SOUTH JORDAN CITY COUNCIL
STAFF REPORT
MEETING DATE: MAY 6, 2025

FILE OVERVIEW	
Item Name	Utah Black Diamonds Rezone with Development Agreement
Address	272 W. 11000 S.
File Number	PLZBA202500035
Applicant	Ryan Naylor, Nichols Naylor Architects
Property Owner	CII Enterprises LLC, CIF Enterprise LLC, TC Enterprise Investments LC
Staff Author	Damir Drozdek, Planner III
Staff Engineer	Shane Greenwood, Supervising Senior Engineer
Presenter	Steven Schaefermeyer, Planning Director

PROPERTY OVERVIEW			
Acreage	Approximately 8.5 acres		
Recorded Subdivision	Partly in MFH subdivision, other parcels are not part of a subdivision		
Current Zone	C-F (Commercial – Freeway)		
Current Land Use	EC (Economic Center)		
Neighboring Properties		*Zone*	*Current Land Use*
	North	C-F	Jordan Gateway
	East	C-F	Jordan Gateway
	South	C-F	11000 South
	West	C-F	Railroad tracks and Awaken Church

SOUTH JORDAN UTAH

ITEM SUMMARY

The applicant is proposing to develop the property into a mixed-use project. The project will contain a pickleball center, a couple of retail/office pads and a multi-story apartment building. Staff is recommending approval of the application.

TIMELINE

- On February 26, 2025 the applicant submitted a complete application to City staff for review.
- As required by the Planned Development (PD) Floating Zone process, the application was discussed at a City Council study sessions on March 4, 2025.
- The application went through one documented revision with staff comments and corrections prior to being scheduled for Planning Commission.
- On April 22, 2025 the Planning Commission voted unanimously that the City Council **approve** the application with recommendation that definite minimum numbers be used for both the apartment unit count and the parking provided for those units. The applicant has agreed to provide a minimum parking ratio pertaining to the apartment building in the development agreement.

REPORT ANALYSIS

Application Summary:

The applicant is asking for a zone change to allow for construction of a mixed-use project consisting of a pickleball center, two commercial pads and a multi-story apartment building. The property is located at approximately 272 W. 11000 S. It consists of four parcels totaling approximately 8.5 acres in total. The parcels are currently vacant and unimproved.

The first phase of the development will include a pickleball center and the adjoining parking areas. All of the surface parking will be constructed with the first phase. The latter phases will include construction of an apartment building and the two commercial pads. The property will be accessed off Jordan Gateway and 11000 South. There will be four access points in total with each street having two points of access.

The pickleball center will the first building on the site. It will contain roughly 167,000 sq. ft. of space spread across three building floors. Conceptual floor plans show 17 indoor pickleball courts, a stadium, and a grand slam court. There are also 13 rooftop courts. There will be a five to six foot parapet wall constructed at the rooftop for safety. In addition, the center will contain a fitness center and a gym along with some office space and a broadcasting room on the second floor of the building. The main floor, aside from the courts, will host a pro shop, a lounge area and a dining area. The building will be constructed as per the submitted elevations and renderings included in the development agreement. The building will host a national pickleball tournament (Major League Pickleball) roughly two times a year.

In addition to the building itself, the first phase will also include open-air courts. There will be approximately 15 courts located to the north of the center. A 10-foot-tall vinyl coated chain link fence will enclose the courts. There will be no fencing installed between the railroad tracks and the project. A six-foot-tall simulated wrought-iron fence will separate the project property from the Western AgCredit Union property located at the southeast end of the development.

The apartment building and the commercial pads will be developed in the latter phase. One of the commercial pads will be two stories tall while the other one will be one-story tall with a drive-through option. The apartment building will have two stories of covered parking and five stories of residential space above it. The building exterior finish materials concerning the apartment building and the two commercial pads will be determined at a future site plan review phase.

A traffic impact study was completed suggesting that the current street infrastructure has sufficient capacity but the southbound acceleration lane on Jordan Gateway will change to a northbound left turn lane. The complete street improvements (i.e. sidewalk, curb and gutter, park strip, etc.) will be completed on Jordan Gateway as well as 11000 South.

One of staff's major concerns is the parking situation. Based on the latest numbers in the Institute of Transportation Engineers (ITE) Parking Generation Manual, parking is sufficient if there is consistent strict management by the ownership group to make it run smoothly and efficiently. The biggest concern is the parking demand during pickleball tournaments. The owners are required to contract with the nearby commercial properties for parking and will shuttle the spectators and staff to the center from those areas.

Fiscal impact:

The attached exhibit shows the anticipated fiscal impacts of the request.

Development Agreement:

The proposed land use change and rezone requires the applicant to enter into a development agreement approved by the City Council. Approval of the proposed PD Floating Zone and development agreement will allow the underlying zone to be modified to accommodate development that may incorporate design elements and a mixture of uses that represent a significant improvement in quality over what could otherwise be accomplished by the underlying zone. The proposed development agreement will provide general requirements for the development and include terms addressing items such as site layout, architecture, amenities and circulation that are more or different from what is required by City Code. The applicant has agreed to and staff will propose to the City Council a development agreement that includes the following:

- The project will be built according to the concept plan and elevations attached to the agreement.

- The project is required to provide parking based on the ratios in the development agreement and the attached concept plan. These ratios depart from standard City Code requirements specifically pertaining to the residential standards. And during the pickleball tournament events, parking will be provided off-site and the spectators and participants will be shuttled in for those events.
- The pickleball center will be developed as per the attached elevations. The finish exterior materials of the future residential building and the two commercial pads will be evaluated in the future at the site plan review process and according to applicable City Code at that time.
- The developer will obtain a building permit and commence construction of the pickleball center prior to obtaining a building permit for the apartment building.

Attached to this report are some of the exhibits that will be attached to the development agreement, including the concept plan. The Planning Commission may suggest the City Council include additional or different provisions in the development agreement.

FINDINGS AND RECOMMENDATION

General Plan Conformance

The application is in conformance with the following goals and strategies from the General Plan:

LIVE GOAL 3: Facilitate the growth of new, safe, and well-planned neighborhoods within the City

- LG3.1. Ensure that all new developments include provisions for safe mobility (pedestrian and vehicular) by incorporating street lighting, sidewalks, and proper storm drainage and gutter systems
- LG3.3. Avoid mobility problems by reviewing proposed developments for mobility issues to avoid neighborhoods with “dead-ends.” All new developments should include multiple access points to allow residents flexibility in traveling in and out of neighborhoods

WORK GOAL 4: Support commercial and office developments that contribute to the welfare and quality of life of South Jordan citizens

- WG4.2. Encourage commercial land uses to be aggregated in attractively and cohesively designed developments that encourage walkability WG4.3. Encourage commercial developments, depending on the underlying zone, to have architectural and site design orientation to the street
- WG4.3. Encourage commercial developments, depending on the underlying zone, to have architectural and site design orientation to the street
- WG4.5. Encourage new commercial (office, retail, mixed use) developments to be designed for pedestrian traffic as the priority to make the City more walkable. It would

encourage residents to work closer to home if they have a safe and inviting way to commute to work

GATHER GOAL 3: Promote infill and redevelopment of underutilized properties and public spaces

- GG3.1. Continue to evaluate tools such as CDA, RDA, special districts, and others to support redevelopment, develop small area plans for areas with a high potential for change, and revise development requirements for parking to reduce the amount of underutilized space
- GG3.2. Promote construction of parking structures to minimize parking footprint, especially near public transit and business hubs

GROW GOAL 3: Promote energy efficient elements in new and existing development

- GrG3.5. Encourage mixed-use zoning districts in appropriate areas of the City, designed with a mix of goods and services to reduce vehicle trips and to improve air quality, walkability and resident convenience

GROW GOAL 5: Reduce waste and excessive water use within the City

- GrG5.4. Continue to develop and implement Low Impact Development (LID) standards to improve soil permeability and to avoid costly storm drainage systems

Strategic Priorities Conformance:

The application is in conformance with the following directives from the Strategic Direction:

- SC-4. Delivers a safe and reliable public and private infrastructure system
- RPI-1. Plans and coordinates with other stakeholders for quality public infrastructure (e.g. streets, culinary and secondary water, storm water, parks, trails, open space and public facilities)
- RPI-2. Develops quality public infrastructure
- BRE-1. Develops effective, well-balanced, and consistently applied ordinances and policies
- BRE-2. Implements ordinances and policies that encourage quality community growth and development
- ED-1. Expands, attracts, and retains a diverse mix of high-quality employers to contribute to the community's economic sustainability and offer opportunities for employment
- ED-2. Promotes the community as a safe, attractive, and quality place to live, work, and play
- ED-3. Enhances a dynamic, sustainable, and diversified tax base, balancing taxes, fees and charges
- ED-4. Establishes a predictable and efficient development process that fosters a high degree of collaboration and coordination within the community and with diverse stakeholders

- DAOS-4. Offers a variety of park amenities, recreation and art programs and community events for all ages and abilities.
- SG-2. Creates and supports environmentally sustainable programs including water conservation, recycling, energy conservation, and air quality improvement to ensure the financial well-being and long-term sustainability of the community

Findings:

- As required by the PD Floating Zone process (*see* City Code § 17.130.050.020.A.1), the project was reviewed at a City Council study session meeting, on March 4, 2025. Based on that discussion, the applicant chose to move forward with the proposal and negotiate development agreement terms with City staff.
- The Planning Commission voted to unanimously recommend approval of the application on April 22, 2025 with recommendation that a definite numbers be provided pertaining to the apartment building in terms of the unit count, parking stalls and especially the parking ratio. Since then, the applicant has agreed to provide a definite minimum parking ration number in the agreement.
- The City Council may approve the application because it meets the rezone standards of approval of the City Code.
- The required development agreement provides predictability for how the property will look and will define the future uses. Any major changes to the agreement will require further approvals and a modification of the development agreement by the City Council.
- The "Economic Center - (EC)" land use designation is defined in the General Plan as follows: "Economic Center identifies areas that are currently mostly built out as commercial or office land uses and not likely to change or redevelop into a different land use. These areas are characterized by proximity to primary transportation corridors and supportive residential densities. Economic Center typically serve the City's current and near future needs and there is no desire for a change in land use in these areas."

Conclusions:

- The application is in conformance with the General Plan and the City's Strategic Priorities.

Planning Staff Recommendation:

Staff recommends approval of the application based on the report analysis, findings, and conclusions listed above.

CITY COUNCIL ACTION

Required Action:

Final decision on development agreement, land use amendment and rezone.

Scope of Decision:

This is a legislative item. The decision should consider prior adopted policies, in addition to the station area plans for this area.

Standard of Approval:

As described in City Code §17.22.020, the following guidelines shall be considered in the rezoning of parcels:

1- The parcel to be rezoned meets the minimum area requirements of the proposed zone or if the parcel, when rezoned, will contribute to a zone area which meets the minimum area requirements of the zone.
2- The parcel to be rezoned can accommodate the requirements of the proposed zone.
3- The rezoning will not impair the development potential of the parcel or neighboring properties.

