

PLANNING COMMISSION MEETING

Tuesday, September 28, 2021 6:00 p.m.

Notice is hereby given that the Planning Commission of the City of Cedar Hills, Utah, will hold a **Planning Commission Meeting on Tuesday, September 28, 2021 beginning at 6:00 p.m.** at the Community Recreation Center, 10640 N Clubhouse Drive, Cedar Hills, Utah. This is a public meeting, and anyone is invited to attend.

PLANNING COMMISSION MEETING

1. Call to Order
2. Public Comment: Time has been set aside for the public to express their ideas, concerns, and comments (comments limited to 3 minutes per person with a total of 30 minutes for this item)

SCHEDULED ITEMS & PUBLIC HEARINGS

3. Approval of the minutes from the July 27, 2021 Planning Commission meeting
4. Review/Recommendation and Public Hearing on Preliminary Plan approval for Cedar Hills Gateway Subdivision Phase 4, Lots 2, 3 and 4 in the SC-1 Commercial Zone
5. Review/Recommendation and Public Hearing on Amendments to City Code Title 10 Chapter 5 related to Accessory Dwelling Units

ADJOURNMENT

6. Adjourn

Posted this 17th day of September, 2021

/s/ Colleen A. Mulvey, City Recorder

Supporting documentation for this agenda is posted on the city website at www.cedarhills.org.

In accordance with the Americans with Disabilities Act, the City of Cedar Hills will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at 801-785-9668 at least 48 hours in advance of the meeting to be held.

The order of agenda items may change to accommodate the needs of the Planning Commission, the staff, and the public.

This meeting may be held electronically to permit one or more of the commission members or staff to participate.



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Chandler Goodwin, City Manager/Planner
DATE:	September 28, 2021

Planning Commission Agenda Item

SUBJECT:	Review/Recommendation and Public Hearing on Preliminary Plans for Gateway Phase D, Lots 2, 3, & 4
APPLICANT PRESENTATION:	Charlie Openshaw
STAFF PRESENTATION:	Chandler Goodwin, City Manager
BACKGROUND AND FINDINGS: The developer has submitted preliminary plans for the continued development of the Gateway Subdivision. The plan includes the construction of three additional commercial buildings, each with a drive-thru, some containing multiple units. The first phase of this development would be a two-unit commercial building. Staff has submitted the engineered plan set to the City Engineer for review. Staff will present to the Planning Commission any findings from the internal zoning review to the Planning Commission at the time of the presentation. Staff has requested that the developer submit a landscaping plan as well as building renderings. Staff will review the packet as well as all other submitted materials and present findings to the City Council	
PREVIOUS LEGISLATIVE ACTION: Planning Commission gave conceptual approval in the May 11, 2021 meeting	
FISCAL IMPACT: N/A	
SUPPORTING DOCUMENTS: Gateway civil plan set, traffic study	
RECOMMENDATION: Review packet and proposal, make any necessary recommendations for recommendation to the City Council	
MOTION: To recommend/not recommend the preliminary plan for Cedar Hills Gateway Subdivision Plat D, subject to the following conditions: {LIST ANY NECESSARY CONDITIONS FOR APPROVAL}	

CEDAR HILLS GATEWAY PLAT "B", LOTS 2 thru 4

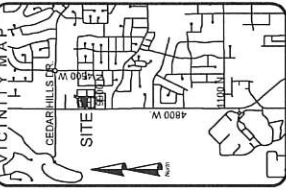
BENCHMARK ELEV: 4866.44'
WEST 1/4 CORNER OF SECTION 6,
T5S, R2E, S1.B. & M.
4700' W. (PUBLIC ROAD)

SYMBOL LEGEND:	
BOUNDARY LINE	ADJACENT PROPERTY LINE
PUBLIC UTILITY EASEMENT	SETBACK
UNDERGROUND POWER (E)	GAS (G)
SEWER PIPE (SS)	STORM DRAIN PIPE (SD)
WATER LATERAL	WATER MAIN (WM)
PRESSURIZED IRR. LINE (PI)	COMMUNICATION LINE (FO)

SYMBOL LEGEND:	
FIRE HYDRANT (FH)	SEWER MANHOLE (SSMH)
SEWER CLEANOUT (SCO)	SD MANHOLE (SDMH)
SD CURB INLET (SCCI)	WATER VALVE (WV)
PRESS. IRR. VALVE (PIV)	PI CONTROL VALVE (PCV)
POWER BOX	UTILITY BOX

GENERAL NOTES:

- ALL UNDESIRED AREAS SHALL HAVE AN UNDERGROUND SPARKING SYSTEM.
- A SAMPLING MANHOLE AND FAT AND OIL SEPARATION TRAP SHALL BE INSTALLED AT THE POINT OF ENTRY INTO THE CITY OF CEDAR HILLS STANDARD SPECIFICATIONS.
- ALL CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE CEDAR HILLS CITY CODE OF CEDAR HILLS CONSTRUCTION STANDARDS AND SPECIFICATIONS.
- ALL UTILITIES SHALL BE LOCATED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CITY OF CEDAR HILLS ENGINEERING DEPT. SHALL BE WAIVED BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- EXISTING UTILITIES ARE LOCATED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CITY OF CEDAR HILLS ENGINEERING DEPT. SHALL BE WAIVED BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF CEDAR HILLS ENGINEERING DEPT. PRIOR TO CONSTRUCTION.
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OWNER:
Blue Stakes of Utah, LLC - Nathan Beck, Manager
2230 North University Parkway, Building CD, Provo, Utah 84604
Address: 1002 W. 4800 W., Cedar Hills, UT 84404
A. Jones determined to be inside 100 year flood plain

DESIGNER:
A.L.M. & Associates, Inc.
2230 North University Parkway, Building CD, Provo, UT 84604
(801) 274-6322
www.almaassociates.com

ARCHITECT:
A.L.M. & Associates, Inc.
2230 North University Parkway, Building CD, Provo, UT 84604
(801) 274-6322
www.almaassociates.com

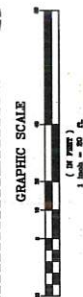
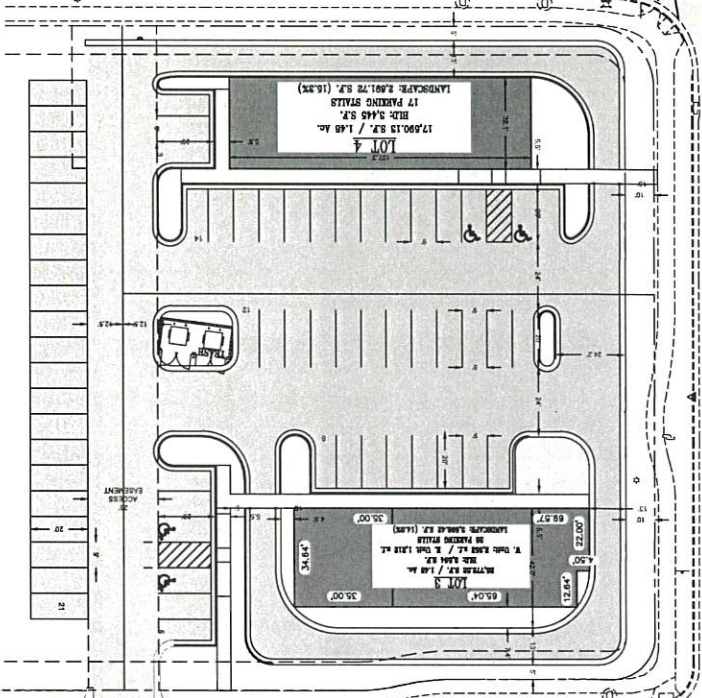
ENGINEER:
A.L.M. & Associates, Inc.
2230 North University Parkway, Building CD, Provo, UT 84604
(801) 274-6322
www.almaassociates.com

DATE:
10/1/2023

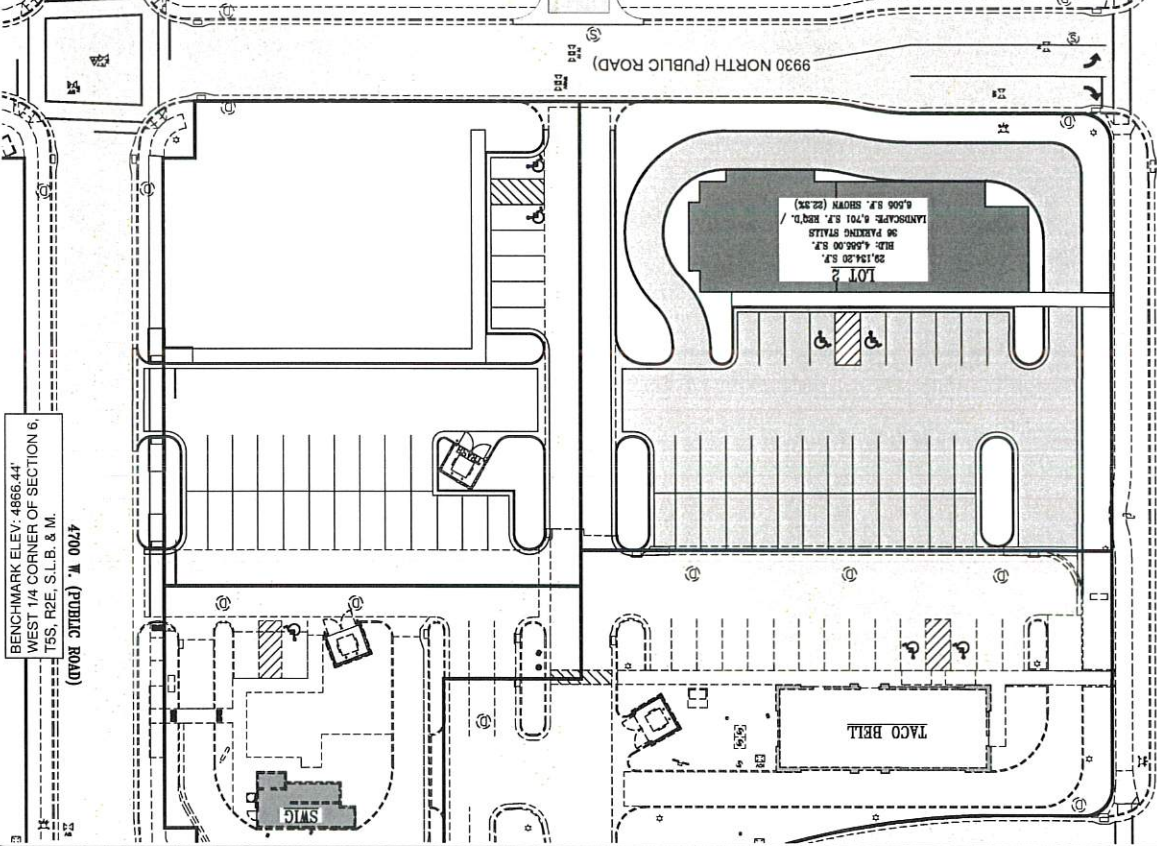
PROJECT:
CEDAR HILLS GATEWAY SUBD., PLAT "B", LOTS 2, 3 & 4

REVISIONS:

No.	Revision	Date
1	Initial	10/1/2023



GRAPHIC SCALE
1" = 20'



A.L.M. & Associates, Inc.
Engineering • Surveying • Development • Planning
2230 North University Parkway, Building CD, Provo, Utah 84604
ph: (801) 871 - 6262

