R-PUD.

|                                     | R-PUD Requirements                                                                                                            | Nibley Meadows                                                                               |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| isted on R-PUD<br>plication Map     | rcels need to be listed on the map                                                                                            | Yes                                                                                          |
| tal Gross<br>res                    | N/A                                                                                                                           | 54.602                                                                                       |
| t Developable<br>res                | N/A                                                                                                                           | 43.7                                                                                         |
| tal Open<br>ace Land                | 35%(15.29 Acres)                                                                                                              | 49.2% (21.52 Acres)                                                                          |
| its Per Net<br>velopable<br>re      | 12 Max Units                                                                                                                  | 6.88 Units                                                                                   |
| n Lot Size for<br>ngle Family<br>ts | 4,500 sq. ft.                                                                                                                 | 6,700 sq. ft.                                                                                |
| tal Lots                            | Max of 524 Unit                                                                                                               | 301 Units                                                                                    |
| ngle Family<br>wn Home Mix          | 20%/80%                                                                                                                       | 30.6%/69.4% (92 Single Family and 209 Townhomes)                                             |
| tal Park<br>ace Required            | 6.5 acres with 3 Playground, 2 swing sets, 2 sport courts or fields, 2 pavilions, 2 of either clubhouse, pool, or splash pad. | 2.91 acres with 3 Playgrounds, 2 swing sets, 2 sport courts, 3 pavilion, 1 clubhouse 1 pool. |

|                             |                                                                                           |                                                          |
|-----------------------------|-------------------------------------------------------------------------------------------|----------------------------------------------------------|
| <p>arking<br/>ownhomes)</p> | <p>2 spaces for each unit (418), and<br/>one guest parking for every 3 units<br/>(70)</p> | <p>418 garage spaces and 81 guest parking<br/>spaces</p> |
|-----------------------------|-------------------------------------------------------------------------------------------|----------------------------------------------------------|

## 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 along 1000 W and Heritage Elementary School to the north, and a single-family home located adjacent to the northwest of the project. These homes are buffered by an arterial roadway (3200 S).

In the version recommended by the Planning Commission, there is open space adjacent to a single-family lot, and a 66-foot right-of-way. The Open Space did not appear to provide a sufficient buffer for the single-family home as required below:

### 19.32.040 Area and Density Regulations

*C. A proposed R-PUD adjacent to existing single-family homes must place single-family homes adjacent to the established single-family homes unless otherwise buffered by an arterial roadway or 300-foot width of open space including a landscaped Buffer as defined within this chapter.*

The updated concept plan appears to meet this standard. It proposes to border the development with single family homes or open space along the majority of the perimeter. There are proposed townhomes along some of the perimeter, but they are adjacent to vacant agricultural land.

## 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 and construction drawings. The alignment of the water and sewer line on the south side of the parcels are being realigned.

## 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.

### **Streets and Parking**



*Nibley City Street Master Plan: Section of the proposed area*

The applicant has turned in a proposed street layout for the development, including a network of private and public streets and has described proposed cross sections of streets. Staff has reviewed the general road layout and has found it complies with the Transportation Master Plan.

Staff had some concerns about connectivity within the development with previous versions. Namely, a connection from 900 W and 1000 W. The applicant originally proposed a couple of private roadway connections between the two roads.

The updated proposed street layout provides for better connectivity and circulation for the area. There was a concern expressed previously that the majority of the traffic would be funneled into the 1000 W 3200 S intersection, near Heritage Elementary. With the new design, much of the west bound traffic would access 3200 south via 1200 west, which is slated to have a round-about improvement in the near term that can better accommodate the traffic at that intersection.

For pedestrian connectivity, the development provides several trail and sidewalk connections throughout the development, with several connections to existing and future development proposed. However, the applicant will need to provide more detail during the preliminary plat approval process that the proposed street and trail network meets pedestrian connectivity standards.

### **Traffic Study**

The applicant has 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 and construction drawings. 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, which has been updated from the original version. They are proposing that a total of 49% of the net developable area be maintained as green space, exceeding the standard of NCC 19.32.050. There was a concern that, although, the ordinance allows for park strips and other features in the public right-of-way can count toward the open space, there should be sufficient usable open space outside of this. The proposed concept plan indicates that open space, excluding sidewalks and park strips, is 35% of total area within the development. Therefore, the standard is met without including those features.

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 as required by [Nibley City Code 19.32.050 Open Space Amenities](#). The applicant will need to provide an additional playground and pavilion as required by the same code listed above. 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 if that space should be 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.

The Applicant has stated that if the City Council would like that area to be a public park, that they would be open to what improvements needed to be made on the property. 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 Nibley's Trail Master Plan (attached). The Trail Master plan shows that the 1100 W right-of-way should be turned into trail space. The applicant has shown the trail space following along 1100 W right-of-way. Staff has recommended that the single-family homes located on the very south be connected to the rest of the development with a trail along 1100 W.

### **Planning Commission Review**

The Planning Commission recommended that the developer make a few changes from the original application. One of the Planning Commission's main concerns was traffic flow within the development. The original application had a majority of the traffic funneled onto 3200 S and 1000 W. With that concern, the roads were laid out to get most of the proposed traffic onto 1200 W. The Planning Commission also requested

that the different housing types be grouped together. This caused the single-family homes to be mostly grouped in the south of the property.

The Planning Commission also recommended pulling the townhomes along 3200 S farther back to around 40 feet to provide a further buffer from 3200 S and the Heritage Elementary School.

The Planning Commission gave a positive recommendation on the application presented with a three to one vote.

### **Recommended Findings**

1. The applicant meets the site development standards of NCC 19.32 for R-PUD applications
2. A Traffic Impact Study has been completed for the project, indicating that traffic conditions will not increase beyond the City's standard.
3. The applicant has demonstrated ability to complete the project

### **Other Considerations**

1. Open space construction and phasing of the project.
2. Park Space: City ownership of the park space on 1200 W

**ORDINANCE 20-07**

**RESIDENTIAL PLANNED UNIT DEVELOPMENT OVERLAY ZONE  
APPLICATION AND DEVELOPMENT AGREEMENT FOR THE PROPOSED NIBLEY  
MEADOWS RESIDENTIAL PLANNED UNIT DEVELOPMENT**

WHEREAS, Nibley City's Moderate Income Housing Plan encourages development of higher diversity of housing types; and

WHEREAS, the City Council created the Residential Planned Unit Overlay Zone to allow a higher diversity of housing types and developments; and

WHEREAS, the City Council and Planning Commission finds the proposed Nibley Meadows Residential Planned Unit Development meets the criteria listed in Nibley City Code and is a desirable place for a Residential Planned Unit Development Overlay Zone.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF NIBLEY, UTAH THAT:

1. The attached Residential Planned Unit Development Overlay Zone Application be approved for parcels 03-018-0017, 03-050-007, and 03-050-0001
2. The attached Development Agreement be approved
3. The Overlay Zone shall not take place until the Developer and City have signed the attached Development Agreement and said Development Agreement has been properly recorded as required by Nibley City Code.
4. All ordinances, resolutions and polices of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving and law, order, resolution or ordinance or part thereof.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_ DAY OF \_\_\_\_\_ 2020.

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Shaun Dustin, Mayor

ATTEST:

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David Zook, City Recorder



**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





NIBLEY CITY

# NIBLEY MEADOWS MASTER PLAN

APRIL 2020



civilsolutionsgroupinc.