Motion Ready:

I move that the City Council approve:

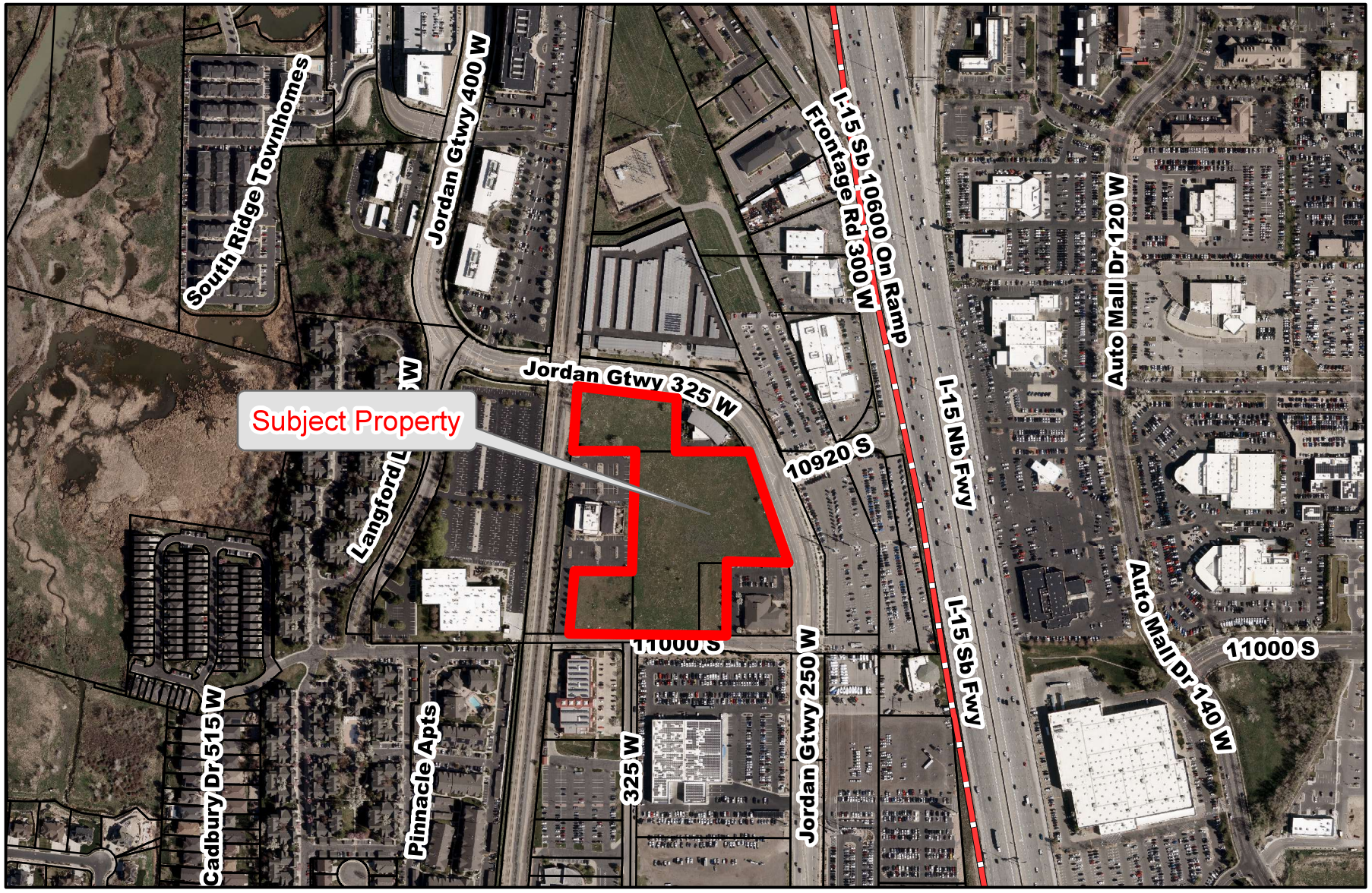
1. Resolution R2025-23 authorizing the Mayor to sign the development agreement; and
2. Ordinance No. 2025-03-Z approving the zone change.

Alternatives:

1. Approval with changes.
2. Denial of the application.
3. Schedule the application for a decision at some future date.

SUPPORTING MATERIALS

A. Attachment A, Aerial Map
B. Attachment B, Future Land Use Map
C. Attachment C, Zoning Map
D. Attachment D, Fiscal Impact
E. Attachment E, Infrastructure Analysis
F. Attachment F, Concept Plan
G. Attachment G, Concept Plan Drive Through Option
H. Attachment H, Pickleball Center Renderings
I. Attachment I, Pickleball Center Interior Images
J. Attachment J, Pickleball Center Floor Plans
K. Attachment K, Commercial Pads
L. Attachment L, Apartment Building
M. Attachment M, Traffic Impact Study
N. Resolution R2025-23 and the Development Agreement
O. Ordinance 2025-03-Z
    a. Exhibit



Legend

STREETS

PARCELS

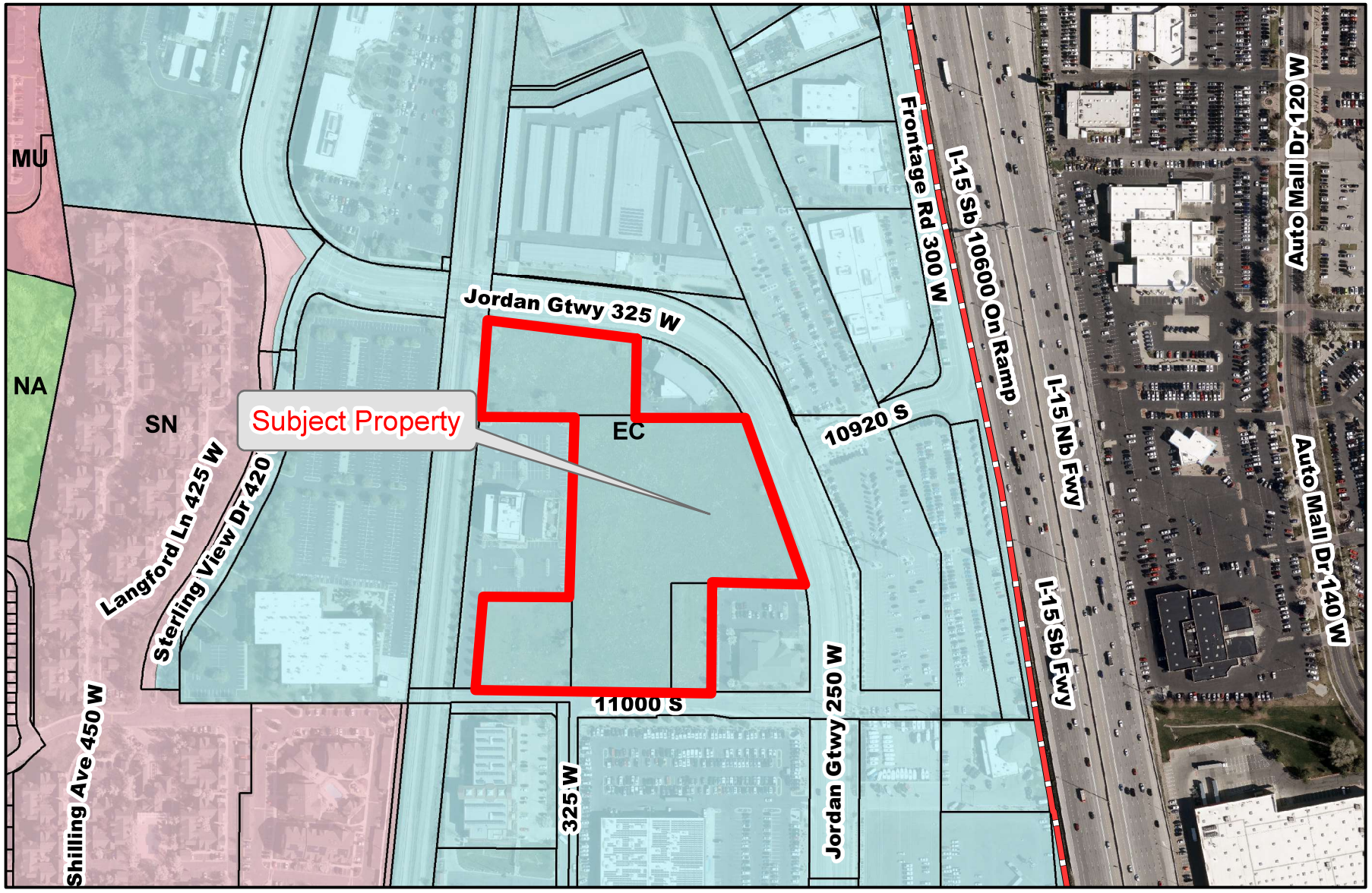
Aerial Map

City of South Jordan

0 160 320 640 960 1,280 Feet

Aerial Imagery 2024

ESRI



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STREETS

PARCELS

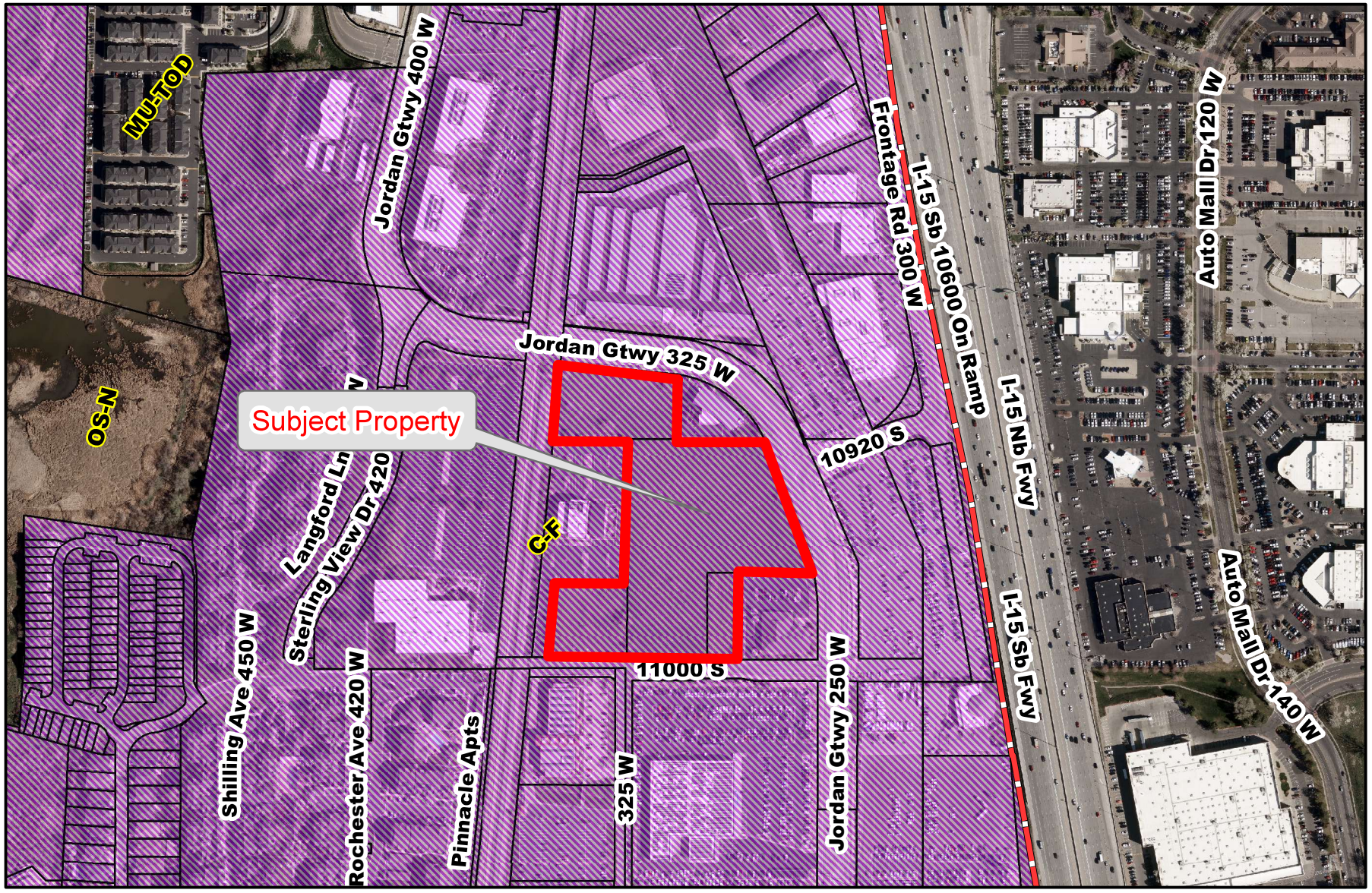
Future Land Use Map

City of South Jordan

0 105 210 420 630 840 Feet

Aerial Imagery 2024

ESRI



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STREETS

PARCELS

Zoning Map

City of South Jordan

0 130 260 520 780 1,040 Feet

Aerial Imagery
2024

ESRI

Project Analysis

Project: Utah Black Diamonds

March 24, 2025

Scenario Descriptions

Scenario 1:	**No Change - C-F**
No Change - C-F Commercial - Freeway	

Scenario 2:	**C-F (P-D)**
C-F (P-D) - Commercial - Freeway (Planned Development)	