Cedar Hills Gateway, Plat "B", Lot 2 - 4

RETAIL BUILDINGS

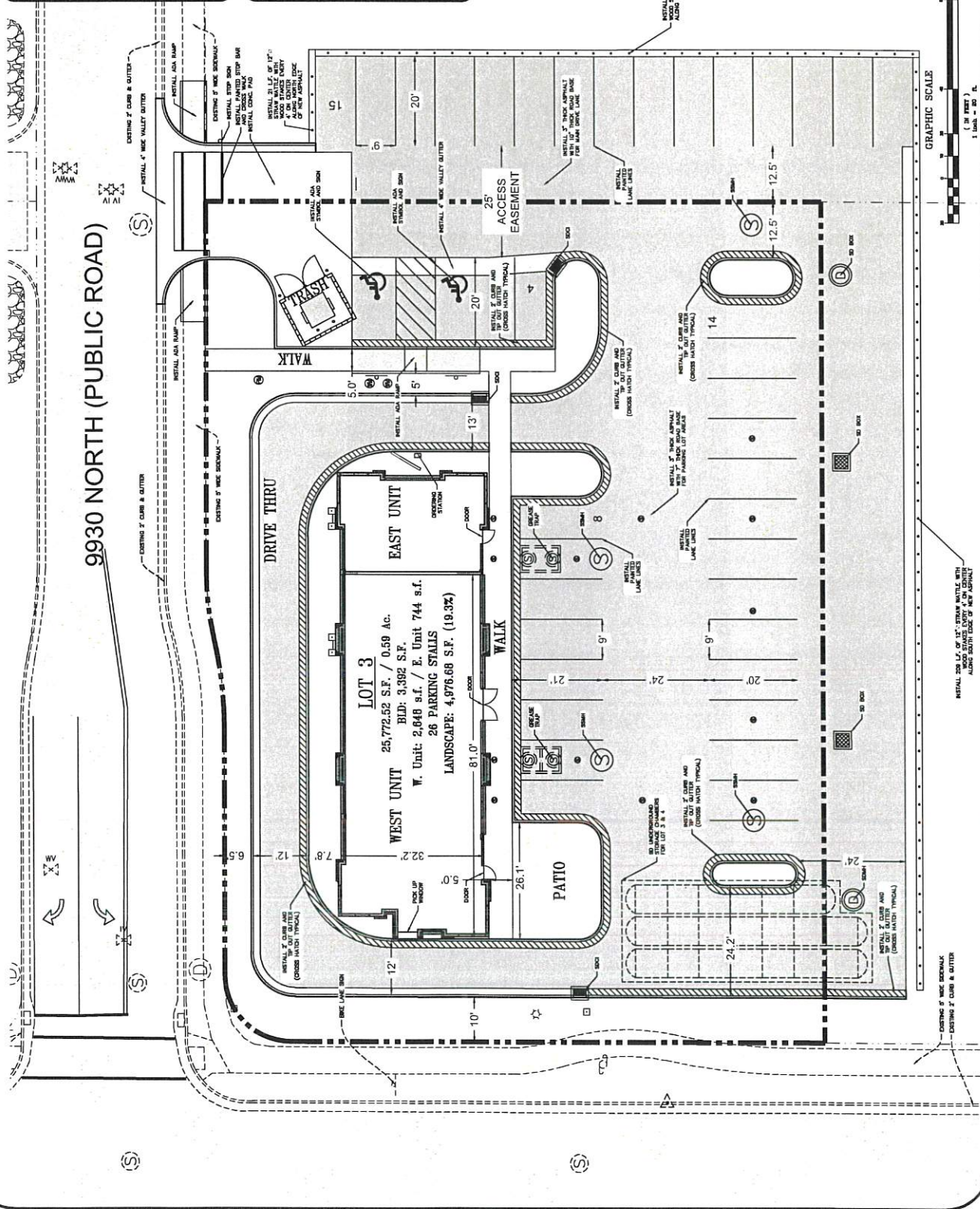
SITE PLAN LAYOUT

BLUE STAKES OF UTAH
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1880-882-4111
www.bsutah.com
www.bsutah.com

BOUNDARY DESCRIPTION:
CEDAR HILLS GATEWAY SUBD., PLAT "B", LOT 2, 3 & 4

C1.0
Sheet 1 of 1
10/1/2023

CEDAR HILLS GATEWAY PLAT "B", PHASE 2, LOT 3 - CAFE RIO SITE PLAN



- SYMBOL LEGEND:**

 - FIRE HYDRANT (FH)
 - SEWER MANHOLE (SMH)
 - SEWER CLEANOUT (SCO)
 - SD MANHOLE (SDMH)
 - SD CURB INLET (SDCI)
 - WATER VALVE (WV)
 - PRESS. IRR. VALVE (PIV)
 - WATER METER (WM)
 - PI CONTROL VALVE (PCV)
 - POWER BOX
 - UTILITY BOX
- SYMBOL LEGEND:**

 - BOUNDARY LINE
 - ADJACENT PROPERTY LINE
 - PUBLIC UTILITY EASEMENT
 - SETBACK
 - UNDERGROUND POWER (E)
 - GAS (G)
 - SEWER PIPE (SS)
 - STORM DRAIN PIPE (SD)
 - WATER LATERAL
 - WATER MAIN (WM)
 - PRESSURIZED IRR. LINE (PI)
 - COMMUNICATION LINE (FO)

SEAL

Professional Engineer

2230 North University Parkway, Building 60, Provo, Utah 84604 ph: (801) 374-6252

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SITE PLAN

OPENSRAW DEVELOPMENT

Cedar Hills Gateway, Plat "B", Phase 2, Lot 3

C2.0

55% - 100%

Page 4

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INSTALL 2" CLUMP AND 12" UTILITY W/ 12" TRUCK DRIVE LANE

EXISTING 2" CLUMP & UTILITY

EXISTING 4" WIDE VALLEY CUTTER

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INSTALL 2" CLUMP AND 12" UTILITY W/ 12" TRUCK DRIVE LANE



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2230 North University Parkway, Building ED, Provo, Utah 84604 ph: (801) 374-6262

UTILITY PLAN
OPENSHAW DEVELOPMENT
Cedar Hills Gateway, Plat "B", Phase 2, Lot 3

No.	Revision	Date

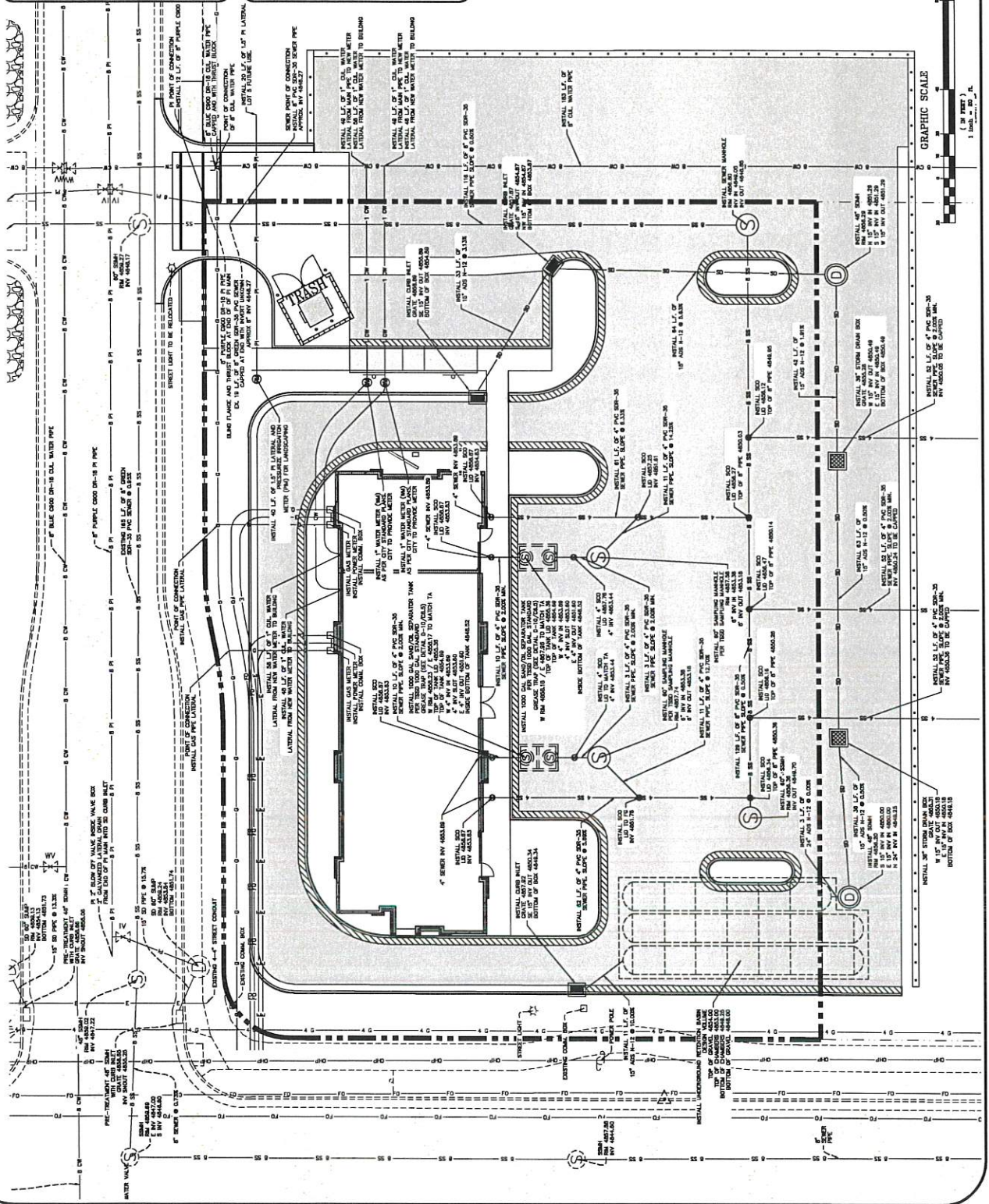
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OF
SHEETS
Pkg # 555 - 1037
www.almapro.com
Call (801) 374-6262

- SYMBOL LEGEND:**
- FIRE HYDRANT (FH)
 - SEWER MANHOLE (SMH)
 - SEWER CLEANOUT (SCD)
 - SD MANHOLE (SDMH)
 - SD CURB INLET (SDCI)
 - WATER VALVE (WV)
 - PRESS. IRR. VALVE (PIV)
 - WATER METER (WM)
 - PI CONTROL VALVE (ICV)
 - POWER BOX
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 - SEWER PIPE (SS)
 - STORM DRAIN PIPE (SD)
 - WATER LATERAL
 - WATER MAIN (WM)
 - PRESSURIZED IRR. LINE (PI)
 - COMMUNICATION LINE (FO)



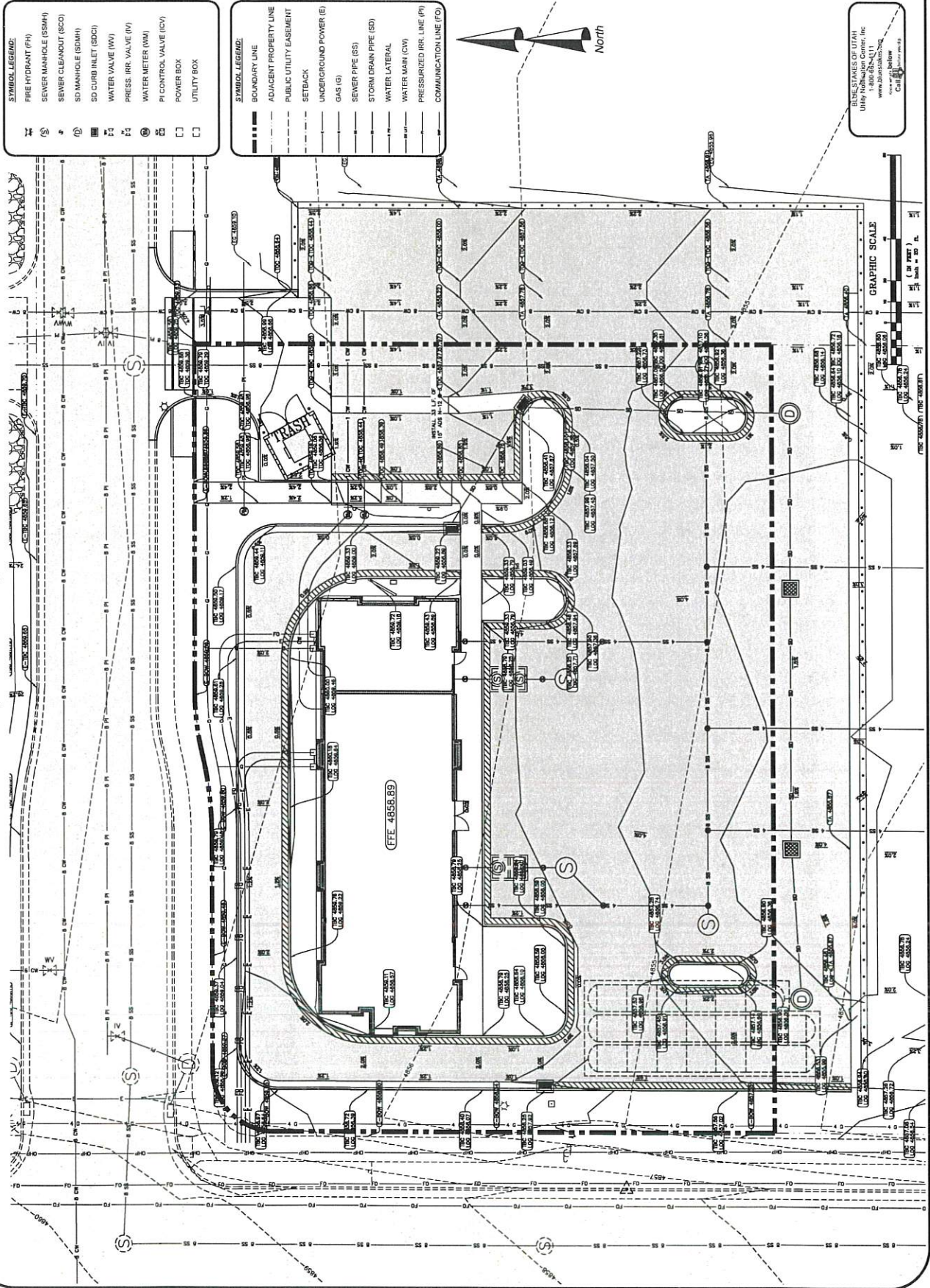
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CEDAR HILLS GATEWAY PLAT "B", PHASE 2, LOT 3 - CAFE RIO UTILITY PLAN