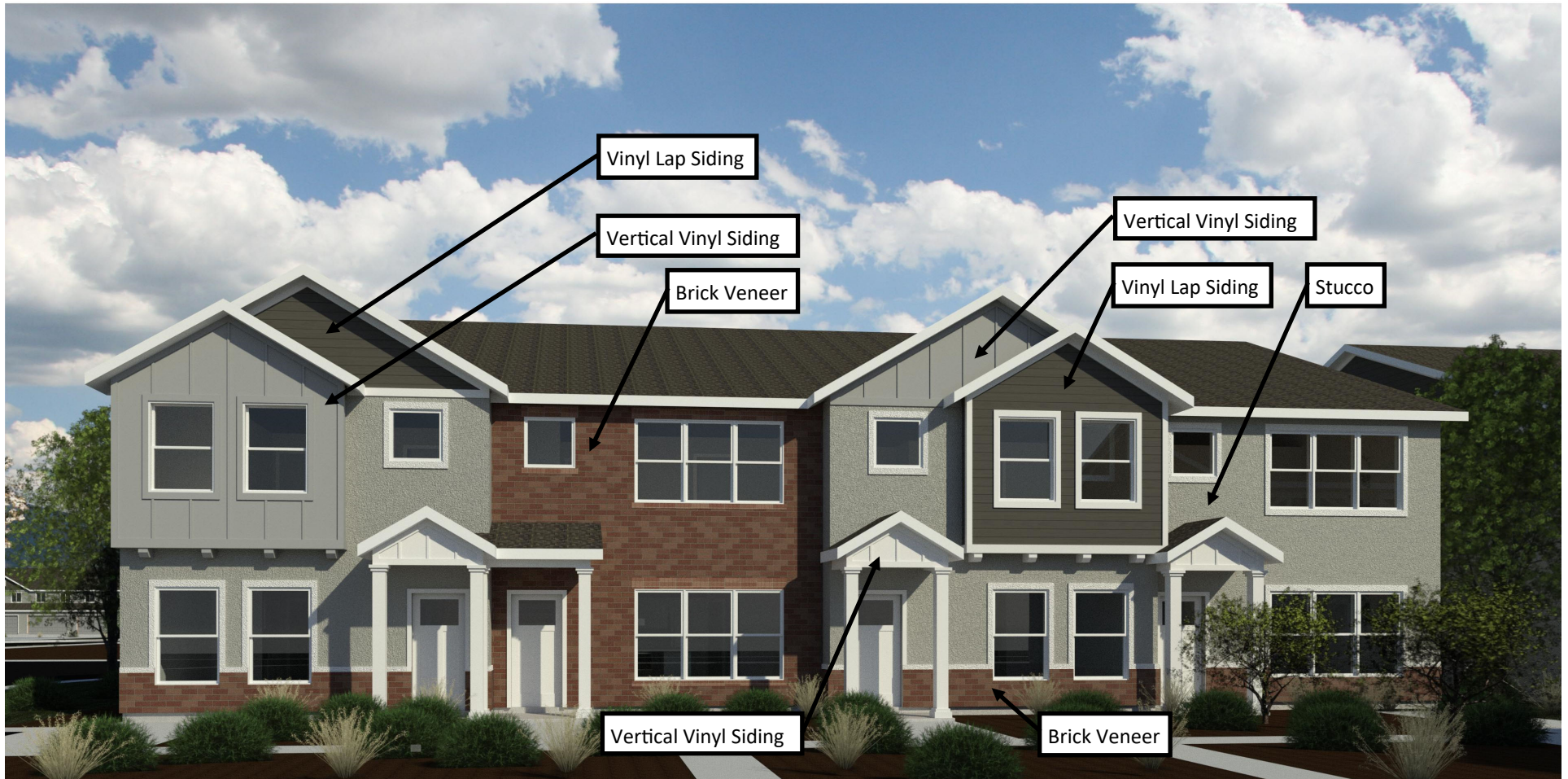




## Nibley Meadows - Phase 1

### 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%) |





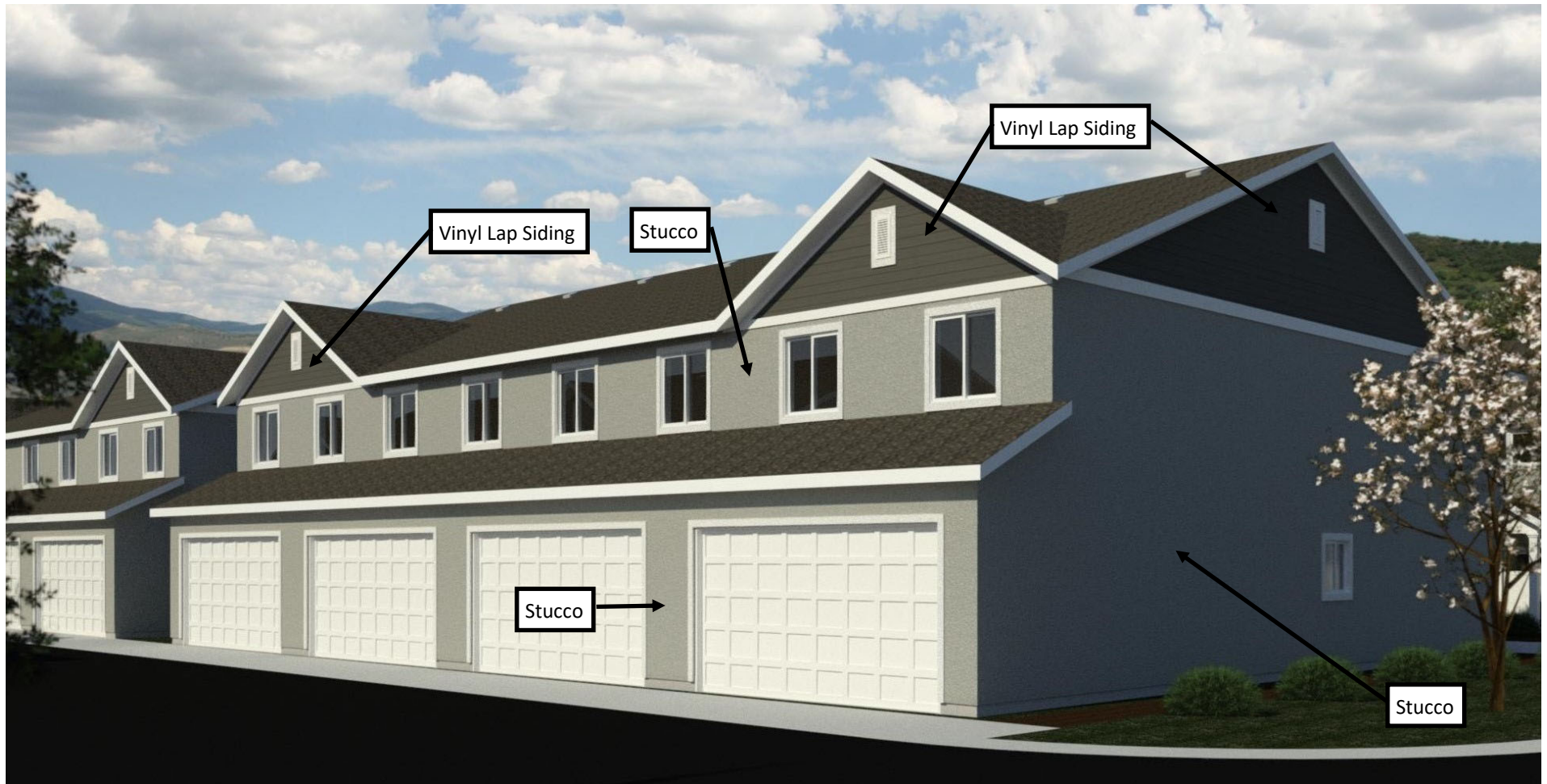
## Nibley Meadows - Phase 1

### 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)

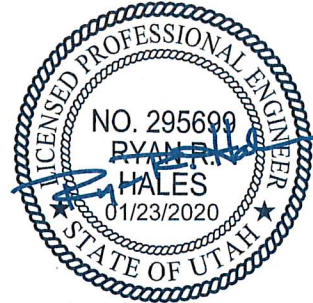
|                                                         |              |
|---------------------------------------------------------|--------------|
| Total Exterior Finish Area (Excluding Windows & Doors): | 667 SF       |
| Hard Surface Finish Area: (Stucco)                      | 527 SF (79%) |
| 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*, 10<sup>th</sup> 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   |