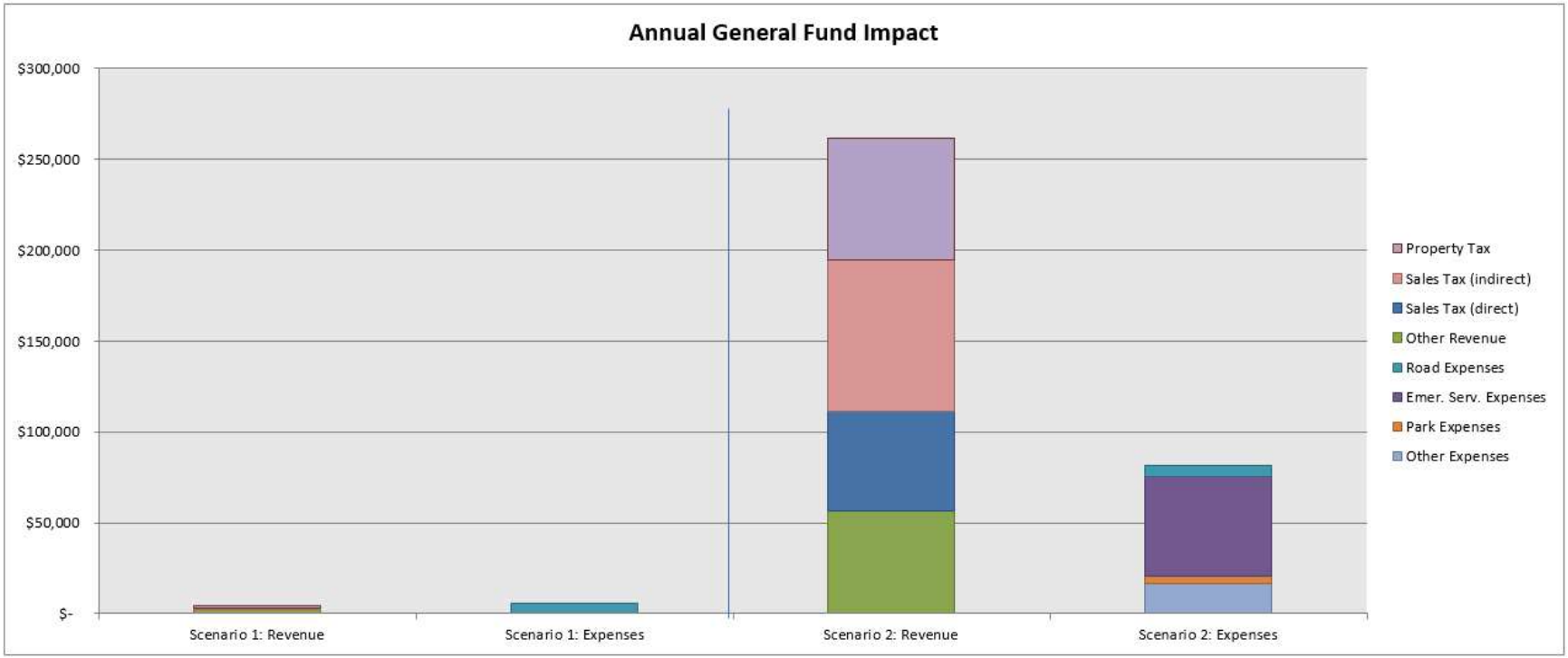
Financial Summary by Scenario

Direct Impact (General Fund)	**No Change - C-F**	**C-F (P-D)**
Revenue	**$ 3,298**	**$ 177,952**
Property Tax	$ 1,245	$ 66,748
Sales Tax (direct)	$ -	$ 55,000
Other	$ 2,053	$ 56,204
Expenses	**$ 6,010**	**$ 81,475**
Roads	$ 5,738	$ 5,738
Emergency Serv.	$ 230	$ 55,171
Parks	$ 41	$ 4,151
Other	$ -	$ 16,415
Total	**$ (2,712)**	**$ 96,477**
Per Acre	$ (333.53)	$ 14,942.12
Per Unit	$ (2,711.60)	$ 470.62
Per Person	$ (768.44)	$ 270.73
Indirect Impact		
Potential Retail Sales	**$ 81,383**	**$ 10,374,347**
Sales Tax (indirect)	$ 827	$ 83,488

*Other Revenue - Includes Permits, Licenses, Motor Vehicle Tax, Energy Sales & Use Tax, Telecommunications Tax, and Cable Franchise Tax.

** Other Expense - Includes all other General Fund Expenses excluding Roads, Emergency Services, and Parks.

***Estimated Sales Tax (direct) is based on Total Revenue Provided by Developer. Not all Revenues may be subject to Utah Sales Tax and could be overestimated.


Annual General Fund Impact
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$-
Scenario 1: Revenue
Scenario 1: Expenses
Scenario 2: Revenue
Scenario 2: Expenses
Property Tax
Sales Tax (indirect)
Sales Tax (direct)
Other Revenue
Road Expenses
Emer. Serv. Expenses
Park Expenses
Other Expenses

LAND USE AMENDMENTS & REZONE DEVELOPMENT PROJECTS

INFRASTRUCTURE ANALYSIS

Project Name/Number	Pickleball Center – Commercial Freeway – PD Floating Zone

Planner Assigned	Damir Drozdek
Engineer Assigned	Shane Greenwood

The Engineering Department has reviewed this application and has the following comments:

Transportation: ***(Provide a brief description of the access, transportation master plan and how this change affects Master Plan, condition/status of existing roadways. Determine whether a Traffic Study should be completed)***

The subject property is located in the curve of Jordan Gateway, east of the Union Pacific rail alignment, north of 11000 South.

This development has proposed accesses from Jordan Gateway as well as 11000 South Street, which should have sufficient capacity for the increase of traffic from this development. A Traffic Impact Study has be completed to determine an acceptable level of service for Jordan Gateway and 11000 South Street.

Culinary Water: ***(Provide a brief description of the water servicing the area, look into deficiencies, and determine if water modeling needs to be performed at this time, look at Water Master Plan and evaluate the change to the Master Plan)***

The subject property can be serviced by water mains located in Jordan Gateway and 11000 South. According to city records, there is an existing 12" water line within the east parkstrip of Jordan Gateway and an existing 10" water line within 11000 South right of way. The proposed water line connection and installation must meet city standards and specifications and road repair must meet City standards and specifications. Per City standards, a water model submittal is required.

Secondary Water: ***(Provide a brief description of the secondary water servicing the area, briefly look into feasibility)***

Secondary water service is not required for this development.

Sanitary Sewer: ***(Attach letter from Jordan Basin Improvement District stating that this zone/land use change does not affect service and that any future project can be services by the District)***

At the time of Site Plan approval, the developer must submit an approval letter from Jordan Basin Improvement District stating sufficient capacity for any additional sewer connections to the sewer main in the area. It is anticipated that adequate sewer service is available.

Storm Drainage: ***(How will this area be services for storm drainage, kept on site, Master Storm Plan, etc. any other issues with drainage)***

It is anticipated that the proposed storm drain system for the site will collect and discharge at a restricted release rate to the 11000 South storm system. At the time of development review, the developer is required to submit storm drain calculations for City review and approval.

Other Items: ***(Any other items that might be of concern)***

Report Approved:

Development Engineer — Date: 3/18/25

Brad Klavano, PE, PLS
Director of Engineering/City Engineer — Date: 3/18/25

PARCEL MAP

ArcGIS Web Map

3/21/2025, 9:57:15 AM

1:4,514

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.18 km

County of Salt Lake, County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, NGA, USGS, Salt Lake County, Maxar, Esri, HERE, iPC

Web Application for ArcGIS

County of Salt Lake, County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, NGA, USGS | Salt Lake County SurveyorsOffice | SaltLake County Maxar | Esri, HERE, iPC |

World_Transportation
World Imagery
Low Resolution 15m imagery
High Resolution 60cm Imagery
High Resolution 30cm Imagery
Citations
1.2m Resolution Metadata
streams
stream
Cities
Prelim Parcels
Parcels
Tax Year
Roads
Annotation
Sections
Annotation
Areas

PARKING CALCULATIONS

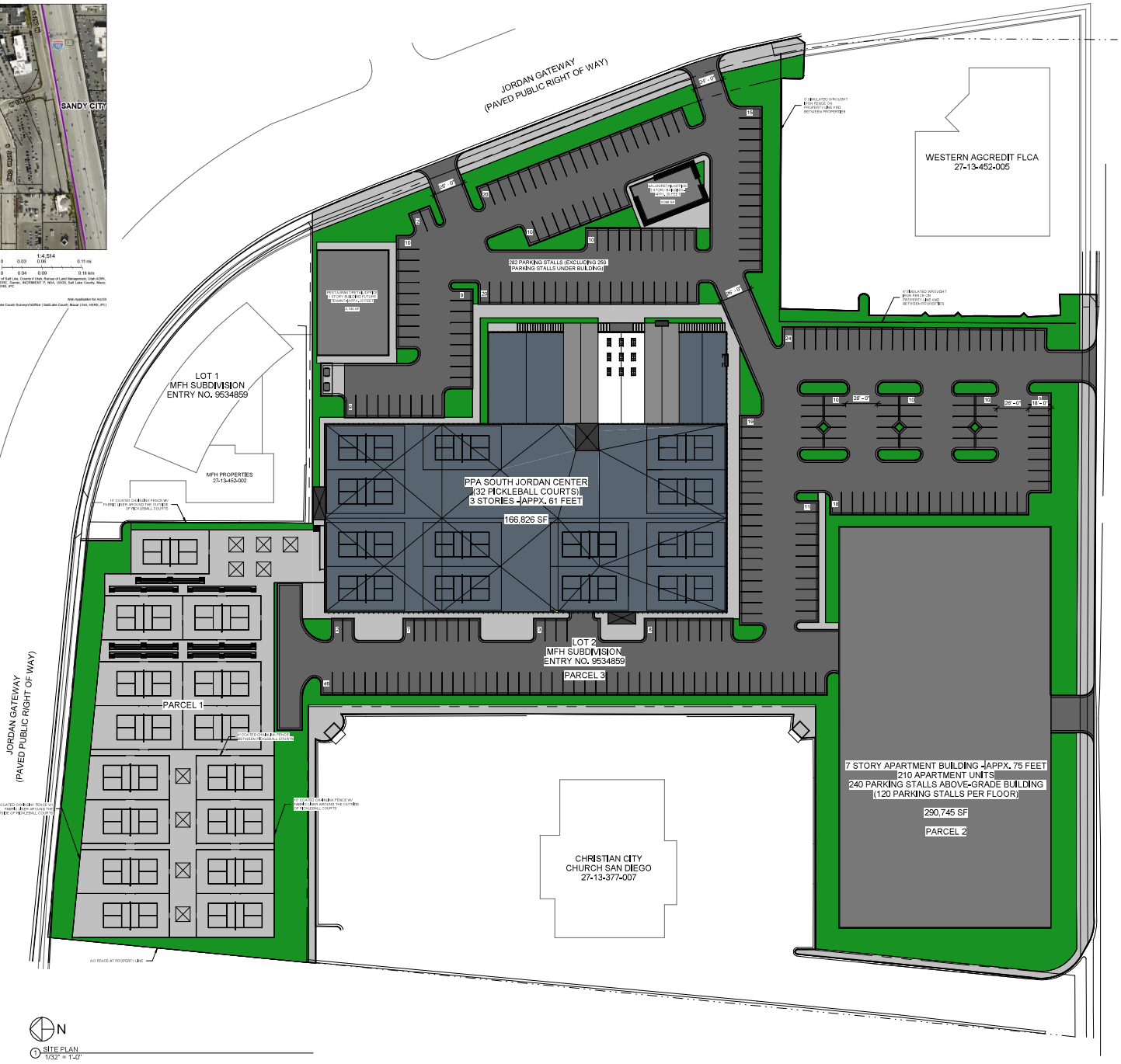
MAXIMUM NUMBER OF ACCESSES TO EACH LOT	1 PER 300 FT OF STREET FRONTAGE, OR PART THEREOF, OR LESS IF SHARED ACCESS IS REQUIRED
MINIMUM ACCESS AND/OR STREET SEPARATION ON COLLECTOR STREET	100 FT
MINIMUM ACCESS SEPARATION ON NEIGHBORHOOD STREET	20 FT
MINIMUM ACCESS AND STREET SEPARATION ON NEIGHBORHOOD STREET	30 FT
MINIMUM ACCESS WIDTH (2-WAY, 2 LANE)	24 FT
MAXIMUM ACCESS WIDTH (2-WAY, 2 LANE)	30 FT
MINIMUM ACCESS WIDTH (1-WAY, 1 LANE)	12 FT
MAXIMUM ACCESS WIDTH (2-WAY, 2 LANE)	15 FT
MAXIMUM ACCESS WIDTH WITH MINIMUM 4 FT WIDE LANDSCAPED MEDIAN	40 FT

PARKING STANDARDS	
STALL WIDTH	9 FT
STALL DEPTH	20 FT
STALL DEPTH WHEN MINIMUM 6 FT (OR 8 FT FOR DOUBLE ROWS) WIDE CURBED LANDSCAPE PLANTER OR SIDEWALK IS USED FOR OVERHANG (MINIMUM 4 FT OF PLANTER OR SIDEWALK MUST REMAIN CLEAR)	18 FT

PARKING STALLS RATIOS	
HAIR SALON	4 SPACES PER 1,000 SF
RESTAURANT	10 SPACES PER 1,000 SF
PICKLEBALL FACILITY	3 PER COURT
PICKLEBALL OFFICE	3 SPACES PER 1,000 SF
RESIDENTIAL BUILDING	1.2 PER UNIT

PARKING CALCULATIONS			
	REQUIRED		
HAIR SALON - PAD BUILDING 1	3,088 SF	12 PS	
RESTAURANT - PAD BUILDING 2	5,140 SF	52 PS	
PPA SOUTH JORDAN CENTER			
PICKLEBALL FACILITY	47 PICKLEBALL COURTS	141 PS	
PICKLEBALL OFFICE	6,234 SF	19 PS	
RESIDENTIAL BUILDING	2 PARKING LEVELS	252 PS	
TOTAL PARKING STALLS		476 PARKING STALLS	
	PROVIDED		
HAIR SALON - PAD BUILDING 1		13 PS	
RESTAURANT/RETAIL - PAD BUILDING 2		52 PS	
PPA SOUTH JORDAN CENTER		217 PS	
RESIDENTIAL BUILDING		240 PS + CROSS ACCESS AGREEMENT W/ ADJACENT COMMERCIAL PROPERTY	
		522 PARKING STALLS	