GRAPHIC SCALE
1" = 30' (HORIZONTAL)
1" = 10' (VERTICAL)

CEDAR HILLS GATEWAY PLAT "B", PHASE 2, LOT 3 - CAFE RIO GRADING PLAN

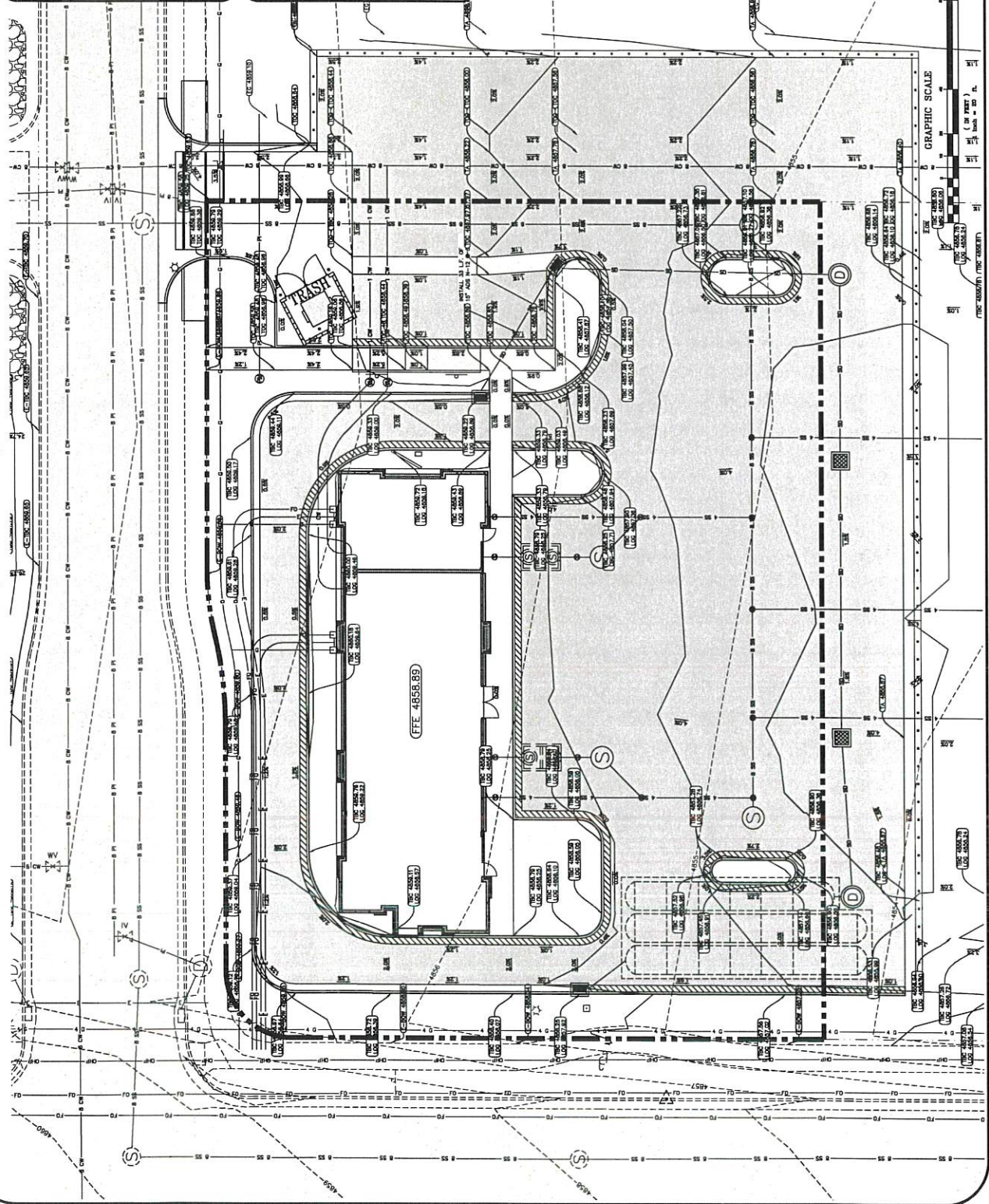


SYMBOL LEGEND:

—	FIRE HYDRANT (FH)
—	SEWER CLEANOUT (SCC)
—	SD MANHOLE (SDMH)
—	SD CURB INLET (SDCI)
—	WATER VALVE (WV)
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—	STORM DRAIN PIPE (SD)
—	WATER LATERAL
—	WATER MAIN (CM)
—	PRESSURIZED IRR. LINE (PI)
—	COMMUNICATION LINE (FO)



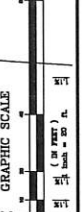
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GRADING PLAN
 OPENSRAW DEVELOPMENT
 Cedar Hills Gateway, Plat "B", Phase 2, Lot 3

No.	Revision	Date

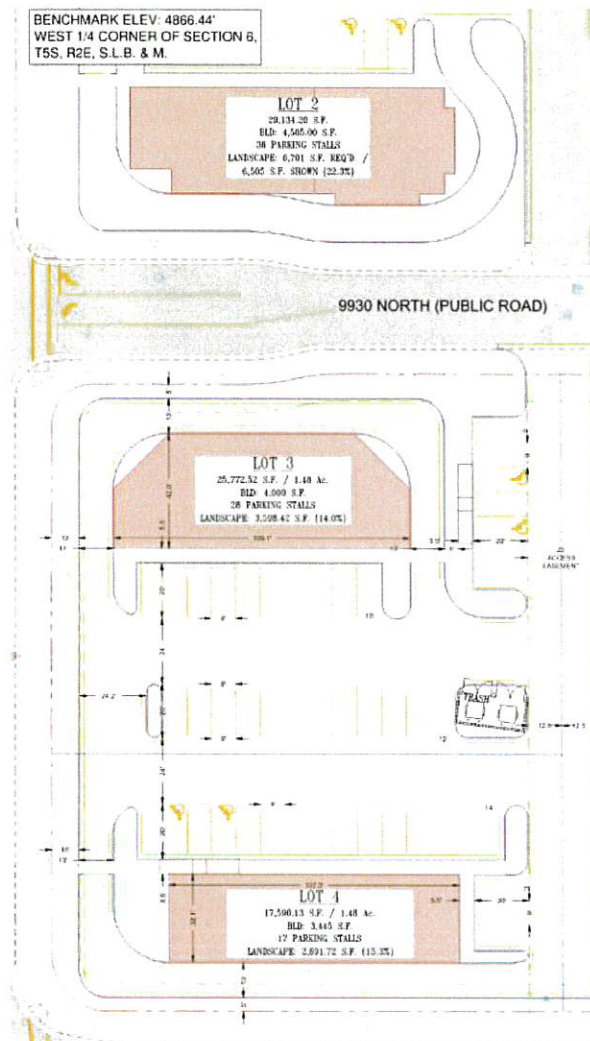
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 OF 550 - 1027

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Gateway

Traffic Impact Study



Cedar Hills, Utah

June 18, 2021

UT21-1911



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Gateway development located in Cedar Hills, Utah. The Gateway development is located on the east side of North County Boulevard (SR-129), between 9980 North and 9900 North.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021) and future (2026) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1: Evening Peak Hour Level of Service Results

Intersection		Level of Service			
		Existing (2021)		Future (2026)	
		BG	PP	BG	PP
1	9980 South / North County Boulevard (SR-129)	c	c	c	c
2	9930 South / North County Boulevard (SR-129)	b	d	c	d
3	9900 South / North County Boulevard (SR-129)	b	b	b	c
4	9980 South / Access Drive	a	a	a	a
5	9930 South / Access Drive	a	a	a	a
6	9980 South / 4700 West	a	a	a	a
7	9930 South / 4700 West	A	A	A	A
8	9900 South / 4700 West	a	a	a	a
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)					
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)					
Source: Hales Engineering, June 2021					

Table ES-2: Recommended Storage Length

Intersection		Recommended Storage Lengths (feet)											
		Northbound				Southbound				Westbound			
		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P
1	9980 South / North County Boulevard (SR-129)	-	-	-	100	-	-	-	-	-	-	-	-
2	9930 South / North County Boulevard (SR-129)	-	-	-	100	-	-	-	-	-	-	-	-
3	9900 South / North County Boulevard (SR-129)	-	-	-	100	-	-	-	-	-	-	-	-
1. Storage lengths are based on 2026 95th percentile queue lengths and do not include required deceleration / taper distances													
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable													
Source: Hales Engineering, June 2021													

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of 3 fast-food restaurants with drive-throughs totaling approximately 12,000 square feet.
- The project is anticipated to generate approximately 2,834 (+2,832 pass-by) new weekday daily trips, including 243 (+241 pass-by) trips in the morning peak hour, and 198 (+196 pass-by) trips in the evening peak hour
- Deceleration lanes are required on North County Boulevard (SR-129) at 9900 North, 9930 North, and 9980 North based on UDOT Administrative Rule R930-6

2021	Background	Plus Project
Findings	• Acceptable LOS	• Acceptable LOS • Queuing of approximately 125 feet westbound at 9930 North / North County Boulevard (SR-129)
2026	Background	Plus Project
Findings	• Acceptable LOS	• Acceptable LOS • Queuing of approximately 125 feet westbound at 9930 North / North County Boulevard (SR-129)

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Gateway development located in Cedar Hills, Utah. The proposed project is located on the east side of North County Boulevard (SR-129), between 9900 North and 9980 North. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021) and future (2026) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Cedar Hills, Utah

B. Scope

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

- 9980 North / North County Boulevard (SR-129)
- 9930 North / North County Boulevard (SR-129)
- 9900 North / North County Boulevard (SR-129)
- 9980 North / Access Drive
- 9930 North / Access Drive
- 9980 North / 4700 West
- 9930 North / 4700 West
- 9900 North / 4700 West

C. Analysis Methodology

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

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2021) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

9930 North – is a city-maintained roadway with one travel lane in each direction. There is no posted speed limit so a speed limit of 25 mph was assumed.

9980 North – is a city-maintained roadway with one travel lane in each direction. There is no posted speed limit so a speed limit of 25 mph was assumed.

C. Traffic Volumes

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

- 9980 North / North County Boulevard (SR-129)
- 9930 North / North County Boulevard (SR-129)
- 9900 North / North County Boulevard (SR-129)
- 9980 North / Access Drive
- 9930 North / Access Drive
- 9980 North / 4700 West
- 9930 North / 4700 West
- 9900 North / 4700 West

The counts were performed on Wednesday, June 2, 2021. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 68% higher than the morning peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Hales Engineering did not make seasonal adjustments to the observed traffic volumes since there were no nearby UDOT automatic traffic recorders. The traffic counts were collected during the COVID-19 pandemic when traffic volumes may have been slightly reduced due to social

distancing measures. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website, the traffic volumes on June 5, 2019 (pre-social distancing) were lower than those on June 2, 2021. Therefore, no adjustment due to the COVID-19 pandemic was made.

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2021) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.