| <b>Table 1</b><br><b>Nibley - Riggs TIS</b><br><b>Trip Generation</b>                                                                                                   |            |                |                 |            |           |                |               |                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------|-----------------|------------|-----------|----------------|---------------|-------------------|
| <b>Weekday Daily</b>                                                                                                                                                    |            |                |                 |            |           |                |               |                   |
| Land Use <sup>1</sup>                                                                                                                                                   | # 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             |
| <b>Morning Peak Hour</b>                                                                                                                                                |            |                |                 |            |           |                |               |                   |
| Land Use <sup>1</sup>                                                                                                                                                   | # 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               |
| <b>Evening Peak Hour</b>                                                                                                                                                |            |                |                 |            |           |                |               |                   |
| Land Use <sup>1</sup>                                                                                                                                                   | # 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               |
| <sup>1</sup> Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 10th Edition, 2017.<br>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), 6<sup>th</sup> 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 95<sup>th</sup> 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 95<sup>th</sup> 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 95<sup>th</sup> percentile queue length was approximately 190 feet, and during existing (2020) plus project conditions, the 95<sup>th</sup> percentile queue length was approximately 320 feet.



**Table 1: Riggs Evening Peak Hour Level of Service**

| <b>LOS Analysis - Evening Peak Hour<br/>Nibley - Riggs TS</b>                                                                                                                                                                                                                                                                       |                                               |                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------|
| <b>Intersection</b>                                                                                                                                                                                                                                                                                                                 | <b>Level of Service (Sec/Veh)<sup>1</sup></b> |                                         |
|                                                                                                                                                                                                                                                                                                                                     | <b>Existing (2020)<br/>Background</b>         | <b>Existing (2020) Plus<br/>Project</b> |
| 1200 West / 3200 South                                                                                                                                                                                                                                                                                                              | <b>C (15.5) / NB</b>                          | <b>D (25.8) / NB</b>                    |
| 1000 West & 900 West /<br>3200 South                                                                                                                                                                                                                                                                                                | <b>A (4.9) / SB</b>                           | <b>A (6.8) / NB</b>                     |
| 3300 South / 1200 West <sup>2</sup>                                                                                                                                                                                                                                                                                                 | -                                             | <b>A (7.5) / WB</b>                     |
| Access 3 / 1200 West <sup>2</sup>                                                                                                                                                                                                                                                                                                   | -                                             | <b>A (5.5) / WB</b>                     |
| 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.<br>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.

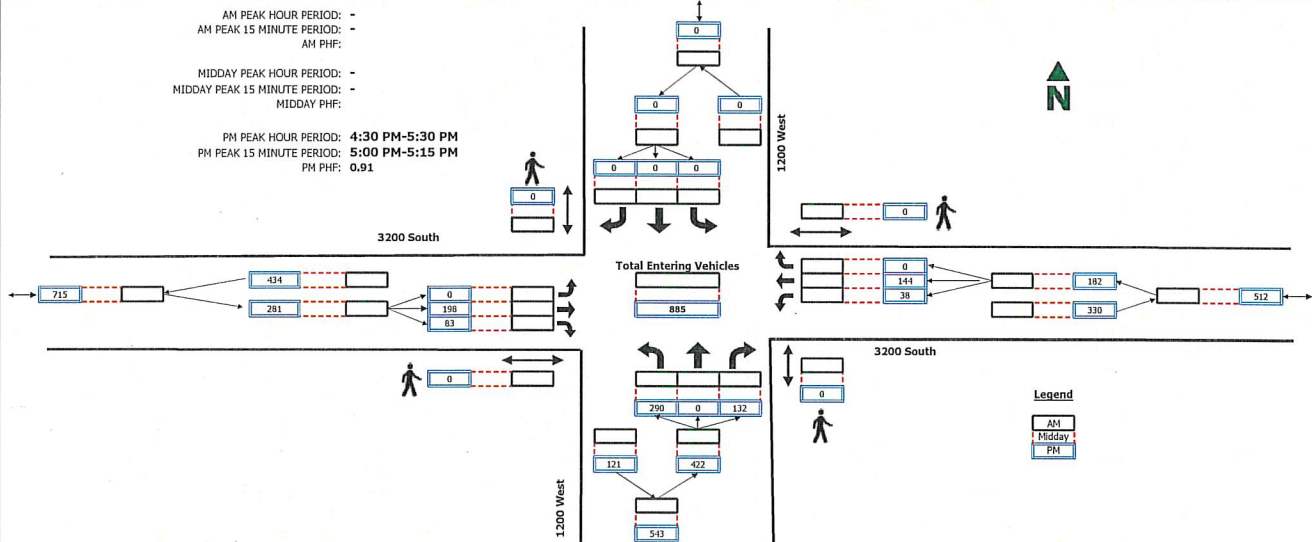
# APPENDIX A

## Turning Movement Counts



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            |



| RAW COUNT<br>SUMMARIES | 1200 West<br>Northbound |      |       |      | 1200 West<br>Southbound |      |       |      | 3200 South<br>Eastbound |      |       |      | 3200 South<br>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    | 49                      | 23   | 0     | 9    | 47                      | 0    | 0     | 0    | 195   |
| 16:30 - 16:45          | 96                      | 0    | 25    | 0    | 0                       | 0    | 0     | 0    | 48                      | 18   | 0     | 8    | 34                      | 0    | 0     | 0    | 229   |
| 16:45 - 17:00          | 49                      | 0    | 27    | 0    | 0                       | 0    | 0     | 0    | 58                      | 15   | 0     | 6    | 34                      | 0    | 0     | 0    | 189   |
| 17:00 - 17:15          | 77                      | 0    | 39    | 0    | 0                       | 0    | 0     | 0    | 46                      | 30   | 0     | 11   | 39                      | 0    | 0     | 0    | 242   |
| 17:15 - 17:30          | 68                      | 0    | 41    | 0    | 0                       | 0    | 0     | 0    | 46                      | 20   | 0     | 13   | 37                      | 0    | 0     | 0    | 225   |
| 17:30 - 17:45          | 30                      | 0    | 15    | 0    | 0                       | 0    | 0     | 0    | 39                      | 15   | 0     | 4    | 41                      | 0    | 0     | 0    | 144   |
| 17:45 - 18:00          | 14                      | 0    | 6     | 0    | 0                       | 0    | 0     | 0    | 44                      | 14   | 0     | 9    | 30                      | 0    | 0     | 0    | 117   |