CONCEPTUAL APPROXIMATE APARTMENT UNITS			
ONE-BEDROOM APARTMENT	137 UNITS	1.2 PARKING STALLS PER UNIT	164 PS
TWO-BEDROOM APARTMENT	73 UNITS	1.2 PARKING STALLS PER UNIT	88 PS
TOTAL APARTMENTS	210 UNITS	TOTAL PARKING STALLS	252 PS



PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
SITE PLAN

PROJECT OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT
NICHOLS • NAYLOR ARCHITECTS
10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
3/31/2025

SHEET NUMBER
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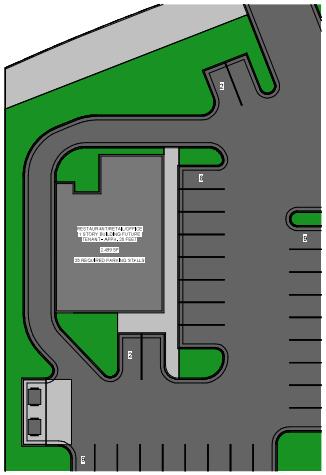

1 SITE PLAN OPTION B
1" = 20'-0"

N

PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
SITE PLAN

PROJECT/OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT

NICHOLS • NAYLOR
ARCHITECTS
10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
3/31/2025

SHEET NUMBER
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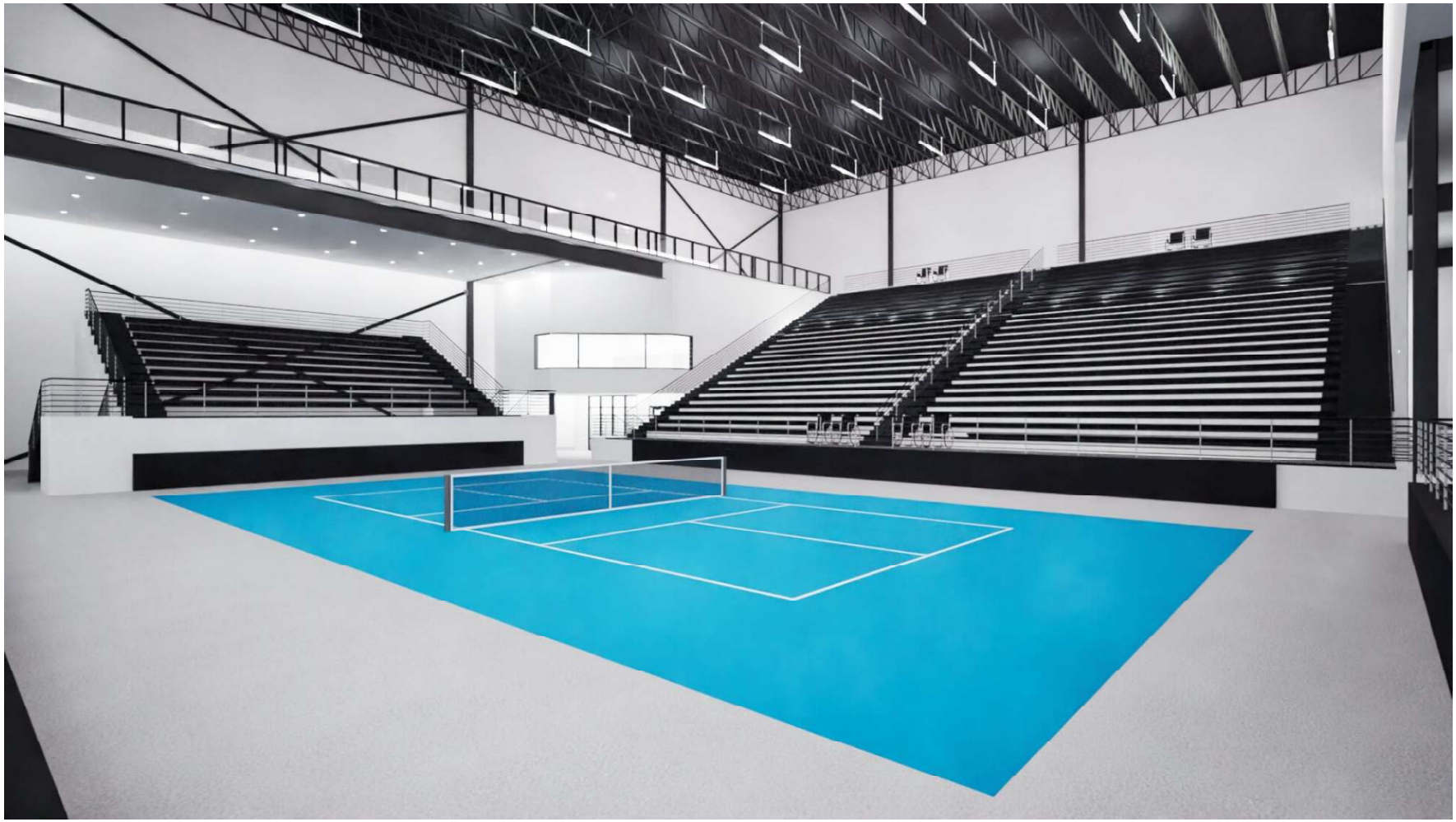
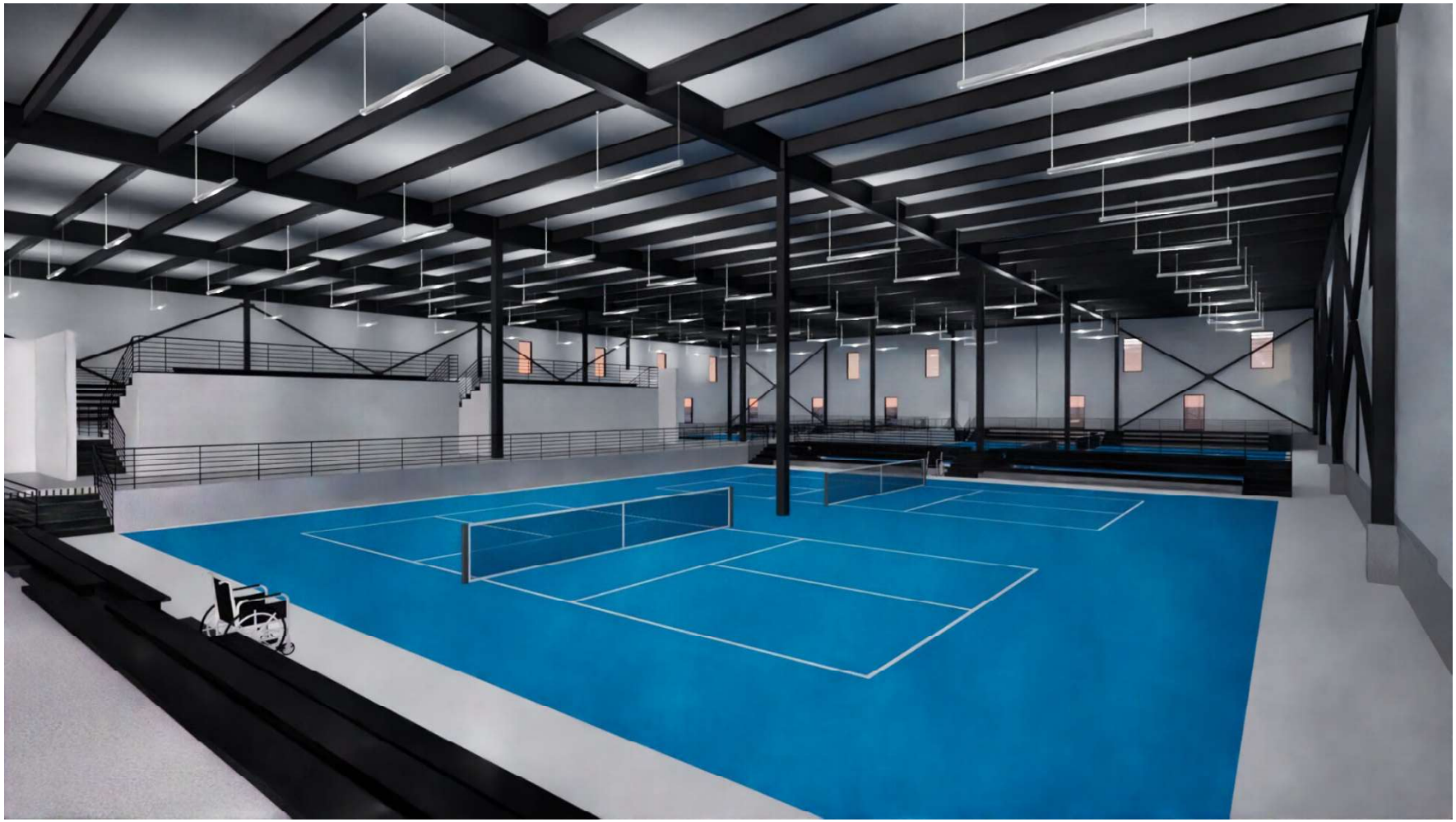
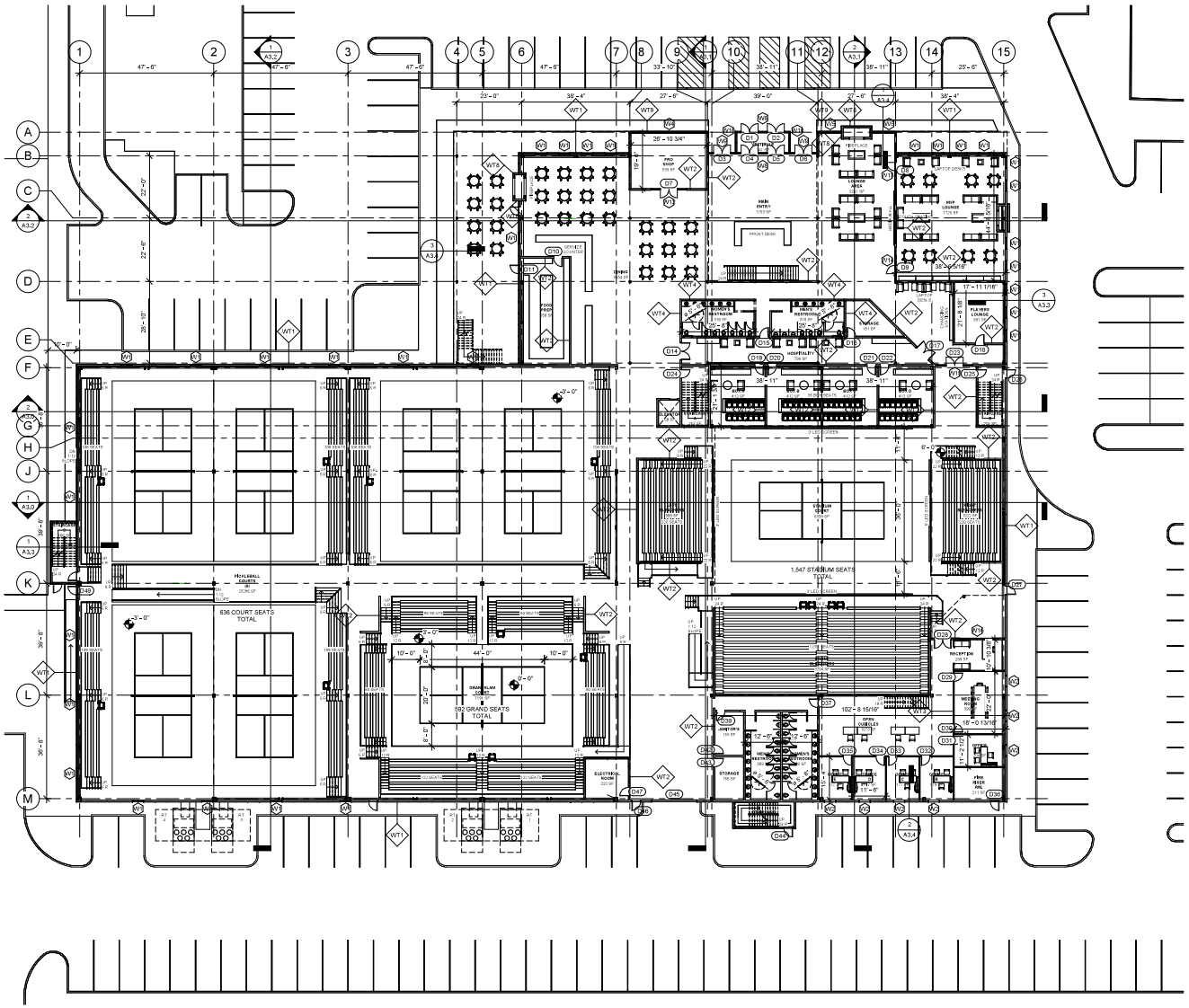