Table 2: Existing (2021) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
9980 South / North County Boulevard (SR-129)	WB Stop	WBL	15.7	c
9930 South / North County Boulevard (SR-129)	WB Stop	SBL	14.5	b
9900 South / North County Boulevard (SR-129)	WB Stop	WBL	14.0	b
9980 South / Access Drive	NB Stop	NBL	3.8	a
9930 South / Access Drive	SB Stop	SBL	3.8	a
9980 South / 4700 West	EB/WB Stop	WBT	6.2	a
9930 South / 4700 West	AWSC	-	3.9	A
9900 South / 4700 West	SB Stop	SBL	5.3	a

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

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

Source: Hales Engineering, June 2021

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Gateway development is located on the east side of North County Boulevard (SR-129), between 9980 North and 9900 North. The development will consist of three fast-food restaurants with drive-throughs. The northern most lot will be located north of 9930 North, while the other two will be located south of 9930 North. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Fast Food Restaurant Lot 2	4,585 sq. ft.
Fast Food Restaurant Lot 3	4,000 sq. ft.
Fast Food Restaurant Lot 4	3,445 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip generation for the proposed project is included in Table 4.

Fast-food restaurants attract a large percentage of pass-by trips, which are trips along a major corridor where a vehicle may stop at the restaurant on their way to some other destination along that corridor. These make up approximately 50% of project generated trips.

The total trip generation for the development is as follows:

- Daily Trips: 2,834 (+2,832 Pass-By)
- Morning Peak Hour Trips: 243 (+241 Pass-By)
- Evening Peak Hour Trips: 198 (+196 Pass-By)

Table 4: Trip Generation

Trip Generation Cedar Hills - Gateway											
Weekday Daily Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Pass-by Reduction	Non Pass-By Entering	Non Pass-By Exiting	Total New Daily Trips
Fast-Food w/ Drive-Thru (934)	12	1,000 Sq. Ft. GFA	5,666	50%	50%	2,833	2,833	50%	1,417	1,417	2,834
Morning Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Pass-by Reduction	New Trips Entering	New Trips Exiting	Total New AM Trips
Fast-Food w/ Drive-Thru (934)	12	1,000 Sq. Ft. GFA	484	51%	49%	247	237	50%	124	119	243
Evening Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Pass-by Reduction	New Trips Entering	New Trips Exiting	Total New PM Trips
Fast-Food w/ Drive-Thru (934)	12	1,000 Sq. Ft. GFA	394	52%	48%	205	189	50%	103	95	198

¹ Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, June 2021

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project-generated trips during the evening peak hour is shown in Table 5.

Table 5: Trip Distribution

Direction To/From	New Trips	Pass-By Trips	Total
North	50%	50%	50%
South	20%	50%	35%
East	30%	-	15%

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



E. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

9930 North:

- Access Drive is located approximately 200 feet east of the 9930 North / North County Boulevard (SR-129) intersection. It accesses the project on the north and south side of 9930 North. The access is stop-controlled.

9980 North:

- Access Drive is located approximately 200 feet east of the 9980 North / North County Boulevard (SR-129) intersection. It accesses the project on the south side of 9980 North. The access is stop-controlled.

F. Auxiliary Lane Requirements

North County Boulevard (SR-129) is a state-maintained highway classified by UDOT as a Category 6 roadway ("Regional Urban Importance"). UDOT Administrative Rule R930-6 outlines minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes for this category of roadway. Table 6 shows the auxiliary lane warrants for 9900 North, 9930 North, and 9980 North. The center two-way left-turn lane (TWLTL) is provided for left-turn deceleration movements. The right-turn deceleration warrants are, or are anticipated to be, met for evening peak hour traffic volumes. Therefore, UDOT may require the installation of right-turn deceleration lanes at each access.

Table 6: Auxiliary Lane Summary – Accesses to North County Boulevard

Auxiliary Lane Type		Minimum Requirement	9900 N	9930 N	9980 N	Met?
Left turn	Deceleration (SB-to-EB)	10 vph	21 vph	50 vph	47 vph	TWLTL
Right turn	Deceleration (NB-to-EB)	25 vph	26 vph	93 vph	30 vph	Yes

IV. EXISTING (2021) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2021) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2021) background traffic volumes to predict turning movement volumes for existing (2021) plus project conditions. Existing (2021) plus project evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added, as shown in Table 7.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some queueing of approximately 125 feet is anticipated during the evening peak hour in the westbound direction at the 9930 North / North County Boulevard (SR-129) intersection.

E. Mitigation Measures

No mitigation measures are recommended.



Table 7: Existing (2021) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
9980 South / North County Boulevard (SR-129)	WB Stop	WBL	16.8	c
9930 South / North County Boulevard (SR-129)	WB Stop	WBL	26.9	d
9900 South / North County Boulevard (SR-129)	WB Stop	WBL	14.3	b
9980 South / Access Drive	NB Stop	NBL	4.1	a
9930 South / Access Drive	NB/SB Stop	NBL	5.4	a
9980 South / 4700 West	EB/WB Stop	WBT	5.8	a
9930 South / 4700 West	AWSC	-	3.7	A
9900 South / 4700 West	SB Stop	SBL	5.0	a

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

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

Source: Hales Engineering, June 2021

V. FUTURE (2026) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2026) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no projects planned before 2026 in the study area. Therefore, no changes were made to the roadway network for the future (2026) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2026) forecasted volumes from the Wasatch Front Regional Council (WFRC) / (MAG) travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2026) evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2026) background conditions, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2026) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.



Table 8: Future (2026) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
9980 South / North County Boulevard (SR-129)	WB Stop	WBL	19.8	c
9930 South / North County Boulevard (SR-129)	WB Stop	WBL	16.9	c
9900 South / North County Boulevard (SR-129)	WB Stop	WBL	15.0	b
9980 South / Access Drive	NB Stop	NBL	3.9	a
9930 South / Access Drive	NB/SB Stop	SBL	4.4	a
9980 South / 4700 West	EB/WB Stop	WBL	4.4	a
9930 South / 4700 West	AWSC	-	3.9	A
9900 South / 4700 West	SB Stop	SBL	5.3	a

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

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

Source: Hales Engineering, June 2021

VI. FUTURE (2026) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2026) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2026) background traffic volumes to predict turning movement volumes for future (2026) plus project conditions. Future (2026) plus project evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2026) plus project conditions, as shown in Table 9.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some queueing of approximately 125 feet is anticipated during the evening peak hour in the westbound direction at the 9930 North / North County Boulevard (SR-129) intersection.

E. Mitigation Measures

No mitigation measures are recommended.



Table 9: Future (2026) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
9980 South / North County Boulevard (SR-129)	WB Stop	WBL	20.2	c
9930 South / North County Boulevard (SR-129)	WB Stop	WBL	31.4	d
9900 South / North County Boulevard (SR-129)	WB Stop	WBL	17.3	c
9980 South / Access Drive	NB Stop	NBL	4.3	a
9930 South / Access Drive	NB/SB Stop	SBL	5.8	a
9980 South / 4700 West	EB/WB Stop	WBT	5.2	a
9930 South / 4700 West	AWSC	-	3.7	A
9900 South / 4700 West	SB Stop	SBL	5.1	a

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

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

Source: Hales Engineering, June 2021

APPENDIX A

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

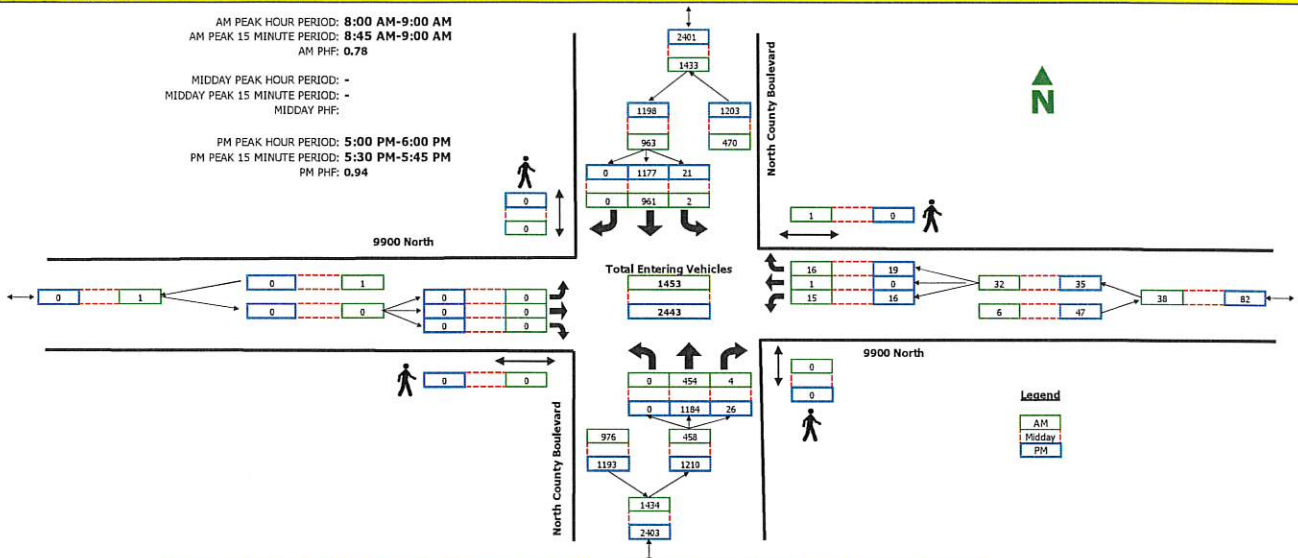
Intersection: North County Boulevard / 9900 North
North/South: North County Boulevard
East/West: 9900 North
Jurisdiction: Cedar Hills
Project Title: Gateway TIS
Project No: UT21-1911
Weather: Clear

Date: 6-2-21, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 8:45 AM-9:00 AM
AM PHF: 0.78

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:30 PM-5:45 PM
PM PHF: 0.94



RAW COUNT SUMMARIES	North County Boulevard Northbound				North County Boulevard Southbound				9900 North Eastbound				9900 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	110	1	0	2	100	0	0	0	0	0	0	2	0	4	0	219
7:15 - 7:30	0	111	4	0	1	122	0	0	0	0	0	0	6	0	6	0	250
7:30 - 7:45	0	163	1	0	1	180	0	0	0	0	0	0	5	1	7	0	358
7:45 - 8:00	0	125	1	0	0	248	0	0	0	0	0	0	2	0	1	0	377
8:00 - 8:15	0	81	0	0	0	227	0	0	0	0	0	0	2	0	4	0	314
8:15 - 8:30	0	40	1	0	0	230	0	0	0	0	0	0	1	0	0	1	272
8:30 - 8:45	0	169	3	0	1	215	0	0	0	0	0	0	5	1	6	0	400
8:45 - 9:00	0	164	0	0	1	289	0	0	0	0	0	0	7	0	6	0	467
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	198	4	0	6	253	0	0	0	0	0	0	4	1	9	0	475
16:15 - 16:30	0	259	10	0	3	264	0	0	0	0	0	0	4	0	3	0	543
16:30 - 16:45	0	261	5	0	3	289	0	0	0	0	0	0	3	0	5	0	566
16:45 - 17:00	0	230	6	0	4	244	0	0	0	0	0	0	3	0	5	0	492
17:00 - 17:15	0	254	4	0	7	282	0	0	0	0	0	0	4	0	2	0	553
17:15 - 17:30	0	326	3	0	2	286	0	0	0	0	0	0	5	0	1	0	623
17:30 - 17:45	0	317	10	0	7	300	0	0	0	0	0	0	5	0	10	0	649
17:45 - 18:00	0	287	9	0	5	309	0	0	0	0	0	0	2	0	6	0	618

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection: North County Boulevard / 9930 North
North/South: North County Boulevard
East/West: 9930 North
Jurisdiction: Cedar Hills
Project Title: Gateway TIS
Project No: UT21-1911
Weather: Clear

Date:	6-2-21, Wed
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

[illegible]