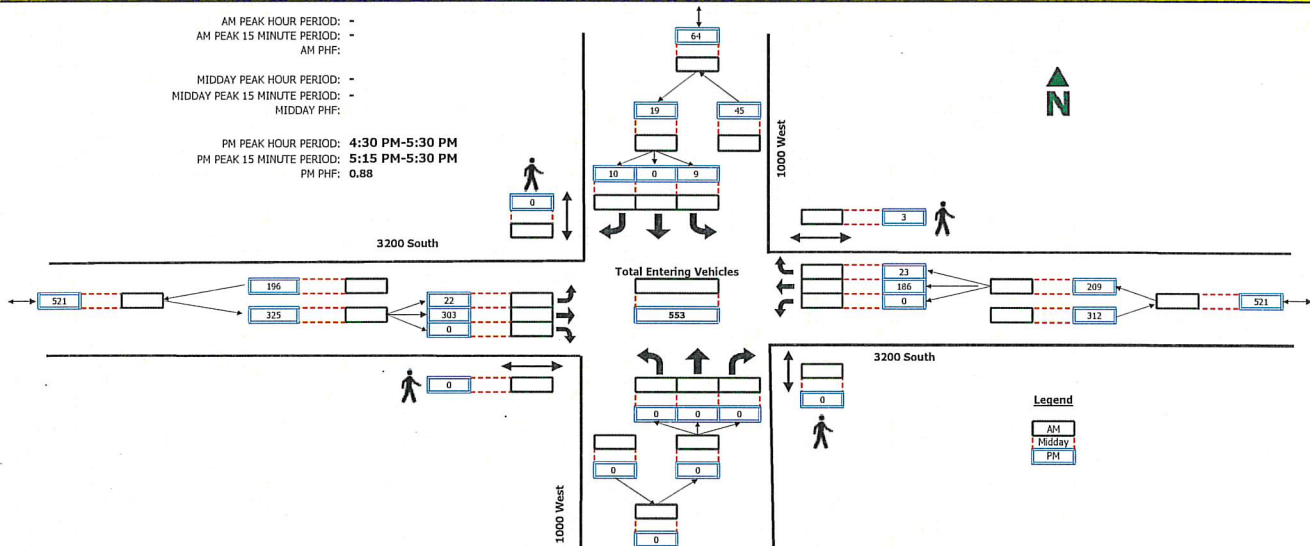


## Intersection Turning Movement Summary

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    | 6                    | 63   | 0     | 0    | 0                    | 43   | 4     | 0    | 123   |
| 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    | 3     | 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        |
|              | <b>Subtotal</b> | <b>422</b>    | <b>417</b>    | <b>99</b>  | <b>15.5</b>     | <b>C</b> |
| EB           | T               | 198           | 202           | 102        | 1.5             | A        |
|              | R               | 83            | 87            | 105        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>281</b>    | <b>289</b>    | <b>103</b> | <b>1.3</b>      | <b>A</b> |
| WB           | L               | 41            | 37            | 90         | 3.1             | A        |
|              | T               | 155           | 156           | 101        | 0.8             | A        |
|              | <b>Subtotal</b> | <b>196</b>    | <b>193</b>    | <b>98</b>  | <b>1.2</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>899</b>    | <b>899</b>    | <b>100</b> | <b>7.9</b>      | <b>A</b> |

**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        |
|              | <b>Subtotal</b> | <b>19</b>     | <b>19</b>     | <b>100</b> | <b>4.9</b>      | <b>A</b> |
| EB           | L               | 22            | 21            | 97         | 2.8             | A        |
|              | T               | 309           | 314           | 102        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>331</b>    | <b>335</b>    | <b>101</b> | <b>0.8</b>      | <b>A</b> |
| WB           | T               | 186           | 182           | 98         | 0.5             | A        |
|              | R               | 23            | 26            | 114        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>209</b>    | <b>208</b>    | <b>100</b> | <b>0.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>559</b>    | <b>562</b>    | <b>101</b> | <b>0.8</b>      | <b>A</b> |



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        |
|              | <b>Subtotal</b> | <b>438</b>    | <b>443</b>    | <b>101</b> | <b>25.8</b>     | <b>D</b> |
| EB           | T               | 246           | 248           | 101        | 1.9             | A        |
|              | R               | 90            | 100           | 111        | 0.8             | A        |
|              | <b>Subtotal</b> | <b>336</b>    | <b>348</b>    | <b>104</b> | <b>1.6</b>      | <b>A</b> |
| WB           | L               | 45            | 43            | 96         | 3.9             | A        |
|              | T               | 183           | 185           | 101        | 1.0             | A        |
|              | <b>Subtotal</b> | <b>228</b>    | <b>228</b>    | <b>100</b> | <b>1.5</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>1,003</b>  | <b>1,019</b>  | <b>102</b> | <b>12.1</b>     | <b>B</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        |
|              | <b>Subtotal</b> | <b>46</b>     | <b>47</b>     | <b>102</b> | <b>6.8</b>      | <b>A</b> |
| SB           | L               | 9             | 7             | 76         | 8.2             | A        |
|              | T               | 7             | 8             | 110        | 7.9             | A        |
|              | R               | 11            | 12            | 112        | 3.8             | A        |
|              | <b>Subtotal</b> | <b>27</b>     | <b>27</b>     | <b>100</b> | <b>6.2</b>      | <b>A</b> |
| EB           | L               | 22            | 21            | 95         | 2.7             | A        |
|              | T               | 314           | 318           | 101        | 1.4             | A        |
|              | R               | 53            | 56            | 105        | 0.8             | A        |
|              | <b>Subtotal</b> | <b>389</b>    | <b>395</b>    | <b>102</b> | <b>1.4</b>      | <b>A</b> |
| WB           | L               | 32            | 34            | 105        | 3.2             | A        |
|              | T               | 189           | 189           | 100        | 0.6             | A        |
|              | R               | 23            | 21            | 91         | 0.3             | A        |
|              | <b>Subtotal</b> | <b>244</b>    | <b>244</b>    | <b>100</b> | <b>0.9</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>707</b>    | <b>713</b>    | <b>101</b> | <b>1.8</b>      | <b>A</b> |

## 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

## 95<sup>th</sup> Percentile Queue Length Reports

# SimTraffic Queueing Report

Project: Nibley Riggs TS

Analysis: Existing (2020) Background

Time Period: Evening Peak Hour

95<sup>th</sup> 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

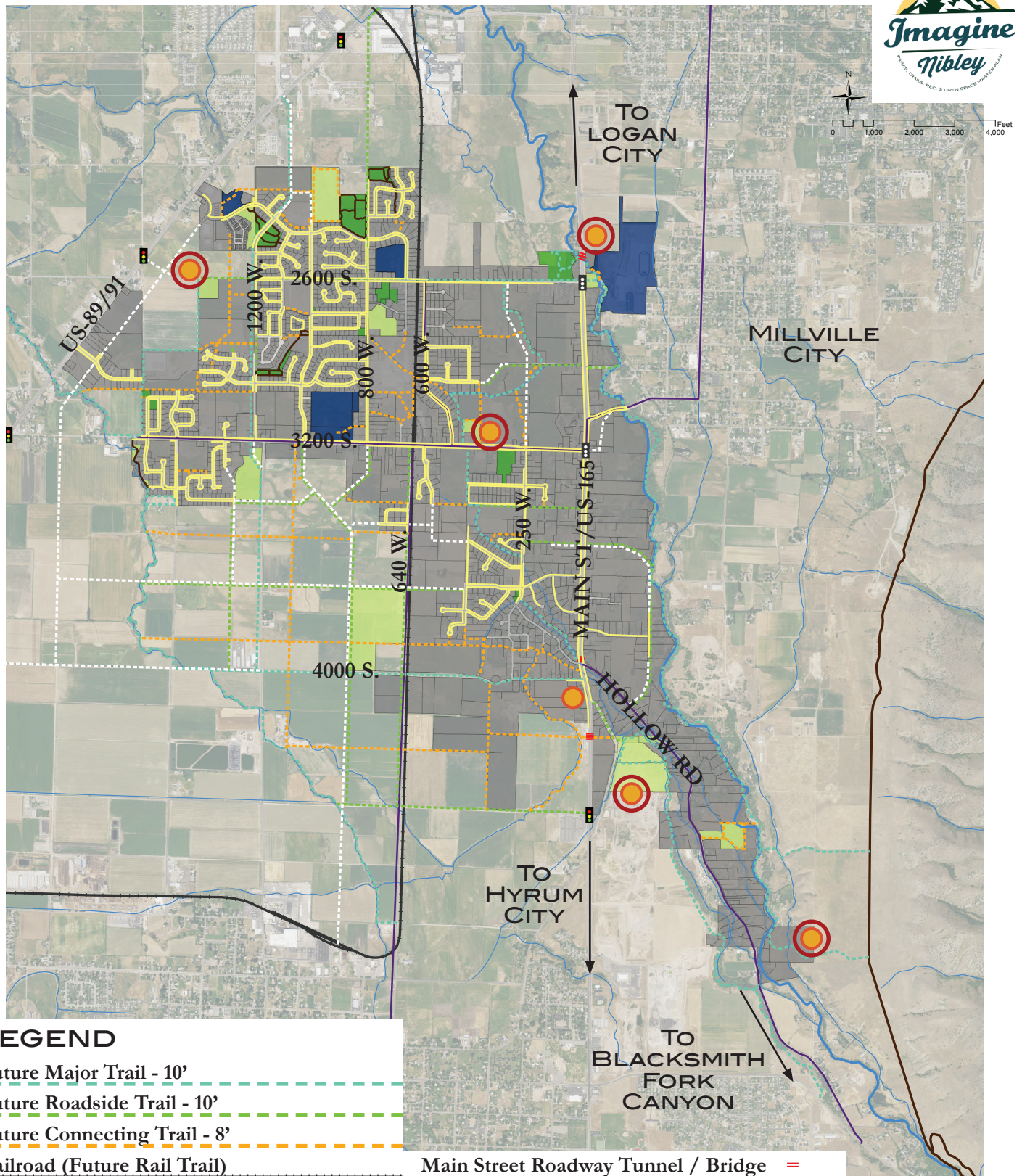
95<sup>th</sup> Percentile Queue Length (feet)