1 MAIN LEVEL FLOOR PLAN
1/16" = 1'-0"

WALL TYPES		
WT1	EXTERIOR WALL - 6" METAL STUDS @ 16" O.C. 7/16" PLYWOOD SHEATHING, LONGBOARD ALUMINUM CLADDING PANEL SYSTEM SIDING / 5/8" GYPSUM WALL BOARD PAINTED INSIDE / FILL W/ R-15 ROCKWOOL INSULATION	
WT2	INTERIOR WALL - 6" METAL STUDS @ 16" O.C. 5/8" GYPSUM WALL BOARD PAINTED BOTH SIDES	
WT3	INTERIOR WALL - 3-5/8" METAL STUDS @ 16" O.C. 5/8" GYPSUM WALL BOARD PAINTED BOTH SIDES	
WT4	INTERIOR WALL - 6" METAL STUDS @ 16" O.C. 5/8" WATER RESISTANT GYPSUM WALL BOARD PAINTED & TILE WAINSCOT RESTROOM SIDE / 5/8" GYPSUM WALL BOARD PAINTED OTHER SIDE	
WT5	INTERIOR WALL - 3-5/8" METAL STUDS @ 16" O.C. 5/8" WATER RESISTANT GYPSUM WALL BOARD PAINTED & TILE WAINSCOT RESTROOM SIDE / 5/8" GYPSUM WALL BOARD PAINTED OTHER SIDE	
WT6	INTERIOR WALL - 6" METAL STUDS @ 16" O.C. 5/8" WATER RESISTANT GYPSUM WALL BOARD PAINTED & TILE WAINSCOT BOTH SIDES	
WT7	INTERIOR WALL - 3-5/8" METAL STUDS @ 16" O.C. 5/8" WATER RESISTANT GYPSUM WALL BOARD PAINTED & TILE WAINSCOT BOTH SIDES	
WT8	EXTERIOR WALL - 6" METAL STUDS @ 16" O.C. 7/16" PLYWOOD SHEATHING, 1-1/2" STONE SIDING / 5/8" GYPSUM WALL BOARD PAINTED INSIDE / FILL W/ R-15 ROCKWOOL INSULATION	
WT9	EXTERIOR ALUMINUM STOREFRONT FRAME W/ 1" LOW-E INSULATED DOUBLE GLASS PANE IN THERMALLY BROKEN FRAME TEMPERED WHERE REQUIRED (GLASS BY GLAZING CONTRACTOR)	

AREA SCHEDULE (GROSS BUILDING)	
NAME	AREA
MAIN LEVEL FLOOR PLAN	64165 SF
SECOND LEVEL FLOOR PLAN	15568 SF
THIRD LEVEL FLOOR PLAN	38448 SF
FOURTH LEVEL FLOOR PLAN	50647 SF
TOTAL	168828 SF

PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
MAIN LEVEL FLOOR PLAN

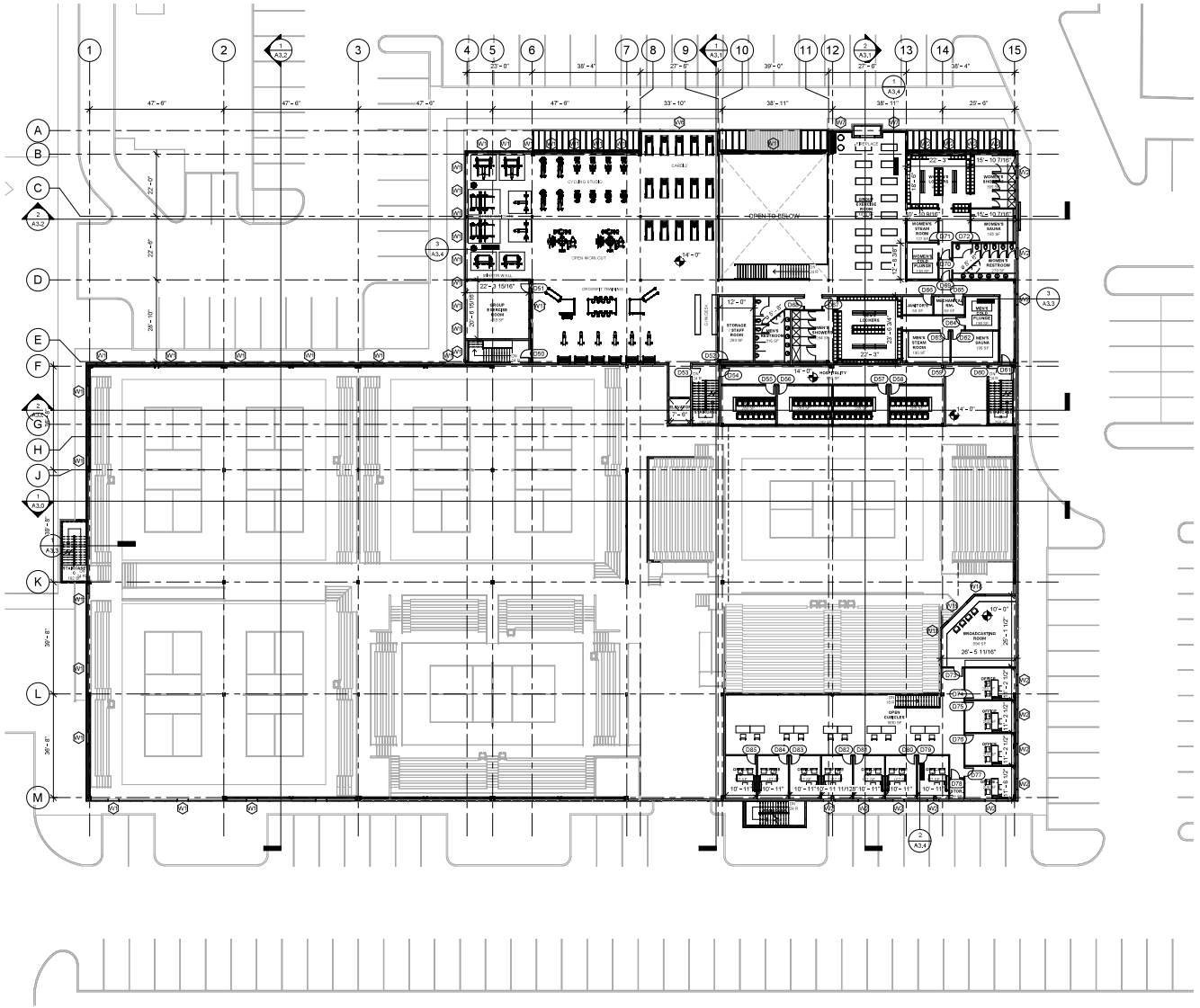
PROJECT/OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT

NICHOLS • NAYLOR ARCHITECTS
10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
3/3/2025

SHEET NUMBER
A1.0



1 SECOND LEVEL FLOOR PLAN
1/16" = 1'-0"

WALL TYPES		
WT1	EXTERIOR WALL - 6" METAL STUDS @ 16" O.C. 7/16" PLYWOOD SHEATHING, LONGBOARD ALUMINUM CLADDING PANEL SYSTEM SIDING / 5/8" GYPSUM WALL BOARD PAINTED INSIDE / FILL W/ R-15 ROCKWOOL INSULATION	
WT2	INTERIOR WALL - 6" METAL STUDS @ 16" O.C. 5/8" GYPSUM WALL BOARD PAINTED BOTH SIDES	
WT3	INTERIOR WALL - 3-5/8" METAL STUDS @ 16" O.C. 5/8" GYPSUM WALL BOARD PAINTED BOTH SIDES	
WT4	INTERIOR WALL - 6" METAL STUDS @ 16" O.C. 5/8" WATER RESISTANT GYPSUM WALL BOARD PAINTED & TILE WAINSCOT RESTROOM SIDE / 5/8" GYPSUM WALL BOARD PAINTED OTHER SIDE	
WT5	INTERIOR WALL - 3-5/8" METAL STUDS @ 16" O.C. 5/8" WATER RESISTANT GYPSUM WALL BOARD PAINTED & TILE WAINSCOT RESTROOM SIDE / 5/8" GYPSUM WALL BOARD PAINTED OTHER SIDE	
WT6	INTERIOR WALL - 6" METAL STUDS @ 16" O.C. 5/8" WATER RESISTANT GYPSUM WALL BOARD PAINTED & TILE WAINSCOT BOTH SIDES	
WT7	INTERIOR WALL - 3-5/8" METAL STUDS @ 16" O.C. 5/8" WATER RESISTANT GYPSUM WALL BOARD PAINTED & TILE WAINSCOT BOTH SIDES	
WT8	EXTERIOR WALL - 6" METAL STUDS @ 16" O.C. 7/16" PLYWOOD SHEATHING, 1-1/2" STONE SIDING / 5/8" GYPSUM WALL BOARD PAINTED INSIDE / FILL W/ R-15 ROCKWOOL INSULATION	
WT9	EXTERIOR ALUMINUM STOREFRONT FRAME W/ 1" LOW-E INSULATED DOUBLE GLASS PANE IN THERMALLY BROKEN FRAME TEMPERED WHERE REQUIRED (GLASS BY GLAZING CONTRACTOR)	

AREA SCHEDULE (GROSS BUILDING)	
NAME	AREA
MAIN LEVEL FLOOR PLAN	64165 SF
SECOND LEVEL FLOOR PLAN	13568 SF
THIRD LEVEL FLOOR PLAN	36440 SF
FOURTH LEVEL FLOOR PLAN	50647 SF
TOTAL	166826 SF

PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
SECOND LEVEL FLOOR PLAN

PROJECT/OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT
NICHOLS • NAYLOR ARCHITECTS
10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
3/3/2025

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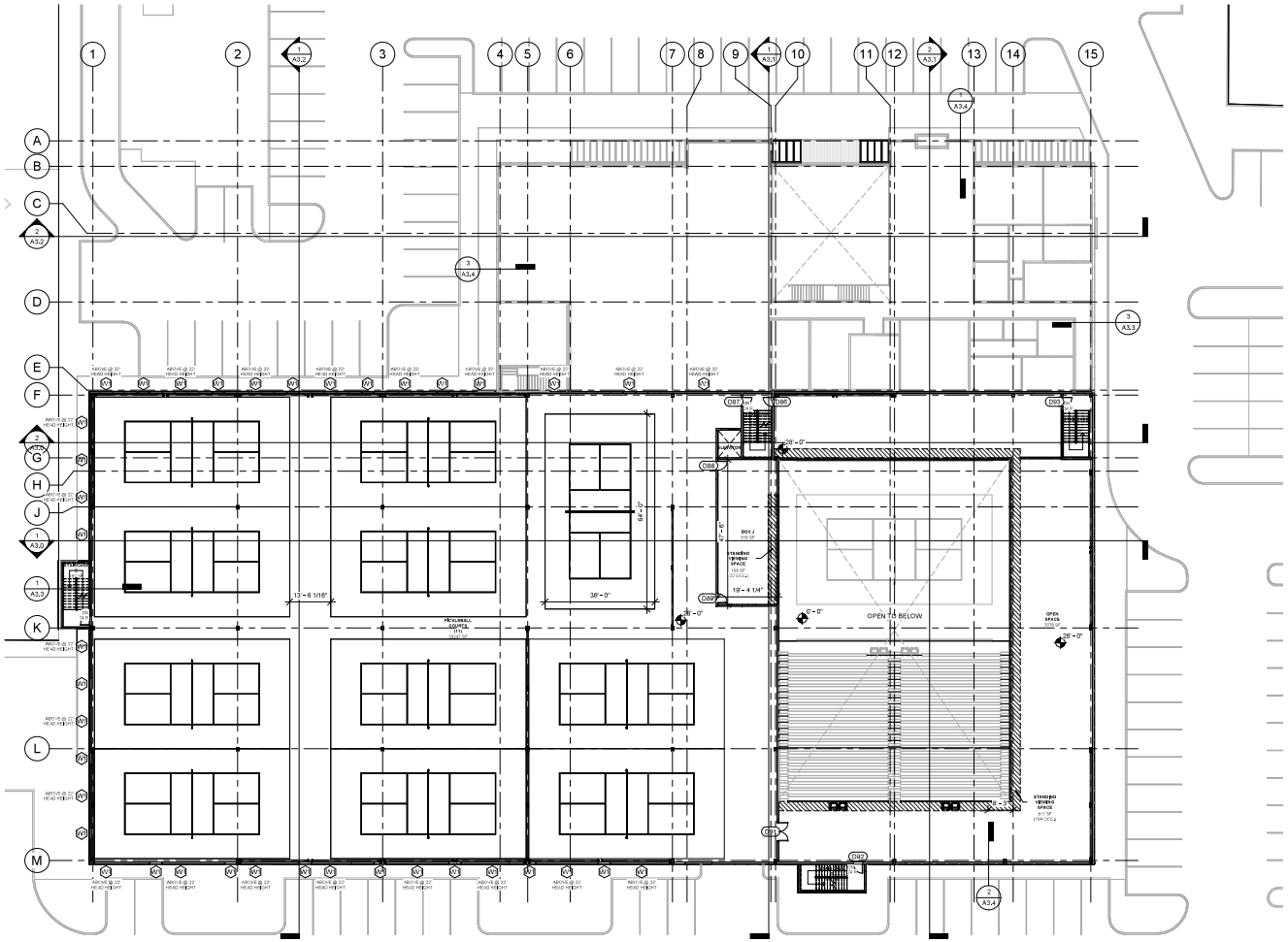