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

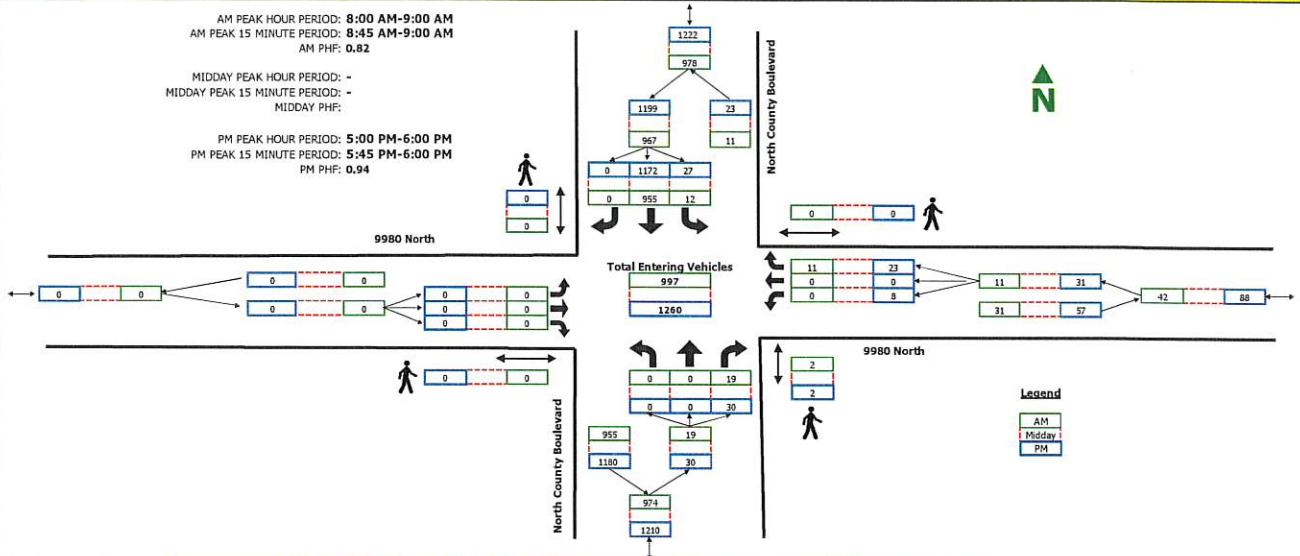
Intersection: North County Boulevard / 9980 North
North/South: North County Boulevard
East/West: 9980 North
Jurisdiction: Cedar Hills
Project Title: Gateway TIS
Project No: UT21-1911
Weather: Clear

Date: 6-2-21, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 8:45 AM-9:00 AM
AM PHF: 0.82

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:45 PM-6:00 PM
PM PHF: 0.94



RAW COUNT SUMMARIES	North County Boulevard Northbound				North County Boulevard Southbound				9980 North Eastbound				9980 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	1	1	0	103	0	0	0	0	0	0	0	0	0	0	104
7:15 - 7:30	0	0	0	1	0	123	0	0	0	0	0	0	0	0	0	0	123
7:30 - 7:45	0	0	2	0	0	181	0	0	0	0	0	0	1	0	2	0	186
7:45 - 8:00	0	0	3	0	2	245	0	0	0	0	0	0	2	0	0	0	252
8:00 - 8:15	0	0	1	0	4	225	0	0	0	0	0	0	0	0	2	0	232
8:15 - 8:30	0	0	2	0	3	228	0	0	0	0	0	0	0	0	6	0	239
8:30 - 8:45	0	0	1	2	4	216	0	0	0	0	0	0	0	0	1	0	222
8:45 - 9:00	0	0	15	0	1	286	0	0	0	0	0	0	0	0	2	0	304
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	1	2	5	254	0	0	0	0	0	0	1	0	2	0	263
16:15 - 16:30	0	0	1	0	3	262	0	0	0	0	0	0	2	0	8	0	276
16:30 - 16:45	0	0	4	0	4	279	0	0	0	0	0	0	6	0	6	0	299
16:45 - 17:00	0	0	2	0	7	245	0	0	0	0	0	0	0	0	3	0	257
17:00 - 17:15	0	0	9	0	5	282	0	0	0	0	0	0	4	0	7	0	307
17:15 - 17:30	0	0	4	1	6	283	0	0	0	0	0	0	0	0	8	0	301
17:30 - 17:45	0	0	6	1	10	297	0	0	0	0	0	0	1	0	3	0	317
17:45 - 18:00	0	0	11	0	6	310	0	0	0	0	0	0	3	0	5	0	335

Intersection Turning Movement Summary

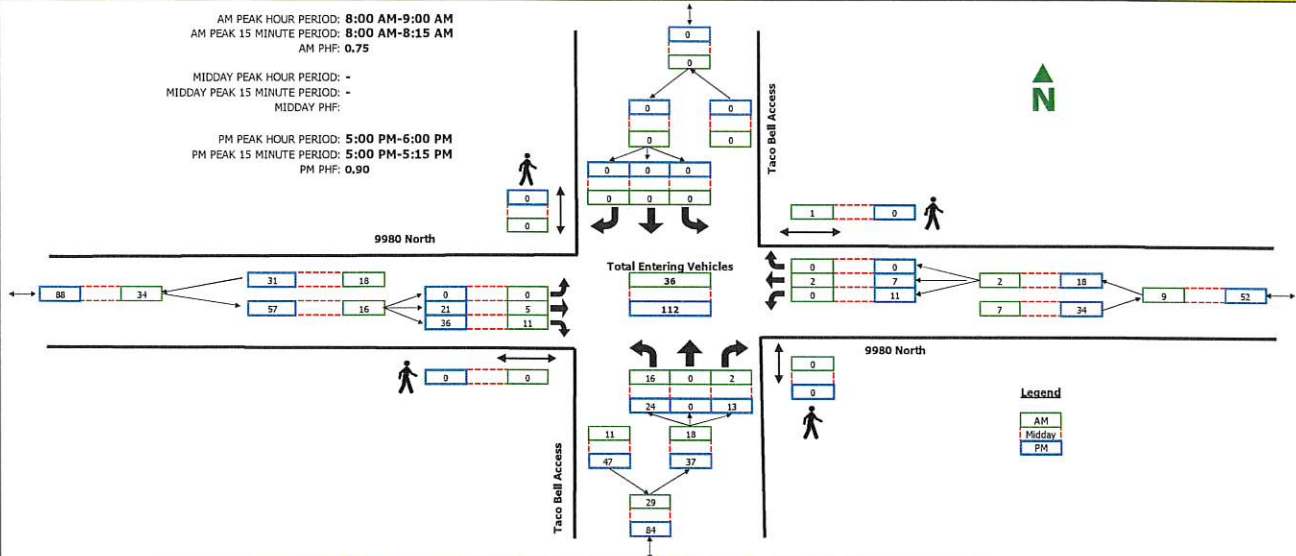
Intersection: Taco Bell Access / 9980 North
North/South: Taco Bell Access
East/West: 9980 North
Jurisdiction: Cedar Hills
Project Title: Gateway TIS
Project No: UT21-1911
Weather: Clear

Date: 6-2-21, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 8:00 AM-8:15 AM
AM PHF: 0.75

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:00 PM-5:15 PM
PM PHF: 0.90



RAW COUNT SUMMARIES	Taco Bell Access Northbound				Taco Bell Access Southbound				9980 North Eastbound				9980 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
7:30 - 7:45	3	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	6
7:45 - 8:00	2	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	6
8:00 - 8:15	5	0	1	0	0	0	0	0	0	2	3	0	0	1	0	0	12
8:15 - 8:30	5	0	0	0	0	0	0	0	0	1	3	0	0	1	0	0	10
8:30 - 8:45	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	7
8:45 - 9:00	3	0	1	0	0	0	0	0	0	2	1	0	0	0	0	1	7
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	3	0	5	0	0	0	0	0	0	1	3	1	6	1	0	0	19
16:15 - 16:30	9	0	3	0	0	0	0	0	0	1	4	0	1	0	0	0	18
16:30 - 16:45	7	0	4	0	0	0	0	0	0	1	7	0	6	3	0	1	28
16:45 - 17:00	2	0	2	0	0	0	0	0	0	0	12	0	2	0	0	0	18
17:00 - 17:15	7	0	5	0	0	0	0	0	0	6	8	0	4	1	0	0	31
17:15 - 17:30	9	0	3	0	0	0	0	0	0	4	9	0	4	1	0	0	30
17:30 - 17:45	2	0	3	0	0	0	0	0	0	7	7	0	0	4	0	0	23
17:45 - 18:00	6	0	2	0	0	0	0	0	0	4	12	0	3	1	0	0	28

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

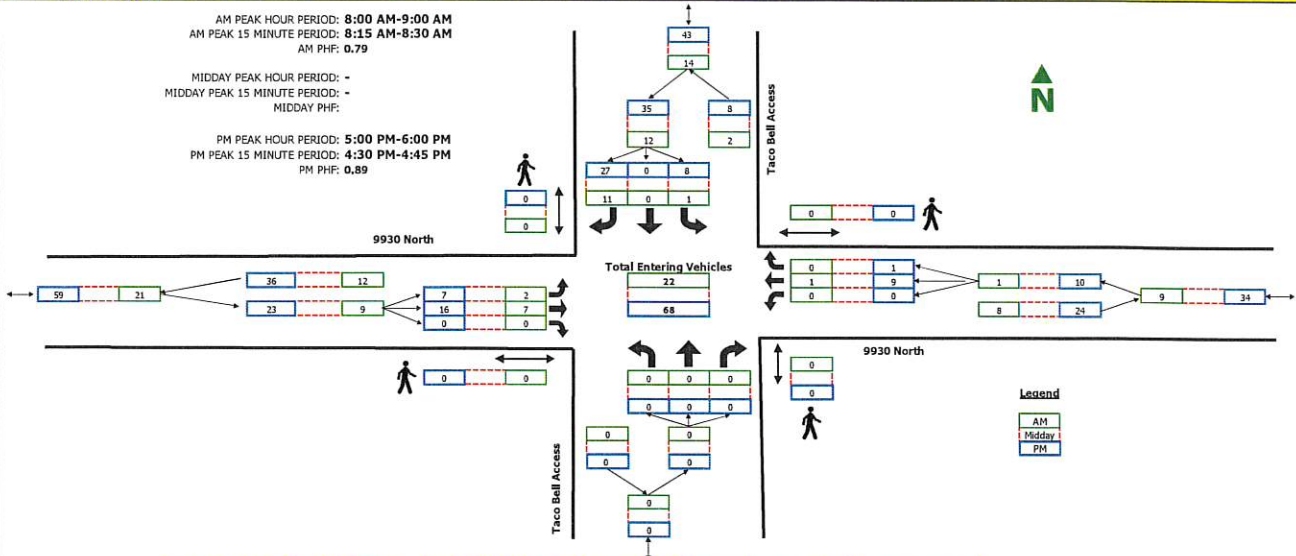
Intersection: Taco Bell Access / 9930 North
North/South: Taco Bell Access
East/West: 9930 North
Jurisdiction: Cedar Hills
Project Title: Gateway TIS
Project No: UT21-1911
Weather: Clear

Date: 6-2-21, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 8:15 AM-8:30 AM
AM PHF: 0.79

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 4:30 PM-4:45 PM
PM PHF: 0.89



RAW COUNT SUMMARIES	Taco Bell Access Northbound				Taco Bell Access Southbound				9930 North Eastbound				9930 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	1
7:45 - 8:00	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
8:00 - 8:15	0	0	0	1	0	0	3	0	1	3	0	0	0	0	0	0	7
8:15 - 8:30	0	0	0	0	0	0	3	0	1	3	0	0	0	0	0	0	7
8:30 - 8:45	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4
8:45 - 9:00	0	0	0	0	0	0	4	0	0	1	0	0	0	1	0	0	6
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	1	0	5	0	3	3	0	1	0	3	1	0	16
16:15 - 16:30	0	0	0	0	1	0	7	0	3	5	0	3	0	0	0	0	16
16:30 - 16:45	0	0	0	0	3	0	7	0	5	2	0	0	0	1	1	0	19
16:45 - 17:00	0	0	0	0	1	0	9	0	0	8	0	0	0	0	1	0	19
17:00 - 17:15	0	0	0	0	2	0	5	0	2	3	0	0	0	2	1	0	15
17:15 - 17:30	0	0	0	0	3	0	6	0	2	4	0	0	0	2	0	0	17
17:30 - 17:45	0	0	0	0	0	0	8	0	2	5	0	0	0	4	0	0	19
17:45 - 18:00	0	0	0	0	3	0	8	0	1	4	0	0	0	1	0	0	17