Project #: UT20-1612

| Intersection                    | NB  |     | SB |    | EB |    | WB |    |
|---------------------------------|-----|-----|----|----|----|----|----|----|
|                                 | LR  | LTR | LT | R  | L  | TR | L  | TR |
| 1200 West & 3200 South          | 318 | --  | -- | -- | -- | 7  | 42 | -- |
| 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  |

# TRAILS MAP



## LEGEND

|                              |  |
|------------------------------|--|
| Future Major Trail - 10'     |  |
| Future Roadside Trail - 10'  |  |
| Future Connecting Trail - 8' |  |
| Railroad (Future Rail Trail) |  |
| Future Roads                 |  |
| Existing Shared-Use Roadway  |  |
| Existing Park Pathway        |  |
| Existing Sidewalk            |  |
| Future Trailhead             |  |
| Existing Trailhead           |  |

|                                     |  |
|-------------------------------------|--|
| Main Street Roadway Tunnel / Bridge |  |
| Bonneville Shoreline Trail          |  |
| Blacksmith Fork River               |  |
| Canal/Stream                        |  |
| Future Park                         |  |
| Existing Park                       |  |
| School                              |  |



civilsolutionsgroupinc.



**NIBLEY CITY  
R-PUD DEVELOPMENT AGREEMENT**

THIS DEVELOPMENT AGREEMENT (“Agreement”), entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, between \_\_\_\_\_, hereinafter referred to as “Developer” and Nibley City, here in after referred to as “City”, and

WHEREAS, \_\_\_\_\_, hereinafter referred to as “the Development” seeks to obtain approval as a Residential Planned Unit Development (“R-PUD”) under Nibley City Code Title 19, Chapter 32 (“R-PUD Ordinance”); and

WHEREAS, the approval of an R-PUD requires the City, by legislative act, to apply the R-PUD overlay zone to the Development, which act is preconditioned on the Developer entering into and complying with the terms of this Agreement; and

WHEREAS, the Developer has prepared preliminary plans for the Development, including a preliminary site plan, proposed amenity improvements, proposed open space, total number of units to be developed, proposed phasing, maintenance plans, and other supporting documentation as required by the City and the R-PUD Ordinance, (“Preliminary Plans”) which plans are attached hereto and made part of this Agreement as Exhibit “A”; and

WHEREAS, it is necessary for the interest of the public welfare that the Development be developed and improved according to the specifications set forth in Nibley City Ordinances and Design Standards and this Agreement; and

NOW, THEREFORE, to induce Nibley City to approve the proposed R-PUD development and rezoning, the Developer does hereby unconditionally promise and agree with Nibley City as follows:

1. Developer hereby acknowledges receipt of a copy of the Nibley City Subdivision Ordinance, Nibley City Code Title 21, the R-PUD Ordinance and the Nibley City Design Standards. Developer hereby acknowledges that Developer, or an agent of Developer, has read and understands the provisions of the ordinances and standards and that Developer will fully and completely comply with the provisions and requirements therein contained.

2. Developer hereby acknowledges that the execution of this Agreement, on its own, does not constitute final plat approval, approval of the R-PUD rezone, or permission to begin development, and that any such approvals granted by the City may be granted only upon Developer’s compliance with the terms of the Nibley City Ordinances, Design Standards, and this Agreement.



3. This Agreement, including the Preliminary Plans attached hereto, shall govern the Development. The Developer shall develop, construct, improve, and maintain the Development in a way that is substantially similar to the Preliminary Plans. In no event may the number of units in the Development exceed the number of units described in the Preliminary Plans.

4. Developer shall develop and construct all open space, landscaping, housing units, utilities, amenities, roadways, and all other improvements in accordance with the standards listed within Nibley City Design Standards, Nibley City Code Title 21, Nibley City Code Title 21 Chapter 32.

5. Developer shall develop the park and amenities in proportional phases as required in NCC 19.32.050(A).

6. Developer shall provide a preliminary maintenance plan with the Preliminary Plans for the maintenance of amenities as required by NCC 19.32.050(B).

7. This Agreement and the Preliminary Plans may be revised or amended only upon the approval of the Nibley City Council, with the recommendation of the Planning Commission.

8. Developer shall ensure that there are no holders of interests that are superior in title to this Agreement, and that all interests, including but not limited to liens, mortgages, deeds of trust, and other similar devices, have been made subordinate to this Agreement. Developer shall provide such documentation as is necessary to establish these facts prior to receiving final plat approval or approval of the R-PUD rezone.

9. Developer shall comply with all applicable federal, state, county and City requirements, regulations and laws for each aspect of this Development, including payment of fees, provision of bonds and other guarantees, and compliance with design and construction standards. Nothing in this Agreement shall be deemed to relieve Developer from the obligation to comply with all such applicable laws, ordinances and requirements as now existing and as enacted and/or amended prior to construction. In the event of a conflict between this Agreement and any applicable federal, state, county, or city requirement, regulation, or law, the federal, state, county, or city requirement, regulation, or law shall prevail to the extent of such conflict.

10. Developer shall not engage in any construction or disturbance of soil in the development prior to issuance of the Notice to Proceed by the Public Works Director.

11. The terms and provisions of this Agreement shall be binding upon and inure to the benefit of the parties hereto mentioned and permitted successors and assigns including all parties who acquire title to any portion of the Development; provided, however, that this Agreement cannot be otherwise assigned, transferred or conveyed by either party, without the express, written consent of the other party.

12. Severability. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid for any reason, the parties consider and intend that this Agreement shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this Agreement shall remain in full force and affect.

13. Time is of the Essence. Time is of the essence to this Agreement and every right or responsibility shall be performed within the times specified.

14. Mutual Drafting. Each party has participated in negotiating and drafting this Agreement and therefore no provision of this Agreement shall be construed for or against either party based on which party drafted any particular portion of this Agreement.

15. Entire Agreement. This Agreement, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all parties.

16. No Third Parties. This Agreement, and all Exhibits thereto, is intended for the sole benefit of the named parties thereto. No third party, except for permitted successors and assigns, shall have any right to enforce any of the terms or obligations herein.

17. Recordation and Running with the Land. This Agreement shall be recorded in the chain of title for the Development. This Agreement shall be deemed to run with the land and bind all future owners of any part of the Development.

18. Attorney Fees. Both Parties shall pay for their own attorney fees and costs arising out of or connected in any way to the execution of this Agreement. Any Party that prevails in any legal proceeding, including court proceedings, arbitration, and administrative proceedings, to enforce this Agreement or adjudicate any issues under or in connection with this Agreement will be entitled to recover its reasonable attorney fees, costs, and expenses of such proceedings.

IN WITNESS WHEREOF, the parties hereto have set their hands the day and year first above written.