1 THIRD LEVEL FLOOR PLAN
1/16" = 1'-0"

WALL TYPES		
WT1	EXTERIOR WALL - 6" METAL STUDS @ 16" O.C. 7/16" PLYWOOD SHEATHING, LONGBOARD ALUMINUM CLADDING PANEL SYSTEM SIDING / 5/8" GYPSUM WALL BOARD PAINTED INSIDE / FILL W R-15 ROCKWOOL INSULATION	
WT2	INTERIOR WALL - 6" METAL STUDS @ 16" O.C. 5/8" GYPSUM WALL BOARD PAINTED BOTH SIDES	
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WT8	EXTERIOR WALL - 6" METAL STUDS @ 16" O.C. 7/16" PLYWOOD SHEATHING, 1-1/2" STONE SIDING / 5/8" GYPSUM WALL BOARD PAINTED INSIDE / FILL W R-15 ROCKWOOL INSULATION	
WT9	EXTERIOR ALUMINUM STOREFRONT FRAME W/ 1" LOW-E INSULATED DOUBLE GLASS PANE IN THERMALLY BROKEN FRAME TEMPERED WHERE REQUIRED (GLASS BY GLAZING CONTRACTOR)	

AREA SCHEDULE (GROSS BUILDING)	
NAME	AREA
MAIN LEVEL FLOOR PLAN	64165 SF
SECOND LEVEL FLOOR PLAN	15568 SF
THIRD LEVEL FLOOR PLAN	36440 SF
FOURTH LEVEL FLOOR PLAN	50647 SF
TOTAL	166826 SF

PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
THIRD LEVEL FLOOR PLAN

PROJECT/OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT
NICHOLS • NAYLOR ARCHITECTS
10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
3/3/2025

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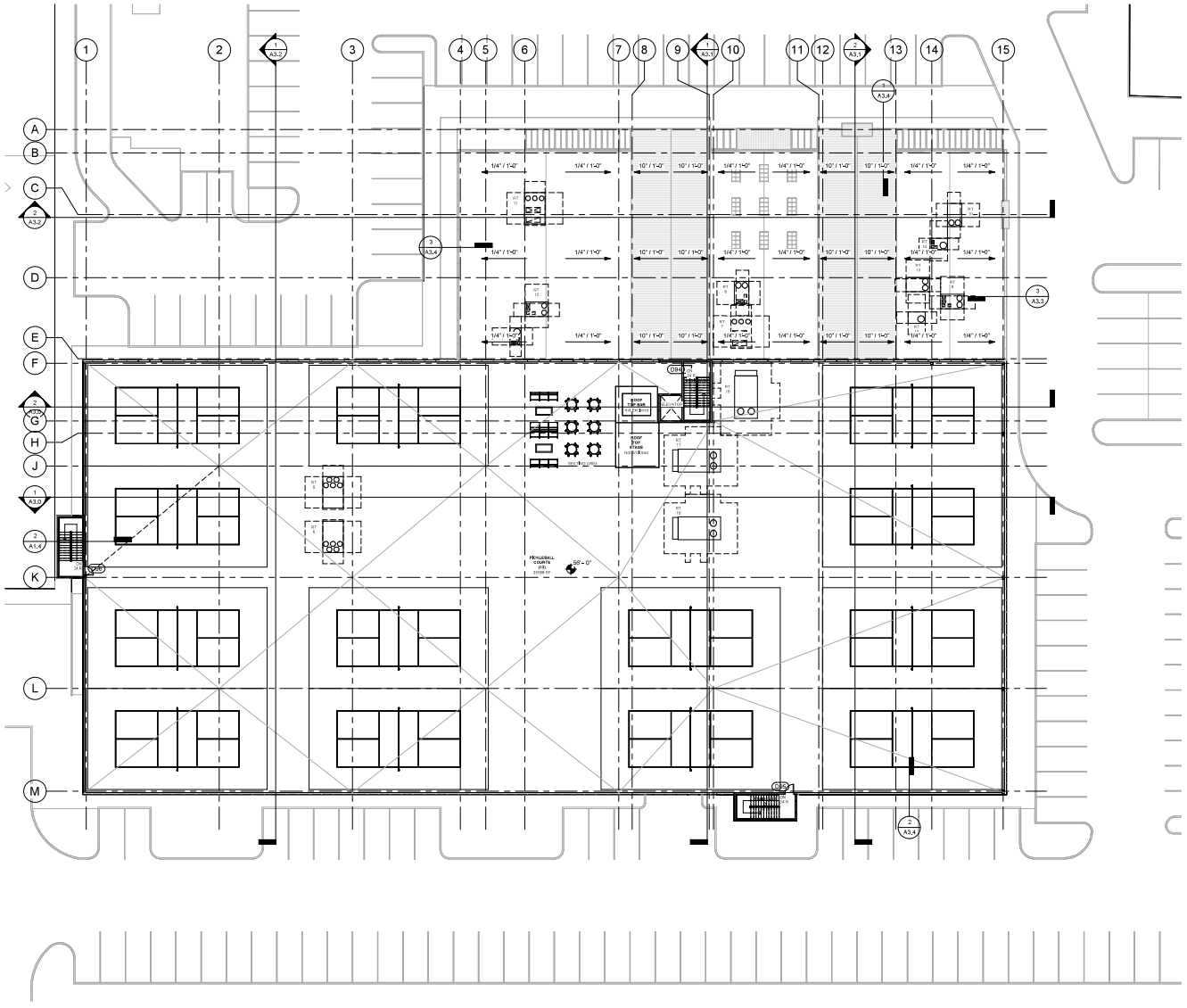

1 FOURTH LEVEL FLOOR PLAN
1/16" = 1'-0"

WALL TYPES		
WT1	EXTERIOR WALL - 6" METAL STUDS @ 16" O.C. 7/16" PLYWOOD SHEATHING, LONGBOARD ALUMINUM CLADDING PANEL SYSTEM SIDING / 5/8" GYPSUM WALL BOARD PAINTED INSIDE / FILL W R-15 ROCKWOOL INSULATION	
WT2	INTERIOR WALL - 6" METAL STUDS @ 16" O.C. 5/8" GYPSUM WALL BOARD PAINTED BOTH SIDES	
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WT8	EXTERIOR WALL - 6" METAL STUDS @ 16" O.C. 7/16" PLYWOOD SHEATHING, 1-1/2" STONE SIDING / 5/8" GYPSUM WALL BOARD PAINTED INSIDE / FILL W R-15 ROCKWOOL INSULATION	
WT9	EXTERIOR ALUMINUM STOREFRONT FRAME W/ 1" LOW-E INSULATED DOUBLE GLASS PANE IN THERMALLY BROKEN FRAME TEMPERED WHERE REQUIRED (GLASS BY GLAZING CONTRACTOR)	

AREA SCHEDULE (GROSS BUILDING)	
NAME	AREA
MAIN LEVEL FLOOR PLAN	64165 SF
SECOND LEVEL FLOOR PLAN	15568 SF
THIRD LEVEL FLOOR PLAN	36440 SF
FOURTH LEVEL FLOOR PLAN	50647 SF
TOTAL	166826 SF

PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
FOURTH LEVEL FLOOR PLAN

PROJECT/OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT
NICHOLS • NAYLOR ARCHITECTS
10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

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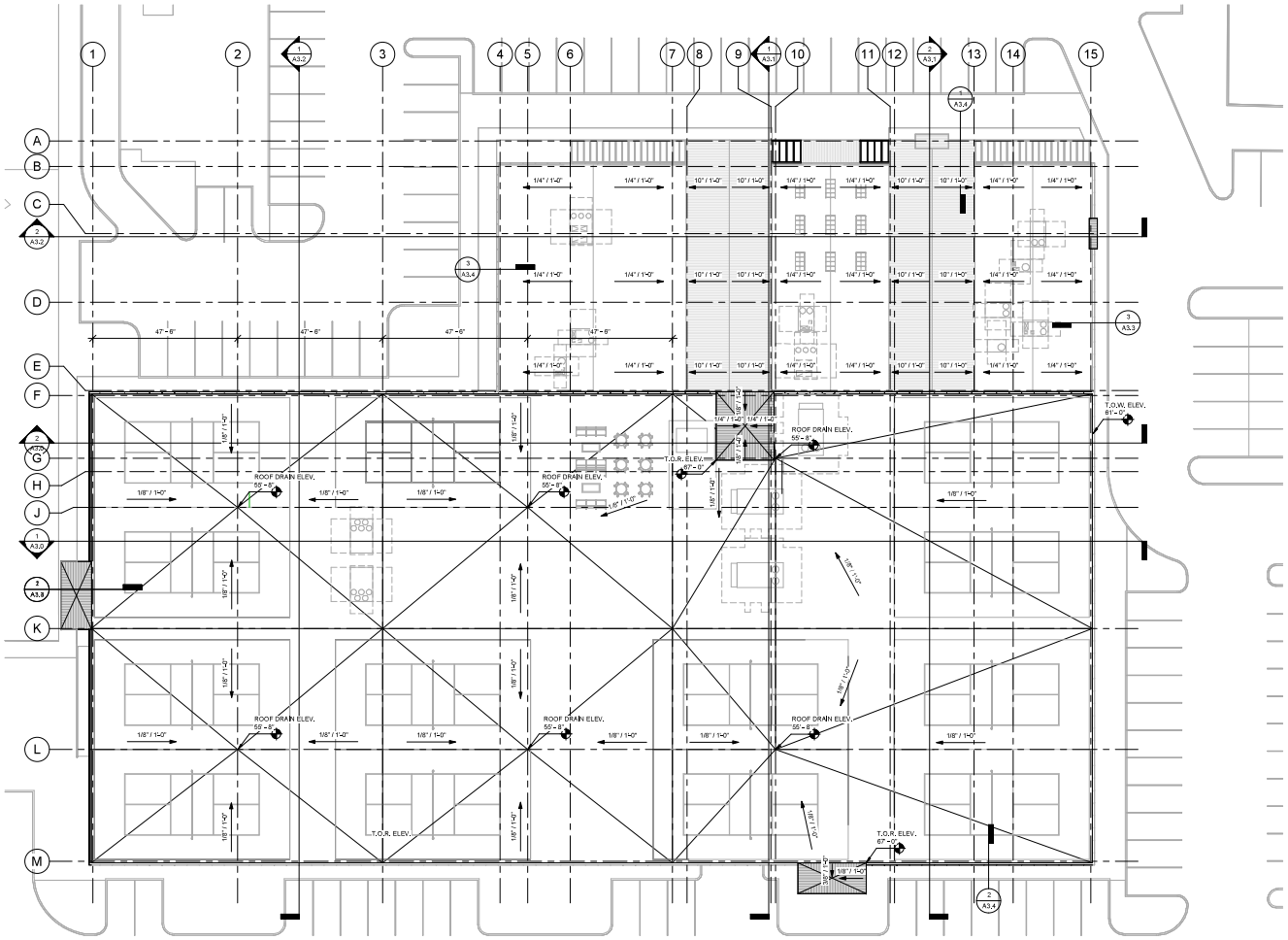
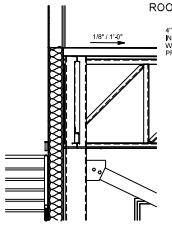


1 ROOF PLAN
1/16" = 1'-0"

ROOF ASSEMBLY



4" CONCRETE SLAB OVER METAL B-DECK W/ HIGH-DENSITY INSULATION, 1/2" CEMENT BOARD LAYER, LIQUID-APPLIED WATERPROOFING LAYER, AND DRAIN FABRIC / PREFABRICATED ROOF TRUSSES W/ R-38 INSULATION

ROOF PLAN NOTES

1	PROVIDE ROOF CRICKETS AT ALL UPSLOPE AREAS. CRICKETS TO SLOPE POSITIVELY 1/4" MINIMUM PER FOOT FROM HORIZONTAL PLANE. MAINTAIN 1/8" SLOPE PER FOOT MINIMUM FOR ALL CRICKET VALLEYS.
2	ROOF PENETRATIONS OF ANY KIND SHALL NOT BE LOCATED IN CRICKET VALLEYS.
3	IN ADDITION TO OPENING AND EQUIPMENT SHOWN ON THIS DRAWING, MECHANICAL AND ELECTRICAL DRAWINGS.
4	INDICATE ADDITIONAL ITEMS PENETRATING THE ROOF ASSEMBLY AND PROVIDE APPROPIATE FLASHING.
5	REFERENCE MECHANICAL DRAWINGS FOR VENT LOCATIONS, EQUIPMENT LOCATIONS, AND ADDITIONAL INFORMATION, TYP.
7	ROOF DRAIN