Intersection Turning Movement Summary

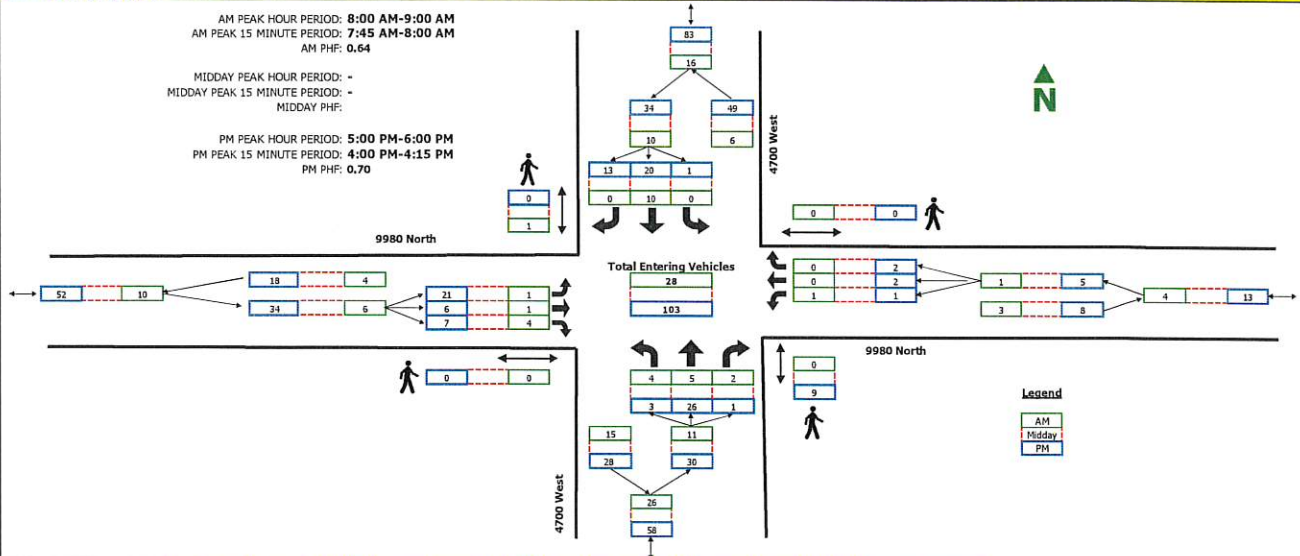
Intersection: 4700 West / 9980 North
North/South: 4700 West
East/West: 9980 North
Jurisdiction: Cedar Hills
Project Title: Gateway TIS
Project No: UT21-1911
Weather: Clear

Date: 6-2-21, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 7:45 AM-8:00 AM
AM PHF: 0.64

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 4:00 PM-4:15 PM
PM PHF: 0.70



RAW COUNT SUMMARIES	4700 West Northbound				4700 West Southbound				9980 North Eastbound				9980 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:15 - 7:30	0	3	0	0	0	3	0	1	1	0	0	0	0	0	0	0	7
7:30 - 7:45	0	0	0	0	0	2	1	2	0	1	0	0	0	0	0	0	4
7:45 - 8:00	0	3	0	0	0	4	2	0	0	0	2	0	0	0	0	0	11
8:00 - 8:15	1	1	1	0	0	2	0	1	1	1	2	0	0	0	0	0	9
8:15 - 8:30	1	1	0	0	0	2	0	0	0	0	7	1	0	0	0	0	11
8:30 - 8:45	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	7
8:45 - 9:00	1	2	0	0	0	2	0	0	0	0	1	0	1	0	0	0	7
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	1	10	0	1	0	13	7	0	3	0	2	0	0	1	0	0	37
16:15 - 16:30	0	6	0	0	0	13	1	0	4	1	0	0	0	0	0	0	25
16:30 - 16:45	4	4	1	2	1	9	5	0	5	0	0	0	0	1	0	0	30
16:45 - 17:00	0	11	0	1	0	9	3	1	1	0	1	0	0	0	0	0	25
17:00 - 17:15	0	5	0	2	0	5	5	0	8	3	1	0	0	0	0	0	27
17:15 - 17:30	2	7	1	0	0	5	3	0	3	1	2	0	1	1	0	0	26
17:30 - 17:45	1	8	0	6	0	5	2	0	6	1	3	0	0	0	0	0	26
17:45 - 18:00	0	6	0	1	1	5	3	0	4	1	1	0	0	1	2	0	24

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

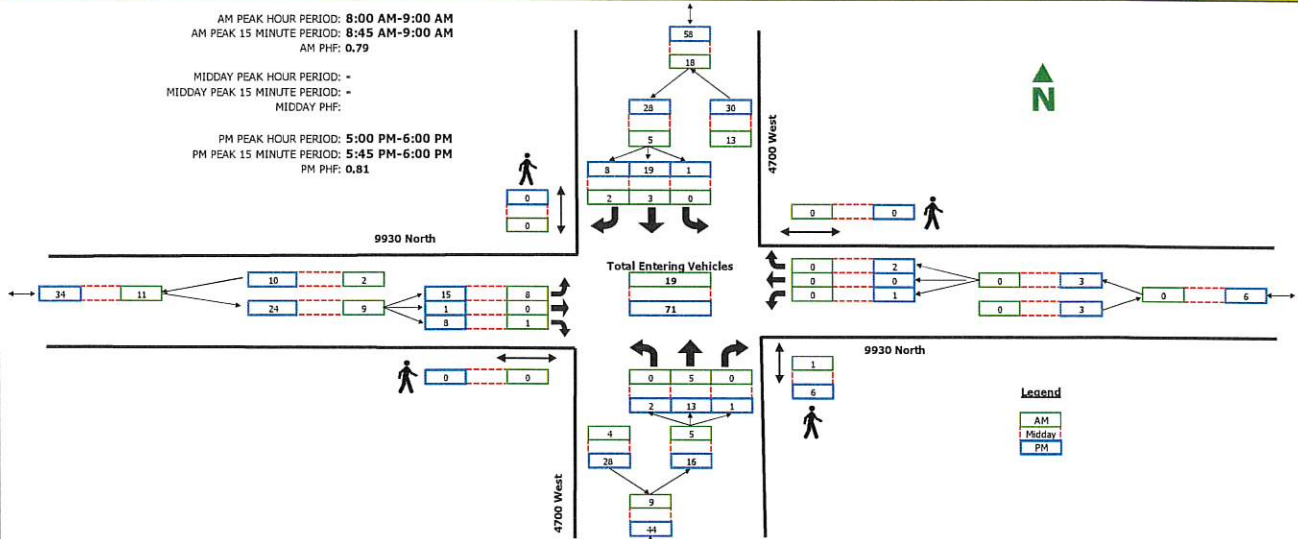
Intersection: 4700 West / 9930 North
North/South: 4700 West
East/West: 9930 North
Jurisdiction: Cedar Hills
Project Title: Gateway TIS
Project No: UT21-1911
Weather: Clear

Date: 6-2-21, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 8:45 AM-9:00 AM
AM PHF: 0.79

MIDDAY PEAK HOUR PERIOD: ~
MIDDAY PEAK 15 MINUTE PERIOD: ~
MIDDAY PHF: ~

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:45 PM-6:00 PM
PM PHF: 0.81



RAW COUNT SUMMARIES	4700 West Northbound				4700 West Southbound				9930 North Eastbound				9930 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 - 7:45	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 - 8:00	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	4
8:00 - 8:15	0	2	0	1	0	0	0	0	2	0	1	0	0	0	0	0	5
8:15 - 8:30	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	5
8:30 - 8:45	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
8:45 - 9:00	0	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	6
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	7	1	1	0	3	2	0	3	0	3	0	0	1	0	0	20
16:15 - 16:30	0	4	1	1	1	10	0	0	4	0	1	0	0	0	0	0	21
16:30 - 16:45	0	5	0	2	0	8	1	0	2	0	2	1	0	0	0	0	18
16:45 - 17:00	0	3	0	0	0	3	1	0	9	0	0	0	0	0	0	0	16
17:00 - 17:15	1	3	1	0	0	4	3	0	1	1	2	0	0	0	1	0	17
17:15 - 17:30	0	2	0	0	0	4	1	0	4	0	2	0	0	0	1	0	14
17:30 - 17:45	0	4	0	0	0	3	4	0	6	0	1	0	0	0	0	0	18
17:45 - 18:00	1	4	0	6	1	8	0	0	4	0	3	0	1	0	0	0	22

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

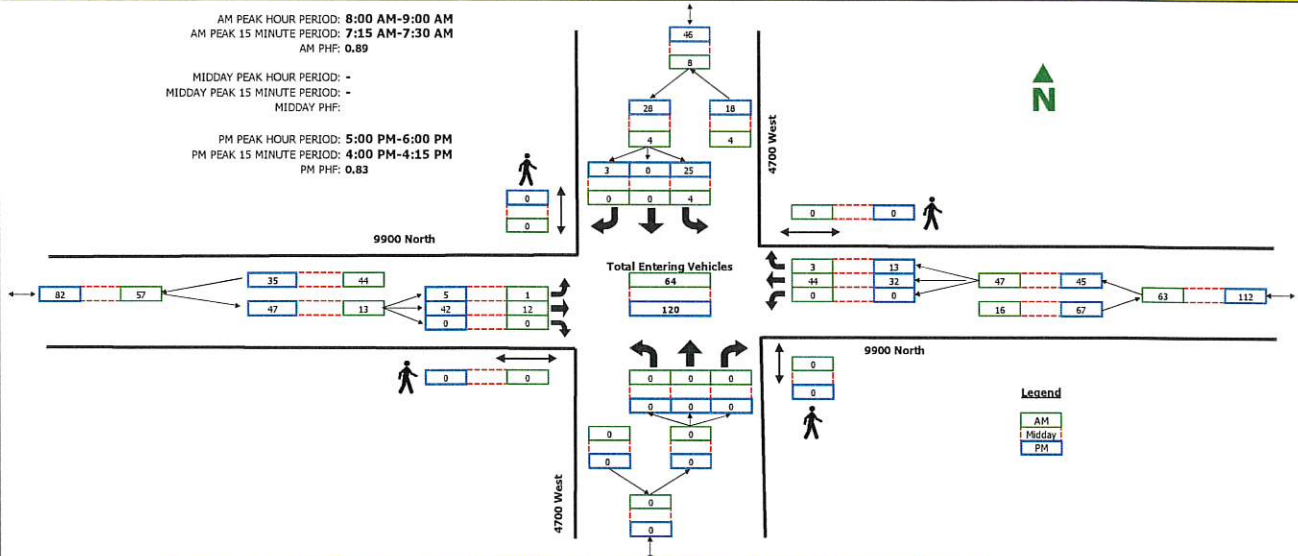
Intersection: 4700 West / 9900 North
North/South: 4700 West
East/West: 9900 North
Jurisdiction: Cedar Hills
Project Title: Gateway TIS
Project No: UT21-1911
Weather: Clear

Date: 6-2-21, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 7:15 AM-7:30 AM
AM PHF: 0.89

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 4:00 PM-4:15 PM
PM PHF: 0.83



RAW COUNT SUMMARIES	4700 West Northbound				4700 West Southbound				9900 North Eastbound				9900 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	0	11
7:15 - 7:30	0	0	0	0	1	0	0	0	0	5	0	0	0	11	1	0	18
7:30 - 7:45	0	0	0	0	1	0	0	0	0	1	0	0	0	13	1	0	16
7:45 - 8:00	0	0	0	0	1	0	1	0	0	1	0	0	0	9	0	0	12
8:00 - 8:15	0	0	0	0	0	0	0	0	1	3	0	0	0	12	1	0	17
8:15 - 8:30	0	0	0	0	3	0	0	0	0	4	0	0	0	5	1	0	13
8:30 - 8:45	0	0	0	0	1	0	0	0	0	4	0	0	0	11	0	0	16
8:45 - 9:00	0	0	0	0	0	0	0	0	0	1	0	0	0	16	1	0	18
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	6	0	1	0	0	11	0	0	0	11	7	0	36
16:15 - 16:30	0	0	0	0	8	0	1	0	3	11	0	0	0	5	2	0	30
16:30 - 16:45	0	0	0	0	11	0	1	0	2	6	0	0	0	7	3	0	30
16:45 - 17:00	0	0	0	0	4	0	0	0	0	9	0	0	0	10	1	0	24
17:00 - 17:15	0	0	0	0	8	0	0	0	2	6	0	0	0	7	4	0	27
17:15 - 17:30	0	0	0	0	6	0	0	0	0	6	0	0	0	8	4	0	24
17:30 - 17:45	0	0	0	0	3	0	0	0	2	16	0	0	0	11	2	0	33
17:45 - 18:00	0	0	0	0	8	0	3	0	1	14	0	0	0	6	3	0	35

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4800 West & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,169	1,170	100	0.7	A
	R	30	31	104	0.2	A
	Subtotal	1,199	1,201	100	0.7	A
SB	L	27	29	108	10.1	B
	T	1,173	1,163	99	2.5	A
	Subtotal	1,200	1,192	99	2.7	A
WB	L	8	8	97	15.7	C
	R	23	23	99	6.5	A
	Subtotal	31	31	100	8.9	A
Total		2,430	2,424	100	1.8	A