**NIBLEY CITY**

**DEVELOPER**

\_\_\_\_\_  
By: DAVID N. ZOOK  
Its: City Manager

\_\_\_\_\_  
By:

\_\_\_\_\_  
By:

STATE OF UTAH     )  
                              :SS  
County of Cache     )

On this \_\_\_\_ day of \_\_\_\_\_, 2019, personally appeared before me DAVID N. ZOOK, City Manager, the signer of the within instrument, who duly acknowledged to me that he executed the same as City Manager for Nibley City Corporation.

\_\_\_\_\_  
NOTARY PUBLIC

STATE OF UTAH     )  
                              : ss  
County of Cache     )

On the \_\_\_\_ day of \_\_\_\_\_, 2019, personally appeared before me, \_\_\_\_\_, Developer, the signer of the foregoing instrument, who duly acknowledged to me that he executed the same.

\_\_\_\_\_  
NOTARY PUBLIC



**Exhibit A**  
**Preliminary Plans**

## Agenda Item #12

|                |                                                                                                               |
|----------------|---------------------------------------------------------------------------------------------------------------|
| Description    | <b>Discussion &amp; Consideration</b> – Resolution 20-07: Setting Water Rates for Nibley City (First Reading) |
| Department     | Water                                                                                                         |
| Presenter      | Justin Maughan, Public Works Director                                                                         |
| Recommendation | Move to approve Resolution 20-07: Setting Water Rates for Nibley City, for first Reading.                     |
| Reviewed By    | City Manager, Public Works Director, City Treasurer                                                           |

### Background

Nibley City has been researching water rates for some time and staff and consultants have calculated new rates based on the financial needs of the water system. The last time the rate was adjusted was 2007. The State of Utah passed a law that requires cities to implement an increasing block culinary water rate structure. The idea is to incentivize water users to conserve and to penalize those who use higher amounts of water by charging an increasingly higher amount of money for each block of water sold.

During the water master plan update process, the City enlisted the help of Zions Bank Public Finance and the Rural Water Association of Utah to assist the City in looking at how to best implement a new structure. The City's goals from the onset were:

1. To comply with state law,
2. To shift more of the revenue from the water rate to the base rate,
3. To not raise the rate significantly for the average water user in Nibley and
4. To encourage conservation efforts

The reason for shifting more of the revenue to the base rate is to try and cover more of the costs the City would incur, regardless of the amount of water that is sold. By implementing the proposed base rate, 30% of the City's water revenue would come from the base rate.

If the rate is adopted as proposed, the average user in the City would see a \$20-\$35 yearly increase. Non-residential users would likely see an increase in the range of \$300-1,000 per year, based on their larger use patterns. The majority of the water used by these larger users is used to irrigate landscapes at the schools and churches.

Nibley City will also see this increased cost on a few parks that water with culinary water, but it will not have a significant impact on the overall Parks Department budget. Most Nibley parks are watered with secondary ground water systems.

By adopting the proposed rate, the financial model shows that the City will still have to borrow  $\frac{1}{2}$  to  $\frac{1}{3}$  of the \$4 million estimated to be needed to construct the next storage reservoir, which the master plan shows will be needed in the next three to five years. Staff is hopeful that, given the current economic situation, there may be some opportunities to receive grants and low interest loans for construction of the project.

Staff compared the proposed rate to other Cities in the Valley and found Nibley's proposed rate to be close to the average others are charging and lower than most. The proposal is to implement the new rate with the new fiscal year, beginning on July 1<sup>st</sup>.

#### **Proposed Base Rates:**

- 1 inch meter \$15.50
- 2 inch \$35
- 3 inch \$65
- 4 inch \$90
- 5 inch \$95
- 6 inch \$105

#### **Proposed rates per 1,000 gallons:**

- |                    |                       |
|--------------------|-----------------------|
| ● 0-5,000          | Included in base rate |
| ● 5,000-40,000     | \$1.05                |
| ● 40,000-65,000    | \$1.10                |
| ● 65,000 - 100,000 | \$1.15                |
| ● 100,000+         | \$1.35                |



## **RESOLUTION 20-07**

### **A RESOLUTION SETTING WATER RATES FOR NIBLEY CITY**

WHEREAS, water is a precious, finite, and irreplaceable resource essential to the well being of all residents and the vitality of Nibley City; and

WHEREAS, cities who operate culinary water systems are responsible for ensuring that residents have access to sufficient water supplies; and

WHEREAS, cities that supply culinary water directly to residents are responsible for setting reasonable rates for the water usage; and

WHEREAS, Utah Code and the City Code empower the Nibley City Council to set rates and charge fees for services provided by the City;

WHEREAS, Utah Code requires cities to adopt a water rate that establishes a tiered rate wherein users that consume larger volumes are charged a higher rate; and

WHEREAS, Nibley City provides culinary water services to its residents.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE NIBLEY CITY COUNCIL THAT:

1. The rate table below is hereby enacted and adopted.

#### **Base Rates**

|              |                        |
|--------------|------------------------|
| 1-inch Meter | \$15.50 per connection |
| 2-inch Meter | \$35 per connection    |
| 3-inch Meter | \$65 per connection    |
| 4-inch Meter | \$90 per connection    |
| 5-inch Meter | \$95 per connection    |
| 6-inch Meter | \$105 per connection   |

**Rates per 1,000 gallons are:**

|                  |                       |
|------------------|-----------------------|
| 0-5,000          | Included in base rate |
| 5,000-40,000     | \$1.05                |
| 40,000-65,000    | \$1.10                |
| 65,000 - 100,000 | \$1.15                |
| 100,000+         | \$1.35                |

2. This Resolution shall supersede all previous water rate resolutions, including but not limited to Resolution #05-06.
3. This Resolution shall become effective July 1, 2020.

ADOPTED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2020.

\_\_\_\_\_  
Shaun Dustin, Mayor

ATTEST:

\_\_\_\_\_  
David Zook, City Recorder

### Agenda Item #13

|                |                                                                                                                               |
|----------------|-------------------------------------------------------------------------------------------------------------------------------|
| Description    | <b>Discussion &amp; Consideration</b> – Resolution 20-08:<br>Updating Nibley City's Consolidated Fee Schedule (First Reading) |
| Department     | Administration                                                                                                                |
| Presenter      | Michelle Jensen, Treasurer                                                                                                    |
| Recommendation | Move to approve Resolution 20-08: Updating Nibley City's Consolidated Fee Schedule, for first reading.                        |
| Reviewed By    | City Manager, City Treasurer                                                                                                  |

### Background

In 2018, the Nibley City Council adopted a consolidated fee schedule for services fees and rates charged by the City. None of the fees on the previous schedule are proposed to be changed. However, some new fees are being added. In addition, the schedule will be updated to show the current rates for sewer, stormwater and water.

A new fee is being added for the following:

Subdivision Amendment Application Fee: \$30  
Minor-Subdivision Application Fee: \$30  
RPUD Application Fee: \$100  
Miscellaneous Planning and Development Application Fee: \$30  
Asphalt Preservation: \$0.25 per square foot

The schedule has also been updated to show the recently-adopted Logan Wastewater Treatment Impact Fee.



## **RESOLUTION 20-08**

### **A RESOLUTION UPDATING NIBLEY CITY'S CONSOLIDATED FEE SCHEDULE**

WHEREAS, State Law and the City Code empower the Nibley City Council to set rates and charge fees for services provided by the City;

WHEREAS, the City has historically set rates and fees for services through various resolutions from time to time as needed;

WHEREAS, the City Council finds that it is in the best interest of the City and its residents to update the consolidated schedule of all existing rates and fees and to review and updated the schedule as needed;

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE NIBLEY CITY COUNCIL THAT:

1. The Consolidated Fee Schedule attached hereto as Exhibit A and the rates, fees, and charges set forth therein are hereby enacted and adopted.
2. This Resolution does not repeal, abrogate, annual, or impair in any way the existing resolutions or ordinances of the City except to modify the rates, fees, and charges reflected in the Consolidated Fee Schedule. All rates, fees, or charges not listed in the Consolidated Fee Schedule which are contained in or promulgated pursuant to any current resolution or ordinance shall remain in full force and effect, unless and until duly modified. All resolutions or ordinances which set forth rates, fees, or charges which are contained in the Consolidated Fee Schedule are hereby superseded by the Consolidated Fee Schedule.
3. This Resolution shall become effective immediately upon passage.