AREA SCHEDULE (GROSS BUILDING)

NAME	AREA
MAIN LEVEL FLOOR PLAN	64165 SF
SECOND LEVEL FLOOR PLAN	15568 SF
THIRD LEVEL FLOOR PLAN	36440 SF
FOURTH LEVEL FLOOR PLAN	50647 SF
TOTAL	166826 SF

PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
ROOF PLAN

PROJECT/OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT
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10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
3/3/2025

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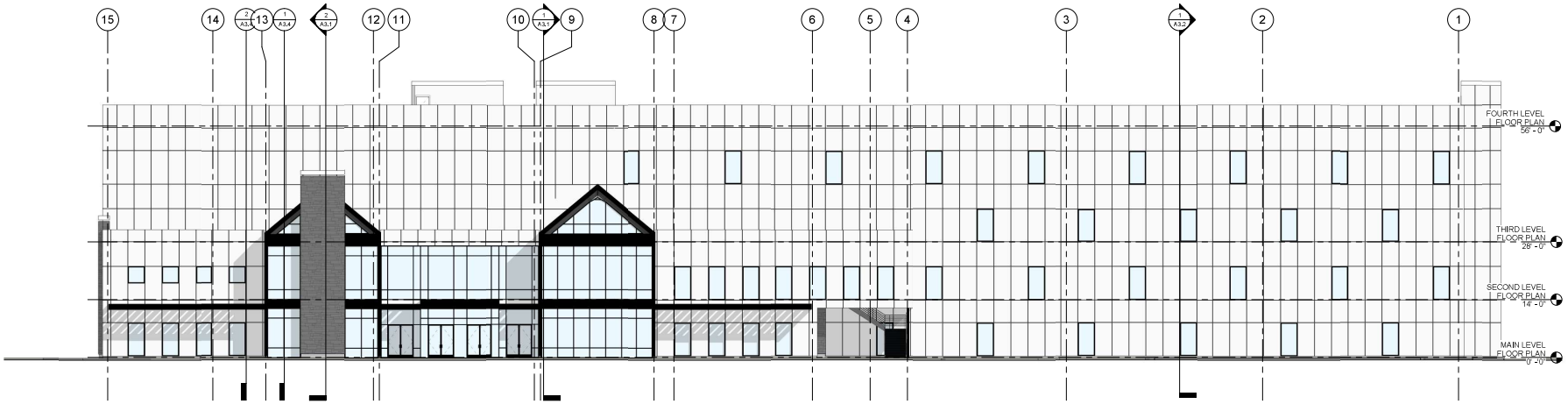
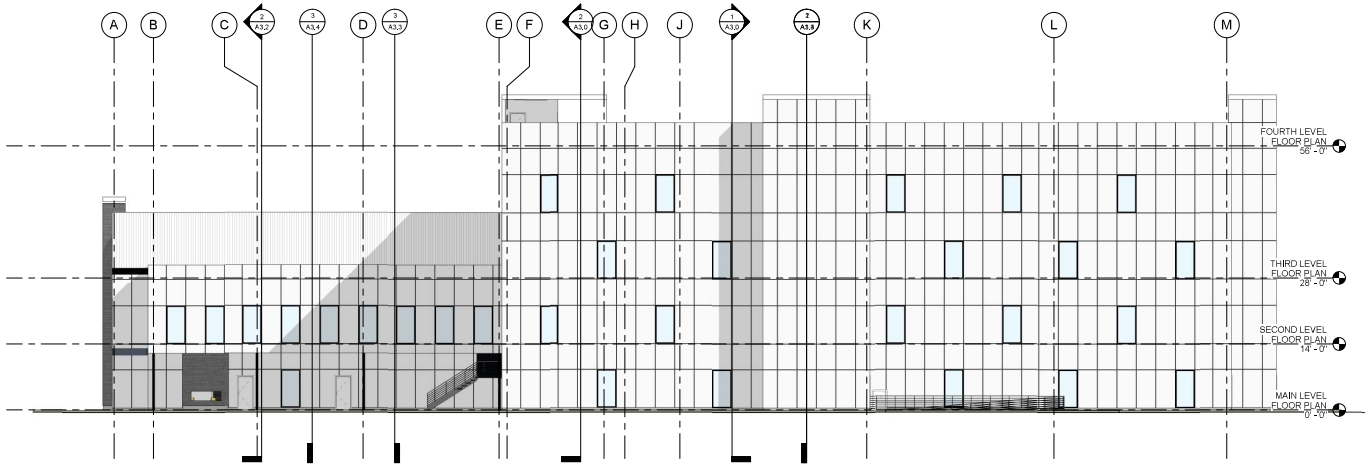


1 EAST COLORED ELEVATION
3/32" = 1'-0"

EXTERIOR FINISH SCHEDULE	
A	FIBER CEMENT BOARD
B	STONE VENEER
C	GYPSUM WALL BOARD
D	CAST-IN-PLACE CONCRETE
E	CLEAR GLAZING
F	BLACK METAL COATING
G	BLACK ALUMINUM MULLION
H	BLACK METAL ROOF
J	BLACK ALUMINUM CANOPY
K	BLACK RAILING
L	STRUCTURAL STEEL
M	WOOD DOOR
N	OVERHEAD DOOR



2 NORTH COLORED ELEVATION
3/32" = 1'-0"

PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
COLORED ELEVATIONS

PROJECT/OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT
NICHOLS • NAYLOR ARCHITECTS
10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
3/3/2025

SHEET NUMBER
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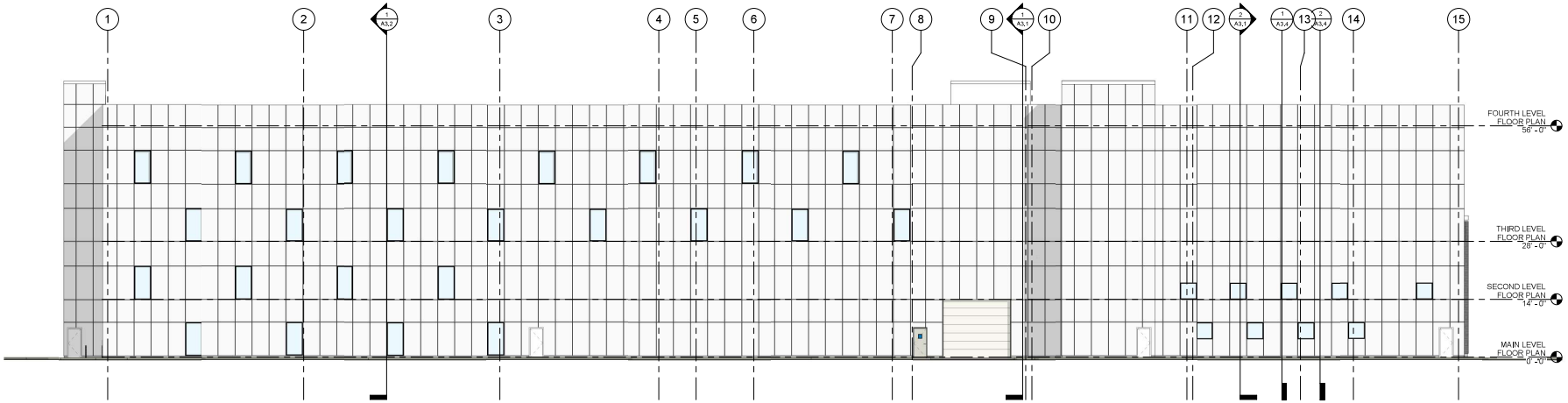
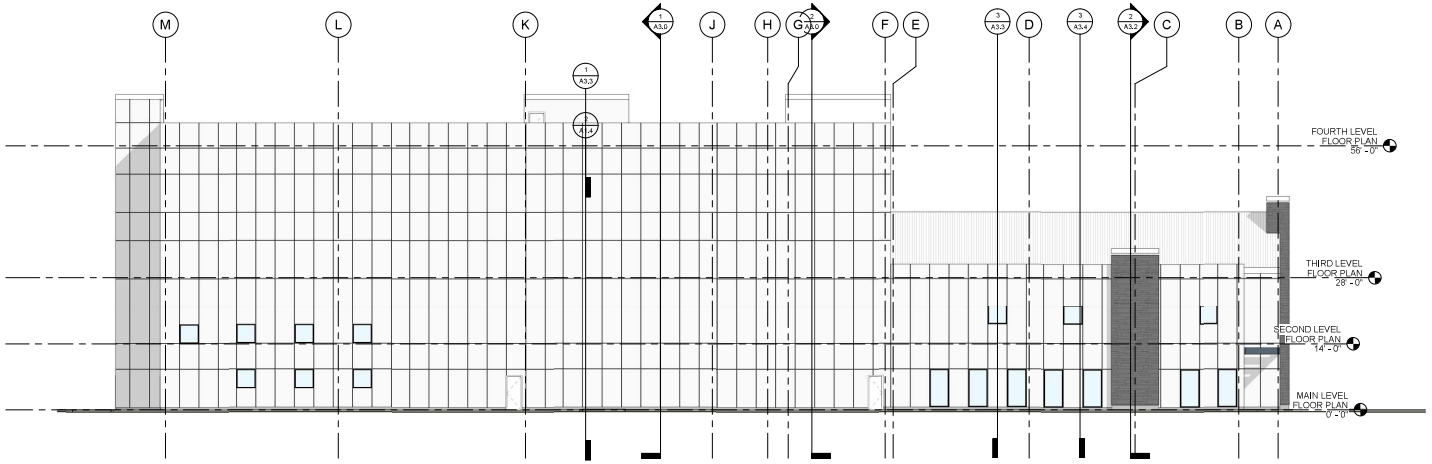


1 WEST COLORED ELEVATION
3/32" = 1'-0"

EXTERIOR FINISH SCHEDULE	
A	FIBER CEMENT BOARD
B	STONE VENEER
C	GYPSUM WALL BOARD
D	CAST-IN-PLACE CONCRETE
E	CLEAR GLAZING
F	BLACK METAL COATING
G	BLACK ALUMINUM MULLION
H	BLACK METAL ROOF
J	BLACK ALUMINUM CANOPY
K	BLACK RAILING
L	STRUCTURAL STEEL
M	WOOD DOOR
N	OVERHEAD DOOR



2 SOUTH COLORED ELEVATION
3/32" = 1'-0"

PROJECT NUMBER
24-22

REVISIONS

NO.	DATE

SHEET TITLE
COLORED ELEVATIONS

PROJECT/OWNER
PPA SOUTH JORDAN CENTER
272 W 11000 S
South Jordan, UT 84095

ARCHITECT
NICHOLS • NAYLOR ARCHITECTS
10459 SOUTH 1300 WEST
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
3/3/2025

SHEET NUMBER
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4 West
1/16" = 1'-0"

1 North
1/16" = 1'-0"

3 South
1/16" = 1'-0"

2 East
1/16" = 1'-0"

PROJECT NUMBER
Project Number

REVISIONS

#	DATE	DESCRIPTION

SHEET TITLE
COLOR ELEVATIONS

PROJECT/OWNER
SOUTH JORDAN APARTMENTS
SOUTH JORDAN, UT 84095

ARCHITECT

NICHOLS • NAYLOR
ARCHITECTS
10459 S. 1300 WEST SUITE 201
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
Issue Date

SHEET NUMBER
A700

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3 3D View 4

2 3D View 7

1 3D View 3

PROJECT NUMBER
Project Number

REVISIONS

#	DATE	DESCRIPTION

SHEET TITLE
PERSPECTIVES

PROJECT/OWNER
SOUTH JORDAN APARTMENTS
SOUTH JORDAN, UT 84095

ARCHITECT
NICHOLS • NAYLOR ARCHITECTS
10459 S. 1300 WEST SUITE 201
SOUTH JORDAN, UTAH 84095 • (801) 487-3330

DATE
Issue Date

SHEET NUMBER
A710

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South Jordan – Pickleball Center
Traffic Impact Study (Update)

Prepared by: WCG

Project #: 24-735

Date: April 3, 2025

Executive Summary

This study addresses the traffic impacts and operations associated with the proposed construction of a pickleball center and mixed-use development in South Jordan, Utah. The Project is located in the curve of Jordan Gateway, east of the Union Pacific rail alignment, north of 11010 S and at the west end of 10920 S. The Project proposes the construction of a 47-court pickleball club with seating and facilities to accommodate tournaments. Also included in the site plan are a 7-story apartment building with 205 units, a 2500 square-foot food or drink service building with a drive-through, and a 3000 square-foot retail pad.