Intersection: 4800 West & 9930 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,182	1,182	100	0.7	A
	R	21	23	108	0.2	A
	Subtotal	1,203	1,205	100	0.7	A
SB	L	2	2	100	3.2	A
	T	1,179	1,170	99	0.3	A
	Subtotal	1,181	1,172	99	0.3	A
WB	L	20	21	104	14.5	B
	T	0	0	0		
	R	16	18	111	7.6	A
	Subtotal	36	39	108	11.3	B
Total		2,422	2,416	100	0.7	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4800 West & 9900 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,185	1,184	100	0.4	A
	R	26	26	101	0.1	A
	Subtotal	1,211	1,210	100	0.4	A
SB	L	21	20	94	9.5	A
	T	1,177	1,172	100	0.5	A
	Subtotal	1,198	1,192	99	0.7	A
WB	L	16	16	98	14.0	B
	R	19	22	114	7.9	A
	Subtotal	35	38	109	10.5	B
Total		2,444	2,440	100	0.7	A

Intersection: Access Drive & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	24	101	3.8	A
	T	8	8	100	0.0	A
	R	13	15	113	2.5	A
	Subtotal	45	47	104	2.7	A
EB	T	22	19	88	0.5	A
	R	36	41	115	0.4	A
	Subtotal	58	60	103	0.4	A
WB	L	11	11	98	1.2	A
	T	7	6	86	0.2	A
	Subtotal	18	17	94	0.8	A
Total		120	124	103	1.4	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 9930 North & Access Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	8	8	97	3.8	A
	T	12	16	133	0.2	A
	R	27	29	108	2.7	A
	Subtotal	47	53	113	2.1	A
EB	L	7	7	100	1.2	A
	T	16	18	111	0.2	A
	Subtotal	23	25	109	0.5	A
WB	T	10	10	105	0.3	A
	R	1	1	100	0.3	A
	Subtotal	11	11	100	0.3	A
Total		81	89	110	1.4	A

Intersection: 4700 West & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	1.9	A
	T	27	27	101	1.2	A
	R	1	2	200	1.0	A
	Subtotal	31	32	103	1.3	A
SB	L	1	1	100	1.1	A
	T	20	20	99	0.0	A
	R	13	13	98	0.0	A
	Subtotal	34	34	100	0.0	A
EB	L	21	19	89	3.9	A
	T	7	6	86	4.0	A
	R	7	8	114	2.8	A
	Subtotal	35	33	94	3.7	A
WB	L	1	1	100	3.3	A
	T	2	1	50	6.2	A
	R	2	3	150	2.5	A
	Subtotal	5	5	100	3.4	A
Total		106	104	99	1.7	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4700 West & 9930 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	3.0	A
	T	13	15	113	4.5	A
	R	1	2	200	2.3	A
	Subtotal	16	19	119	4.1	A
SB	L	1	0	0		
	T	19	19	99	4.8	A
	R	8	10	121	2.7	A
	Subtotal	28	29	104	4.1	A
EB	L	15	14	92	4.1	A
	T	1	1	100	5.5	A
	R	8	10	121	2.7	A
	Subtotal	24	25	104	3.6	A
WB	L	1	1	100	2.7	A
	R	2	2	100	2.9	A
	Subtotal	3	3	100	2.8	A
Total		72	76	105	3.9	A

Intersection: 9900 North & 4700 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	25	25	101	5.3	A
	T	1	1	133	0.9	A
	R	3	4	133	3.7	A
	Subtotal	29	30	103	4.9	A
EB	L	5	5	100	2.0	A
	T	42	41	98	0.4	A
	Subtotal	47	46	98	0.6	A
WB	T	32	33	104	0.1	A
	R	11	12	107	0.1	A
	Subtotal	43	45	105	0.1	A
Total		118	121	102	1.5	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4800 West & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,164	1,178	101	0.9	A
	R	30	30	101	0.5	A
	Subtotal	1,194	1,208	101	0.9	A
SB	L	47	49	104	12.4	B
	T	1,170	1,170	100	2.8	A
	Subtotal	1,217	1,219	100	3.2	A
WB	L	8	9	109	16.8	C
	R	40	40	100	6.6	A
	Subtotal	48	49	102	8.5	A
Total		2,458	2,476	101	2.2	A

Intersection: 4800 West & 9930 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,131	1,140	101	1.3	A
	R	93	96	103	0.6	A
	Subtotal	1,224	1,236	101	1.2	A
SB	L	50	47	94	11.2	B
	T	1,128	1,132	100	0.4	A
	Subtotal	1,178	1,179	100	0.8	A
WB	L	86	86	100	26.9	D
	T	0	0	0		
	R	62	68	109	8.3	A
	Subtotal	148	154	104	18.7	C
Total		2,550	2,569	101	2.1	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4800 West & 9900 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,206	1,218	101	0.6	A
	R	26	26	101	0.1	A
	Subtotal	1,232	1,244	101	0.6	A
SB	L	21	21	99	10.2	B
	T	1,192	1,198	100	0.7	A
	Subtotal	1,213	1,219	100	0.9	A
WB	L	16	14	86	14.3	B
	R	19	19	99	8.7	A
	Subtotal	35	33	94	11.1	B
Total		2,480	2,496	101	0.8	A

Intersection: Access Drive & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	41	42	102	4.1	A
	T	53	57	107	0.1	A
	R	25	25	101	2.7	A
	Subtotal	119	124	104	2.0	A
EB	T	22	19	88	0.8	A
	R	56	60	107	0.5	A
	Subtotal	78	79	101	0.6	A
WB	L	24	25	105	1.5	A
	T	7	7	100	0.5	A
	Subtotal	31	32	103	1.3	A
Total		228	235	103	1.4	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 9930 North & Access Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	81	102	5.4	A
	R	37	34	93	3.5	A
	Subtotal	117	115	98	4.8	A
SB	L	19	19	99	5.0	A
	T	2	2	133	0.2	A
	R	59	64	108	3.5	A
	Subtotal	80	85	106	3.8	A
EB	L	40	40	100	1.6	A
	T	16	17	105	0.8	A
	R	87	87	100	0.4	A
	Subtotal	143	144	101	0.8	A
WB	L	40	42	105	1.8	A
	T	9	10	108	0.6	A
	R	13	17	128	0.5	A
	Subtotal	62	69	111	1.3	A
Total		402	413	103	2.6	A

Intersection: 4700 West & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	4	133	2.2	A
	T	46	48	104	1.0	A
	R	1	1	100	0.8	A
	Subtotal	50	53	106	1.1	A
SB	L	1	1	100	0.9	A
	T	41	46	112	0.1	A
	R	26	27	105	0.1	A
	Subtotal	68	74	109	0.1	A
EB	L	33	29	89	4.0	A
	T	6	6	96	4.3	A
	R	7	9	129	2.9	A
	Subtotal	46	44	96	3.8	A
WB	L	1	0	0	5.8	A
	T	2	2	100	2.9	A
	R	2	3	150	2.9	A
	Subtotal	5	5	100	4.1	A
Total		169	176	104	1.5	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4700 West & 9930 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	33	33	101	4.0	A
	T	14	16	112	4.3	A
	R	1	1	100	3.1	A
	Subtotal	48	50	104	4.1	A
SB	L	1	1	100	3.5	A
	T	20	20	103	4.9	A
	R	29	35	122	3.0	A
	Subtotal	50	56	112	3.7	A
EB	L	34	35	104	3.8	A
	T	2	2	114	1.5	A
	R	37	32	87	2.8	A
	Subtotal	73	69	95	3.3	A
WB	L	1	1	100	2.3	A
	R	2	2	100	3.4	A
	Subtotal	3	3	100	3.0	A
Total		172	178	103	3.7	A

Intersection: 9900 North & 4700 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	54	49	91	5.0	A
	R	3	4	133	2.9	A
	Subtotal	57	53	93	4.8	A
EB	L	5	6	120	2.0	A
	T	42	42	100	0.4	A
	Subtotal	47	48	102	0.6	A
WB	T	32	30	94	0.3	A
	R	42	44	105	0.2	A
	Subtotal	74	74	100	0.2	A
Total		178	175	98	1.7	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4800 West & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,222	1,224	100	0.8	A
	R	35	36	104	0.2	A
	Subtotal	1,257	1,260	100	0.8	A
SB	L	30	32	108	12.9	B
	T	1,231	1,230	100	2.8	A
	Subtotal	1,261	1,262	100	3.1	A
WB	L	10	7	68	19.8	C
	R	25	29	117	6.8	A
	Subtotal	35	36	103	9.3	A
Total		2,552	2,558	100	2.0	A

Intersection: 4800 West & 9930 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,236	1,238	100	0.8	A
	R	25	26	105	0.2	A
	Subtotal	1,261	1,264	100	0.8	A
SB	L	5	5	100	7.1	A
	T	1,236	1,232	100	0.4	A
	Subtotal	1,241	1,237	100	0.4	A
WB	L	25	24	97	16.9	C
	T	1	2	200	0.4	A
	R	20	21	104	8.6	A
	Subtotal	46	47	102	12.5	B
Total		2,548	2,548	100	0.8	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4800 West & 9900 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,241	1,243	100	0.5	A
	R	30	34	114	0.1	A
	Subtotal	1,271	1,277	100	0.5	A
SB	L	25	22	89	9.2	A
	T	1,235	1,233	100	0.6	A
	Subtotal	1,260	1,255	100	0.8	A
WB	L	22	20	90	15.0	B
	R	20	22	109	7.3	A
	Subtotal	42	42	100	11.0	B
Total		2,574	2,574	100	0.8	A

Intersection: Access Drive & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	26	105	3.9	A
	T	15	15	98	0.0	A
	R	15	16	105	2.6	A
	Subtotal	55	57	104	2.5	A
EB	T	25	26	104	0.5	A
	R	40	44	110	0.4	A
	Subtotal	65	70	108	0.4	A
WB	L	15	14	92	1.3	A
	T	11	11	100	0.4	A
	Subtotal	26	25	96	0.9	A
Total		146	152	104	1.3	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 9930 North & Access Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	10	9	88	4.4	A
	T	10	11	107	0.1	A
	R	35	37	106	2.8	A
	Subtotal	55	57	104	2.5	A
EB	L	10	11	107	1.4	A
	T	20	21	102	0.2	A
	Subtotal	30	32	107	0.6	A
WB	T	10	10	98	0.4	A
	R	5	5	100	0.4	A
	Subtotal	15	15	100	0.4	A
Total		101	104	103	1.6	A

Intersection: 4700 West & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	60	2.8	A
	T	30	32	105	1.1	A
	R	2	2	100	0.9	A
	Subtotal	37	37	100	1.2	A
SB	L	2	1	50	1.6	A
	T	25	25	101	0.1	A
	R	16	16	98	0.0	A
	Subtotal	43	42	98	0.1	A
EB	L	24	24	101	4.0	A
	T	9	9	97	4.0	A
	R	8	9	109	2.9	A
	Subtotal	41	42	102	3.8	A
WB	L	2	2	100	4.4	A
	T	4	4	100	4.4	A
	R	4	4	100	3.3	A
	Subtotal	10	10	100	4.0	A
Total		132	131	99	1.9	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4700 West & 9930 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	3.5	A
	T	15	15	98	4.6	A
	R	2	2	100	3.3	A
	Subtotal	20	20	100	4.3	A
SB	L	5	5	100	4.2	A
	T	21	22	106	4.5	A
	R	10	11	107	2.9	A
	Subtotal	36	38	106	4.0	A
EB	L	17	16	93	3.9	A
	T	3	2	67	5.8	A
	R	10	11	107	2.8	A
	Subtotal	30	29	97	3.6	A
WB	L	2	1	50	4.7	A
	T	2	1	50	4.7	A
	R	5	7	140	2.9	A
	Subtotal	9	9	100	3.3	A
Total		96	96	100	3.9	A

Intersection: 9900 North & 4700 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	25	23	93	5.3	A
	T	1	2	200	0.8	A
	R	7	8	114	4.0	A
	Subtotal	33	33	100	4.7	A
EB	L	5	4	80	2.3	A
	T	50	52	103	0.3	A
	Subtotal	55	56	102	0.4	A
WB	T	35	34	98	0.2	A
	R	15	15	98	0.1	A
	Subtotal	50	49	98	0.2	A
Total		138	138	100	1.4	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4800 West & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,216	1,214	100	0.9	A
	R	35	34	98	0.5	A
	Subtotal	1,251	1,248	100	0.9	A
SB	L	50	49	98	13.0	B
	T	1,228	1,241	101	3.0	A
	Subtotal	1,278	1,290	101	3.4	A
WB	L	10	8	78	20.2	C
	R	42	40	95	6.6	A
	Subtotal	52	48	92	8.9	A
Total		2,581	2,586	100	2.3	A