ADOPTED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2020.

---

Shaun Dustin, Mayor

ATTEST:

---

David Zook, City Recorder

## Utility Service Fees

| Item                                                | Current Rate                                             |
|-----------------------------------------------------|----------------------------------------------------------|
| <b>Water</b>                                        |                                                          |
| Base Rate                                           | \$ -                                                     |
| 1" Water Service                                    | \$ 15.50                                                 |
| 2" Water Service                                    | \$ 35.00                                                 |
| 3" Water Service                                    | \$ 65.00                                                 |
| 4" Water Service                                    | \$ 90.00                                                 |
| 5" Water Service                                    | \$ 95.00                                                 |
| 6" Water Service                                    | \$ 105.00                                                |
| Rate per 1,000 gallons                              |                                                          |
| 0-5,000 Gallons                                     | Included in base rate                                    |
| 5,001 - 40,000                                      | \$ 1.05                                                  |
| 40,001 - 65,000                                     | \$ 1.10                                                  |
| 65,001 - 100,000                                    | \$ 1.15                                                  |
| 100,001 +                                           | \$ 1.35                                                  |
| <b>Townhouse Meters</b>                             |                                                          |
| Water Reconnect/Disconnect Fee                      | \$ 50.00                                                 |
| Extra Territorial Rate                              | 2 X base & usage                                         |
| <b>Sewer</b>                                        |                                                          |
| Residential Rate                                    | \$ 52.00                                                 |
| Commercial #1 (0 - 7,000 Gal)                       | \$ 52.00                                                 |
| Commercial #2 (7,001 - 15,000 Gal)                  | \$ 104.00                                                |
| Commercial #3 (15,001 - 25,000 Gal)                 | \$ 156.00                                                |
| Commercial #4 (25,001 - 50,000 Gal)                 | \$ 208.00                                                |
| Commercial #5 (50,000 Gal & Up)                     | Manual Calculation                                       |
| Pretreatment                                        | Pass through from Logan City                             |
| <b>Stormwater</b>                                   |                                                          |
| Residential                                         | \$ 7.50                                                  |
| Commercial                                          | (Sq. ft. of impervious surface/3,000) x Residential Rate |
| <b>Utility Billing Penalties</b>                    |                                                          |
| Late Fee                                            | \$ 5.00                                                  |
| Late Fee Penalty (Calculated from past due balance) | 0.0175                                                   |
| Insufficient Funds Fee                              | \$ 25.00                                                 |
| Non-Payment Disconnect/Reconnect Fee                | \$ 50.00                                                 |
| Door Hanger Fee                                     | \$ 25.00                                                 |

## **Business Licenses & Fees**

| <b>Item</b>                                                    | <b>Current Rate</b>        |
|----------------------------------------------------------------|----------------------------|
| Business License Application Fee                               | \$ 30.00                   |
| Home Business License Annual Fee (Jan-Dec)                     | \$ 30.00                   |
| Commercial & Industrial Business License Initial Fee (Jan-Dec) | \$ 250.00                  |
| Commercial & Industrial Business License Renewal Fee (Jan-Dec) | \$ 150.00                  |
| Temporary Vendor/Solicitors Business License (6 Months)        | \$ 30.00                   |
| Class B Retail License (Jan-Dec)                               | \$ 250.00                  |
| Late Fee (March 1st)                                           | \$ 10.00                   |
| Fire Marshall Inspection                                       | As charged by Cache County |



## **Building Permits & Impact Fees**

### **Impact Fees**

| Item                                         | Proposed Rate            |
|----------------------------------------------|--------------------------|
| Sewer Impact Fee 1" Service                  | \$ 1,725.00              |
| Sewer Impact Fee 1.5" Service                | \$ 3,450.00              |
| Sewer Impact Fee 2" Service                  | \$ 5,520.00              |
| Sewer Impact Fee 3" Service                  | \$ 10,349.00             |
| Sewer Impact Fee 4" Service                  | \$ 20,698.00             |
| Water Impact Fee 1" Service                  | \$ 1,950.00              |
| Water Impact Fee 1.5" Service                | \$ 3,900.00              |
| Water Impact Fee 2" Service                  | \$ 6,241.00              |
| Water Impact Fee 3" Service                  | \$ 11,701.00             |
| Water Impact Fee 4" Service                  | \$ 23,403.00             |
| Park Impact Fee                              | \$ 4,500.00              |
| Street Impact Fee Apartment                  | \$ 324.00                |
| Street Impact Fee Condominium/Townhouse      | \$ 286.00                |
| Street Impact Fee Church                     | \$ 445.00                |
| Street Impact Fee Education                  | \$ 618.00                |
| Street Impact Fee food Service/Fast Food     | \$ 4,363.00              |
| Street Impact Fee Gas Station Convenient Fee | \$ 7,950.00              |
| Street Impact Fee Hotel                      | \$ 436.00                |
| Street Impact Fee Light Industrial           | \$ 341.00                |
| Street Impact Fee Office                     | \$ 1,107.00              |
| Street Impact Fee Retail                     | \$ 2,803.00              |
| Street Impact Fee Residential Home           | \$ 467.00                |
| Street Impact Fee Warehousing                | \$242 per 1,000 sq. feet |

### **Building Permit Fees**

|                                       |                    |
|---------------------------------------|--------------------|
| Building Permit                       | Based on a formula |
| Plan Check Fee                        | Based on a formula |
| Water Connection Fee                  | \$ 700.00          |
| Stormwater Inspection Fee Residential | \$ 100.00          |

### **Development Fees**

|                                         |                             |
|-----------------------------------------|-----------------------------|
| Water Meter 1"                          | \$ 700.00                   |
| Water Meter 2"                          | \$ 1,500.00                 |
| Water Meter 3"                          | \$ 2,994.00                 |
| Water Meter 4"                          | \$ 3,942.00                 |
| Water Meter 2" - 4 Townhomes            | \$ 375.00                   |
| Water Meter 2" - 6 Townhomes            | \$ 250.00                   |
| Water Meter Lid                         | \$ 50.00                    |
| Water Meter Ring or Collar              | \$ 50.00                    |
| Water Meter Adjustment (Raise or Lower) | \$ 50.00                    |
| Road Cut Fee                            | \$1,500 (1/2 is refundable) |
| Street Sign                             | \$ 220.00                   |
| Sewer Manhole Collar                    |                             |
| Water Valve Collar                      |                             |

|                                                                                   |                     |
|-----------------------------------------------------------------------------------|---------------------|
| Stormwater Development Inspection Fee                                             |                     |
| Stormwater for Regional Ponds                                                     | \$3,000 Per Lot     |
| P & Z Misc. Applications (Example: building permits, rezone, concept plans, etc.) |                     |
| Annexation Petition Application                                                   | \$ 30.00            |
| Asphalt Preservation                                                              | .25 per Sq Foot     |
| <b>Miscellaneous Items</b>                                                        |                     |
| Gas Meter Upgrade Inspection                                                      | \$ 25.00            |
| Permanent Power Upgrade Inspection                                                | \$ 25.00            |
|                                                                                   |                     |
| Planning and Building Department Credit Card Convenience Fee                      | 3% of Total Invoice |
| Logan Wastewater Treatment Impact Fee                                             | \$ 2,433.00         |