Intersection: 4800 West & 9930 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,184	1,183	100	1.3	A
	R	97	100	103	0.6	A
	Subtotal	1,281	1,283	100	1.2	A
SB	L	53	56	106	13.2	B
	T	1,184	1,192	101	0.5	A
	Subtotal	1,237	1,248	101	1.1	A
WB	L	91	87	96	31.4	D
	T	1	1	133	4.9	A
	R	66	65	98	8.4	A
	Subtotal	158	153	97	21.5	C
Total		2,676	2,684	100	2.3	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour **Project #:** UT21-1911

Intersection: 4800 West & 9900 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,262	1,266	100	0.6	A
	R	30	32	108	0.1	A
	Subtotal	1,292	1,298	100	0.6	A
SB	L	25	24	97	11.3	B
	T	1,250	1,254	100	0.7	A
	Subtotal	1,275	1,278	100	0.9	A
WB	L	22	22	99	17.3	C
	R	20	18	89	8.7	A
	Subtotal	42	40	95	13.4	B
Total		2,610	2,616	100	1.0	A

Intersection: Access Drive & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	37	88	4.3	A
	T	60	65	108	0.1	A
	R	27	28	105	2.8	A
	Subtotal	129	130	101	1.9	A
EB	T	25	24	96	0.7	A
	R	60	60	100	0.5	A
	Subtotal	85	84	99	0.6	A
WB	L	28	24	86	1.6	A
	T	11	11	100	0.4	A
	Subtotal	39	35	90	1.2	A
Total		253	249	98	1.3	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 9930 North & Access Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	79	99	5.5	A
	R	37	38	103	3.5	A
	Subtotal	117	117	100	4.9	A
SB	L	21	20	94	5.8	A
	T	0	1	400	0.1	A
	R	67	64	95	3.6	A
	Subtotal	88	85	97	4.1	A
EB	L	43	44	102	1.7	A
	T	21	22	105	0.8	A
	R	87	90	103	0.4	A
	Subtotal	151	156	103	0.8	A
WB	L	40	41	102	1.8	A
	T	10	10	98	0.8	A
	R	17	17	99	0.5	A
	Subtotal	67	68	101	1.3	A
Total		424	426	101	2.7	A

Intersection: 4700 West & 9980 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	2.1	A
	T	50	49	98	1.0	A
	R	2	3	150	0.9	A
	Subtotal	57	56	98	1.1	A
SB	L	2	1	50	2.9	A
	T	46	45	98	0.2	A
	R	29	28	97	0.1	A
	Subtotal	77	74	96	0.2	A
EB	L	36	34	95	4.2	A
	T	8	9	109	5.0	A
	R	8	10	121	2.9	A
	Subtotal	52	53	102	4.1	A
WB	L	2	2	100	3.5	A
	T	4	4	100	5.2	A
	R	4	5	125	3.0	A
	Subtotal	10	11	110	3.9	A
Total		196	194	99	1.7	A

SimTraffic LOS Report

Project: Cedar Hills Gateway TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1911

Intersection: 4700 West & 9930 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	32	95	3.9	A
	T	16	18	111	4.2	A
	R	2	2	100	2.9	A
	Subtotal	52	52	100	4.0	A
SB	L	5	4	80	3.9	A
	T	22	22	102	4.7	A
	R	31	32	104	2.9	A
	Subtotal	58	58	100	3.7	A
EB	L	36	33	92	3.9	A
	T	4	5	133	3.6	A
	R	39	42	108	2.9	A
	Subtotal	79	80	101	3.4	A
WB	L	2	1	50	5.6	A
	T	2	1	50	6.4	A
	R	5	5	100	2.7	A
	Subtotal	9	7	78	3.6	A
Total		196	197	100	3.7	A

Intersection: 9900 North & 4700 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	54	54	100	5.1	A
	R	7	9	129	3.5	A
	Subtotal	61	63	103	4.9	A
EB	L	5	3	60	2.2	A
	T	50	53	105	0.4	A
	Subtotal	55	56	102	0.5	A
WB	T	35	31	89	0.3	A
	R	46	48	104	0.2	A
	Subtotal	81	79	98	0.2	A
Total		197	198	101	1.8	A

APPENDIX C

Site Plan

LOT 2
20,400 S.F.
Bld: 4,500 S.F.
20 PARKING STALLS
LANDSCAPE: 9,701 S.F. BENT / 9,500 S.F. SHOWN (22.3%)

LOT 3
25,772.52 S.F. / 1.48 AC.
Bld: 4,000 S.F.
20 PARKING STALLS
LANDSCAPE: 3,598.42 S.F. (14.0%)

LOT 4
17,200.13 S.F. / 1.48 AC.
Bld: 3,445 S.F.
17 PARKING STALLS
LANDSCAPE: 2,801.72 S.F. (16.3%)

LOT 6
24,670.59 S.F.
Bld: 7,340.00 S.F.
20 PARKING STALLS
LANDSCAPE: 5,674 S.F. BENT / 3,300 S.F. SHOWN (13.7%)

4800 WEST (PUBLIC ROAD)

9930 NORTH (PUBLIC ROAD)

4700 WEST (PUBLIC ROAD)

GRAPHIC SCALE
1 inch = 20 feet

North

CONCEPT PLAN

RETAIL BUILDINGS

Cedar Hills Gateway, Plat "B", Lot 3 - 4

C1.0

BLUE STAKES OF UTAH
Utility 1-800-962-4111
www.bluestakes.org

SEAL

A.L.M. & Associates, Inc.
Engineering • Surveying • Development • Planning
2230 North University Parkway, Building 6D, Provo, Utah 84604 ph: (801) 374-2828

LOT
29,134.2
BLD: 4,535
36 PARKING
LANDSCAPE: 6,700
6,500 S.F. SHED

LOT 6
24,670.89 S.F.
BLD: 7,348.00 S.F.
29 PARKING STALLS
LANDSCAPE: 6,674 S.F., REQ'D. /
3,200 S.F. SHOWN (11.7%)

25,772.52 \$
 BID: 4
 28 PARK
 LANDSCAPE: 3,55

107.3
LOT 4
0.13 S.F. / 1.48 Ac.
BLD: 3,445 S.F.
PARKING STALLS
E: 2,691.72 S.F. (16.3%)

4800 WEST (PUBLIC ROAD)

9900 NORTH (PUBLIC ROAD)

GRAPHIC SCALE

(10 PART)
1 inch = 20 ft.

SYMBOL LEGEND:	
	FIRE HYDRANT (FH)
	SEWER MANHOLE (SSMH)
	SEWER CLEANOUT (SCO)
	SD MANHOLE (SDMH)
	SD CURB INLET (SDCI)
	WATER VALVE (WV)
	PRESS. IRR. VALVE (IV)
	WATER METER (WM)
	PI CONTROL VALVE (ICV)
	POWER BOX
	UTILITY BOX

SYMBOL LEGEND:

	BOUNDARY LINE
	ADJACENT PROPERTY LINE
	PUBLIC UTILITY EASEMENT
	SETBACK
	UNDERGROUND POWER (E)
	GAS (G)
	SEWER PIPE (SS)
	STORM DRAIN PIPE (SD)
	WATER LATERAL
	WATER MAIN (CW)
	PRESSURIZED IRR. LINE (PI)
	COMMUNICATION LINE (FO)

[illegible][illegible]

BOUNDARY DESCRIPTION:
CEDAR HILLS GATEWAY SUBD.,
PLAT "B", LOT 3, 4 & 5

BLUE STAKES OF UTAH
Utility Notification Center, Inc.
1-800-662-4111
www.bluestakes.org
Know what's **below**
Call 811  before you dig

Cedar Hills Gateway, Plat "B", Lot 3 - 4	RETAIL BUILDINGS	CONCEPT PLAN
--	------------------	--------------

No.	Revision	Date

C1.0
OF SHEETS

Proj # 559 - 1037

A.L.M. & Associates, Inc.
Engineering • Surveying • Development • Planning
2230 North University Parkway, Building 5D, Provo, Utah 84604 ph: (801) 374-6282

SEAL

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Cedar Hills Gateway TIS

Analysis: Existing (2021) Background

Time Period: Evening Peak Hour

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



Project #: UT21-1911

Intersection	NB				SB				EB				WB			
	LR	LTR	T	TR	L	LR	LTR	T	L	LTR	L	LT	LTR	R		
01: 4800 West & 9980 North				25	50						50			50		
02: 4800 West & 9930 North				25	25						50			50		
03: 4800 West & 9900 North			25	25	50			25			50			50		
04: Access Drive & 9980 North	50											25				
05: 9930 North & Access Drive						50										
06: 4700 West & 9980 North		25								50			25			
07: 4700 West & 9930 North		50					50			50			25			
08: 9900 North & 4700 West						50			25							

SimTraffic Queueing Report

Project: Cedar Hills Gateway TIS

Analysis: Existing (2021) Plus Project

Time Period: Evening Peak Hour

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

Project #: UT21-1911

Intersection	NB			SB			EB			WB		
	LR	LTR	T	TR	L	LR	LTR	T	L	LTR	LT	R
01: 4800 West & 9980 North				25	75			25	50			50
02: 4800 West & 9930 North			25	25	75			25	125			100
03: 4800 West & 9900 North				25	50				50		25	50
04: Access Drive & 9980 North	50											
05: 9930 North & Access Drive		75					75			25		50
06: 4700 West & 9980 North		25								50		25
07: 4700 West & 9930 North		75					50			75		25
08: 9900 North & 4700 West						75			25			

SimTraffic Queueing Report

Project: Cedar Hills Gateway TIS

Analysis: Future (2026) Background

Time Period: Evening Peak Hour

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



Project #: UT21-1911

Intersection	NB				SB			EB			WB			
	LR	LTR	T	TR	L	LR	LTR	L	LT	LTR	L	LT	LTR	R
01: 4800 West & 9980 North			25	25	50						50			50
02: 4800 West & 9930 North				25	25						75			50
03: 4800 West & 9900 North				25	50						50			50
04: Access Drive & 9980 North	50											25		
05: 9930 North & Access Drive						75			0					
06: 4700 West & 9980 North		25								50			50	
07: 4700 West & 9930 North		50						50		50			50	
08: 9900 North & 4700 West						50		25						

SimTraffic Queueing Report

Project: Cedar Hills Gateway TIS

Analysis: Future (2026) Plus Project

Time Period: Evening Peak Hour

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

Intersection	NB			SB			EB			WB		
	LR	LTR	T	TR	L	LR	LTR	T	L	LTR	LT	R
01: 4800 West & 9980 North			25	25	75			25			50	75
02: 4800 West & 9930 North			25	25	75						125	100
03: 4800 West & 9900 North				25	50						50	50
04: Access Drive & 9980 North	75										25	
05: 9930 North & Access Drive		75						75		25		50
06: 4700 West & 9980 North		25						25		75		50
07: 4700 West & 9930 North		75						75		75		50
08: 9900 North & 4700 West						75			25			



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Chandler Goodwin, City Manager
DATE:	September 28, 2021

Planning Commission Agenda Item

SUBJECT:	Review & Recommendation and Public Hearing on amendments to Cedar Hills City Code 10-5-32 related to Accessory Dwelling Units
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Chandler Goodwin, City Manager
BACKGROUND AND FINDINGS: The proposed code change would clean up language regarding trust ownership and occupancy of the main dwelling unit and the Accessory Dwelling Unit. The code would require that the trustor or the grantor of the trust be the primary occupant of the ADU at the time of rental.	
PREVIOUS LEGISLATIVE ACTION: Planning Commission last revised this code in May, 2021	
FISCAL IMPACT: N/A	
SUPPORTING DOCUMENTS: Proposed code language amending 10-5-32	
RECOMMENDATION: Review the proposed code, make any necessary changes that remain in compliance with State Code, and recommend to the City Council for adoption	
MOTION: To recommend/not recommend the proposed amendments to Cedar Hills City Code 10-5-32 related to accessory dwelling units, subject to the following recommendations: {LIST ANY RECOMMENDATIONS FOR CITY COUNCIL CONSIDERATION}	

10-5-32 (i)

- i. Owner Occupied: No accessory dwelling unit shall be created or occupied in a single-family home unless; the owner of the property resides in either the primary dwelling unit or the accessory dwelling unit ~~and, -Or if a~~ property is owned within a trust, documentation concerning the trust ~~shall be is~~ provided to the City. For the purpose of this section, the term "owner occupied" shall be defined as full time residency within the home by (i) the bona fide property owner(s) as shown on the Utah County tax assessment rolls, or (ii) the trustor(s) or trustee(s) listed in the trust instrument if the home is owned by a trust.