## **Dog Licenses & Permits**

| <b>Item</b>                                       | <b>Current Rate</b> |
|---------------------------------------------------|---------------------|
| Dog Registration January-December Spayed/Neutered | \$ 15.00            |
| Dog Registration January-December Unaltered       | \$ 25.00            |
| Dog Registration July-December Spayed/Neutered    | \$ 7.50             |
| Dog Registration July-December Unaltered          | \$ 12.50            |
| Multi-Dog Permit Fee - Yearly Renewal             | \$ 30.00            |
| Multi-Dog License Application Fee                 | \$ 30.00            |
| Lost Tag                                          | \$ 5.00             |
| Kennel Fee                                        | \$15 Per Day        |
| Impound Fee (Includes first day of kennel fee)    |                     |
| Late Fee (After March 1st)                        | \$ 10.00            |



## Charges for Services

### Planning Review Fees

| g Registration January-December Spayed/Neutered | Proposed Rate      |
|-------------------------------------------------|--------------------|
| Preliminary Plat Filing Fee                     | 200 + \$10 per lot |
| Preliminary Plat Deposit                        | \$ 1,000.00        |
| Final Plat Filing Fee                           | 200 + \$10 per lot |
| Final Plat Deposit                              | \$ 2,000.00        |
| Minor Subdivision                               | 200 + \$10 per lot |
| Minor Subdivision Deposit                       | \$ 500.00          |
| Accessory Building Application                  | \$ 30.00           |
| Subdivision Amendment Application               | \$ 30.00           |
| Minor-Subdivision Application                   | \$ 30.00           |
| RPUD Application                                | \$ 100.00          |
| Misc. Planning & Development Application        | \$ 30.00           |

### Community Center Rental

|                                           |                             |
|-------------------------------------------|-----------------------------|
| Small Gathering - Resident                | \$ 50.00                    |
| Small Gathering - Non-resident            | \$ 100.00                   |
| Small Gathering - Deposit                 | \$ 150.00                   |
| Large Gathering - Resident                | \$ 150.00                   |
| Large Gathering - Non-resident            | \$ 300.00                   |
| Large Gathering - Deposit                 | \$ 150.00                   |
| Audio Visual Equipment Use                | \$ 25.00                    |
| Audio Visual Equipment Deposit            | \$ 200.00                   |
| Business, Club, & Public Meetings         | Free, City Manager Approval |
| Business, Club, & Public Meetings Deposit | \$ 50.00                    |
| Building Repair/Maintenance               | \$20/HR + Repair Cost       |

### Variance Request

|                              |           |
|------------------------------|-----------|
| Variance Request Application | \$ 200.00 |
|------------------------------|-----------|

## Recreation

### Facility Rentals

| Item                                                              | Proposed Rate |
|-------------------------------------------------------------------|---------------|
| Park Pavilion Rental (Heritage, Anhder, Virgil Gibbons, Elk Horn) | \$ 25.00      |
| Park Pavilion Rental (Elk Horn with Kitchen)                      | \$ 50.00      |
| Park Pavilion Rental Deposit (Elk Horn)                           | \$ 25.00      |
| Field Rental Baseball/Softball (Per Game, Per Field)              | \$ 25.00      |
| Athletic Field Rental (Per Game, Per Field)                       | \$ 25.00      |
| Field Lights (Per Day)                                            | \$ 10.00      |
| Field Preparation - Baseball/Softball                             | \$ 30.00      |

### Field Preparation - Athletic Field

|                             |          |
|-----------------------------|----------|
| Fitness Event Route Marking | \$ 30.00 |
|-----------------------------|----------|

### Baseball

|                |          |
|----------------|----------|
| Classic T-Ball | \$ 30.00 |
| Rookie         | \$ 30.00 |
| Minors         | \$ 60.00 |
| Majors         | \$ 65.00 |
| Pony           | \$ 75.00 |
| Late Fee       | \$ 10.00 |

### Softball

|                         |          |
|-------------------------|----------|
| Ponytail (6-8)          | \$ 30.00 |
| Fast Pitch (10 & Under) | \$ 35.00 |
| Fast Pitch (12 & Under) | \$ 40.00 |
| Fast Pitch (14 & Under) | \$ 40.00 |
| Late Fee                | \$ 10.00 |

### Super Start

|                  |          |
|------------------|----------|
| T-Ball (3-4) Fee | \$ 30.00 |
| Soccer (3-4) Fee | \$ 30.00 |
| Late Fee         | \$ 10.00 |

### Equipment Rental

|                     |          |
|---------------------|----------|
| Disc Golf (Per Set) | \$ 5.00  |
| Spikeball (Per Set) | \$ -     |
| Kubb (Per Set)      | \$ -     |
| Equipment Deposit   | \$ 20.00 |

### Nibley Fit

|                |          |
|----------------|----------|
| Day Pass       | \$ 3.00  |
| Monthly Pass   | \$ 15.00 |
| Quarterly Pass | \$ 40.00 |

Staff has discretion to adjust pass prices for promotional events

### Heritage Days

|                |                       |
|----------------|-----------------------|
| Booth Fees     | \$ 50.00              |
| Mayor's Dinner | \$10 (Up to 6 people) |
| Mayor's Dinner | \$4 Per Person        |

### Tournament Fee

|                                                                   |  |
|-------------------------------------------------------------------|--|
| Field Rental Baseball/Softball (Field Prep and lights additional) |  |
|-------------------------------------------------------------------|--|

|                                                                   |                     |
|-------------------------------------------------------------------|---------------------|
| Athletic Field Rental (Field Prep and lights additional)          |                     |
| <b>League/Clinic Fee</b>                                          |                     |
| Non City Sponsored League Team Per Season (Non Recreational Team) |                     |
| League Team Per Season (Recreational Team)                        | \$2 Per Participant |
| <b>Recreation Misc.</b>                                           |                     |
| Special Event Permit Application                                  |                     |



| Garbage                              |              |
|--------------------------------------|--------------|
| Item                                 | Current Rate |
| 60 Gallon can                        | \$ 13.15     |
| 60 Gallon Extra Empty                | \$ 13.15     |
| 90 Gallon Can                        | \$ 15.40     |
| 90 Gallon Extra Empty                | \$ 15.40     |
| New Homes (Resident Picked Up A/C)   | \$ 6.00      |
| New Homes (Logan City Delivered A/C) | \$ 27.00     |
| Recycle Container                    | \$ 3.25      |
| Green Waste Container                | \$ 5.25      |
| Bulk Waste Collection                |              |
| Vacancy Status                       | \$5          |

3 Month Minimum

| Bin Size                | 1       | 2         | 3         | 4         | 5         | 6           |
|-------------------------|---------|-----------|-----------|-----------|-----------|-------------|
| 2                       | 58.11   | \$ 115.23 | \$ 173.83 | \$ 228.45 | \$ 286.57 | \$ 343.68   |
| 3                       | 74.71   | \$ 148.42 | \$ 222.13 | \$ 294.84 | \$ 369.55 | \$ 443.26   |
| 4                       | 99.28   | \$ 197.56 | \$ 297.34 | \$ 393.12 | \$ 492.40 | \$ 590.68   |
| 6                       | 145.82  | \$ 290.64 | \$ 434.46 | \$ 579.28 | \$ 725.10 | \$ 869.92   |
| 8                       | 194.09  | 387.19    | 580.28    | \$ 772.37 | \$ 966.47 | \$ 1,159.56 |
| Communication Center    |         |           |           |           |           |             |
| 911 Communication Fee * | \$ 3.00 |           |           |           |           |             |

## **Miscellaneous Nibley City Fees**

| <b>Item</b>                                                             | <b>Current Rate</b> |
|-------------------------------------------------------------------------|---------------------|
| Copy                                                                    | \$ 0.25             |
| Fax - Residents                                                         | \$0.50 Per Page     |
| Fax - Non-Residents                                                     | \$1.00 Per Page     |
| Notary - Residents Only                                                 | FREE                |
| CC Payment Over the Phone (Waive one time if they sign up for auto pay) | \$ 4.00             |
| GRAMA Request                                                           | Actual Cost         |
| Accounts Receivable Late Fee                                            | \$ 5.00             |
| Accounts Receivable Late Fee Penalty                                    | 0.015/month         |