The level of service (LOS) for both morning and evening peak hours was determined for each study intersection under every scenario. The results of the analysis are summarized in ***Table ES-1*** for the AM and PM peak hours.

Table ES-1: Level of Service Summary		
Intersection	Level of Service (sec/vehicle)[1]	
	Existing (2024) Conditions	Existing (2024) Plus Project
AM Peak Hour		
Sterling View Dr / Jordan Gateway	B (11.4)	A (8.3)
10920 S (Access 1) / Jordan Gateway	A (6.3) WB LT	B (12.6) EB LT
Access 2 / Jordan Gateway	-	A (10.1) EB LT
11010 S / Jordan Gateway	A (5.6)	A (3.1)
Access 3 / 11010 S	-	A (7.6) EB Thru
325 W (Garage Access) / 11010 S	A (1.5) WB LT	A (3.9) SB LT
PM Peak Hour		
Sterling View Dr / Jordan Gateway	B (11.4)	A (6.7)
10920 S (Access 1) / Jordan Gateway	A (6.3) WB LT	C (18.9) EB LT
Access 2 / Jordan Gateway	-	D (33.3) EB LT
11010 S / Jordan Gateway	A (5.6)	A (2.5)
Access 3 / 11010 S	-	A (5.2) EB Thru
325 W (Garage Access) / 11010 S	A (1.5) WB LT	A (4.0) SB LT

[1] Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized intersections and the worst movement for unsignalized intersections.

Findings and Recommendations

WCG makes the following conclusions and recommendations:

- The existing study intersections currently operate at acceptable levels of service.
- The Project proposes a 47-court pickleball club, a 205-unit apartment building, a a 2500 square-foot food or drink service building with a drive through, and a 2-

story commercial building with approximately 3000 square feet of leasable area. The Project is anticipated to generate approximately 3,711 daily trips, 413 AM peak hour trips and 389 PM peak hour trips. 109 AM trips are expected to be pass-by, with 66 pass-by trips in the PM peak hour.

  - The Project will add four new accesses, two of which will be on Jordan Gateway and two of which will be on 11010 South.
  - Accesses 2 and 3 could be consolidated with accesses in the neighboring AgCredit lot if possible.

- With project traffic added, all intersections are expected to continue operating at acceptable levels of service.
- A parking study was also conducted as part of this analysis.
  - There are 522 parking spaces designated in the site plan, with 250 located within a garage reserved for use by apartment residents, and the rest located in a surface lot on the site.
  - On a non-tournament weekday, the projected peak parking demand for the entire development is between 308 and 513 spots.
  - On a non-tournament weekday, City code requires between 453 and 658 spots for the whole development, based on an assumed number of employees and a requirement of one parking spot per 4 people of capacity. On a tournament day, City Code requires 704 parking spaces based on the number of seats.
    - The site plan provides an insufficient number of parking spaces for a tournament day; as such, the developer intends to direct all players, spectators, and personnel to park at contracted lots external to the site, with shuttles providing transportation to and from the pickleball center. This should allow the developer to adequately meet parking demand on tournament days.
    - It is recommended that a formal event parking plan be drafted including specific off-site parking facilities and the means of transportation that will be used
- To improve circulation and accessibility for patrons of each land use, the following suggestions are made:
  - The Garage Access on 11010 South should be aligned with 325 West in the site plan.
  - The Owner should draft a plan to minimize instances of apartment residents occupying parking stalls that are the most convenient for patrons of the commercial land uses on the site. This could include restricting overnight and/or long duration parking in the areas directly east of the pickleball facility, designating certain parking areas for apartment tenants and visitors, or other methods.

- The owner should consider designating some stalls adjacent to the apartment building for visitors or for short-term parking during the day.

Table of Contents

List of Tables

List of Figures

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts and operations associated with the proposed construction of a pickleball center and mixed-use development in South Jordan, Utah. The Project is located in the curve of Jordan Gateway, east of the Union Pacific rail alignment, and north of 11010 South. ***Figure 1*** depicts the location of the Project. A concept land use plan is also included in ***Appendix A***.

Included within this study are calculations for typical and special event parking demand generated by the proposed land uses and analysis of the traffic operations for Existing (2024) Conditions with and without the Project at study intersections and roadways adjacent to the Project.

B. Scope

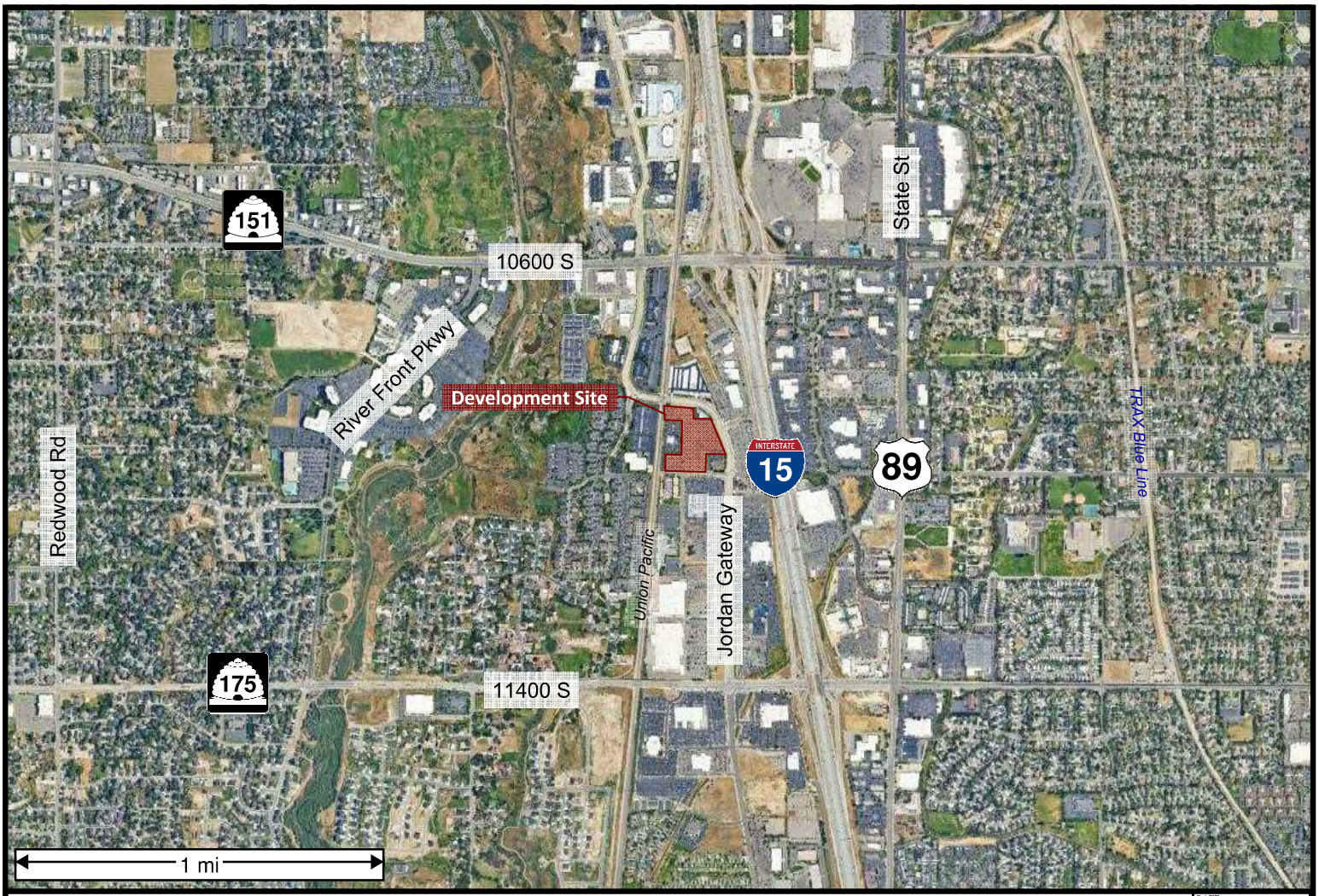
Based on the proximity to the Project site, the following intersections were analyzed to evaluate the traffic operational impacts that will result from this development:

- Sterling View Drive / Jordan Gateway
- 10920 South / Jordan Gateway
- 11010 South / Jordan Gateway
- 325 West / 11010 South

C. Analysis Methodology

Level-of-service (LOS) is a term that describes an intersection's operating performance during critical peak hours of the day. 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 thresholds for both signalized and unsignalized intersections.

The Highway Capacity Manual (HCM) 7th Edition, 2022 methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the overall intersection LOS is reported. For other unsignalized intersections, the worst approach or movement LOS is reported. LOS is measured in seconds of delay per vehicle.



WALL CONSULTANT GROUP

Vicinity Map

South Jordan Pickleball TIS

DATE: 3/18/2025

PROJECT: 24-735

Figure 1

Table 1: Level of Service Definition for Intersections			
LOS	**Signalized Delay (sec/vehicle)**	**Unsignalized Delay (sec/vehicle)**	**Description**
A	≤10	≤10	Favorable progression
B	>10 and ≤20	>10 and ≤15	Good progression
C	>20 and ≤35	>15 and ≤25	Fair progression
D	>35 and ≤55	>25 and ≤35	Noticeable congestion
E	>55 and ≤80	>35 and ≤50	Limit of acceptable delay
F	>80	>50	Unacceptable delay
Source: *Highway Capacity Manual*, Transportation Research Board, 2016			

Using Synchro/SimTraffic software, which incorporates the HCM methodology, WCG computed the peak hour LOS for each study intersection. Multiple runs (10) of SimTraffic were used to provide a statistical evaluation of traffic operations along the study corridor and at each study intersection. Detailed LOS and queueing reports are included in ***Appendix C***.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. LOS D is generally considered acceptable for urbanized areas. If LOS E or F conditions exist, an explanation and/or mitigation measures are presented.

II. BACKGROUND CONDITIONS

A. Purpose

The purpose of the Background Conditions section is to determine what background traffic conditions are by gathering existing information on roadway geometry, lane configurations, and traffic volumes in 2024. This information is used to identify existing operations, which can be used as a baseline to identify impacts that the Project will have on the surrounding roadway network.

B. Roadway System

The intersections are described below and shown in ***Figure 2***, along with existing lane configurations.

Sterling View Drive / Jordan Gateway – This is a three-leg signalized intersection with approaches for the eastbound, northbound, and westbound directions. The eastbound and westbound approaches (Jordan Gateway) each have two thru lanes and one turn lane feeding into the south leg. The right turn lane on eastbound Jordan Gateway is channelized and runs free. The westbound left turn movement is controlled by a protected-only phase. The northbound approach (Sterling View Drive) has one dedicated turn lane each for left turns and right turns. The northbound left turn lane feeds into an acceleration lane on Jordan Gateway. The intersection effectively operates as a high-T intersection, except that the westbound through movement is controlled by a light to accommodate pedestrian crossings. The posted speed limit on Jordan Gateway is 35 MPH and the posted speed on Sterling View Drive is 30 MPH. Jordan Gateway has painted bike lanes on both sides of the roadway. There is a crosswalk on the westbound approach on Jordan Gateway.

10920 South / Jordan Gateway – This is a three-leg unsignalized intersection with approaches for the northbound, southbound, and westbound directions. The northbound and southbound approaches (Jordan Gateway) each have two thru lanes and run free. The southbound approach has a dedicated left turn lane while the outside lane on the northbound approach is a shared thru-right lane. The westbound direction (10920 South) has one approach lane, one receiving lane, and is stop-controlled. There is a left-turn acceleration lane on southbound Jordan Gateway that can receive westbound left turning vehicles. The posted speed limit on Jordan Gateway is 35 MPH and the posted speed limit on 10920 South is 30 MPH. Jordan Gateway has painted bike lanes on both sides of the roadway. There is no marked crosswalk on the westbound approach, but there are pedestrian ramps on both corners to accommodate pedestrian movements.

11010 South / Jordan Gateway – This is a three-leg signalized intersection with approaches for the eastbound, northbound, and southbound directions. The northbound and southbound approaches (Jordan Gateway) each have two thru lanes. The northbound approach has a dedicated left turn lane, while the outside lane on the southbound approach is a shared thru-right lane. The northbound left turn movement is controlled by protected-permitted phasing. The eastbound approach (11010 South) has dedicated lanes for left- and right-turn movements. The eastbound left turn is controlled

by a permitted-only phase. The posted speed limit on Jordan Gateway is 35 MPH. There is no posted speed limit on 11010 South, though the presumed operating speed is 25 MPH. Jordan Gateway has painted bike lanes on both sides of the roadway. There is a crosswalk across the eastbound and northbound approaches.

325 West / 11010 South – This is a three-leg intersection where the northbound (325 West) approach is stop-controlled. Each approach has one lane. There are no posted speed limits, but the anticipated operating speed on both roadways is 25 MPH.

There is a raised median on Jordan Gateway through the study area that restricts left-turn movements at driveways and access points between the intersections previously discussed in this section.

C. Traffic Volumes

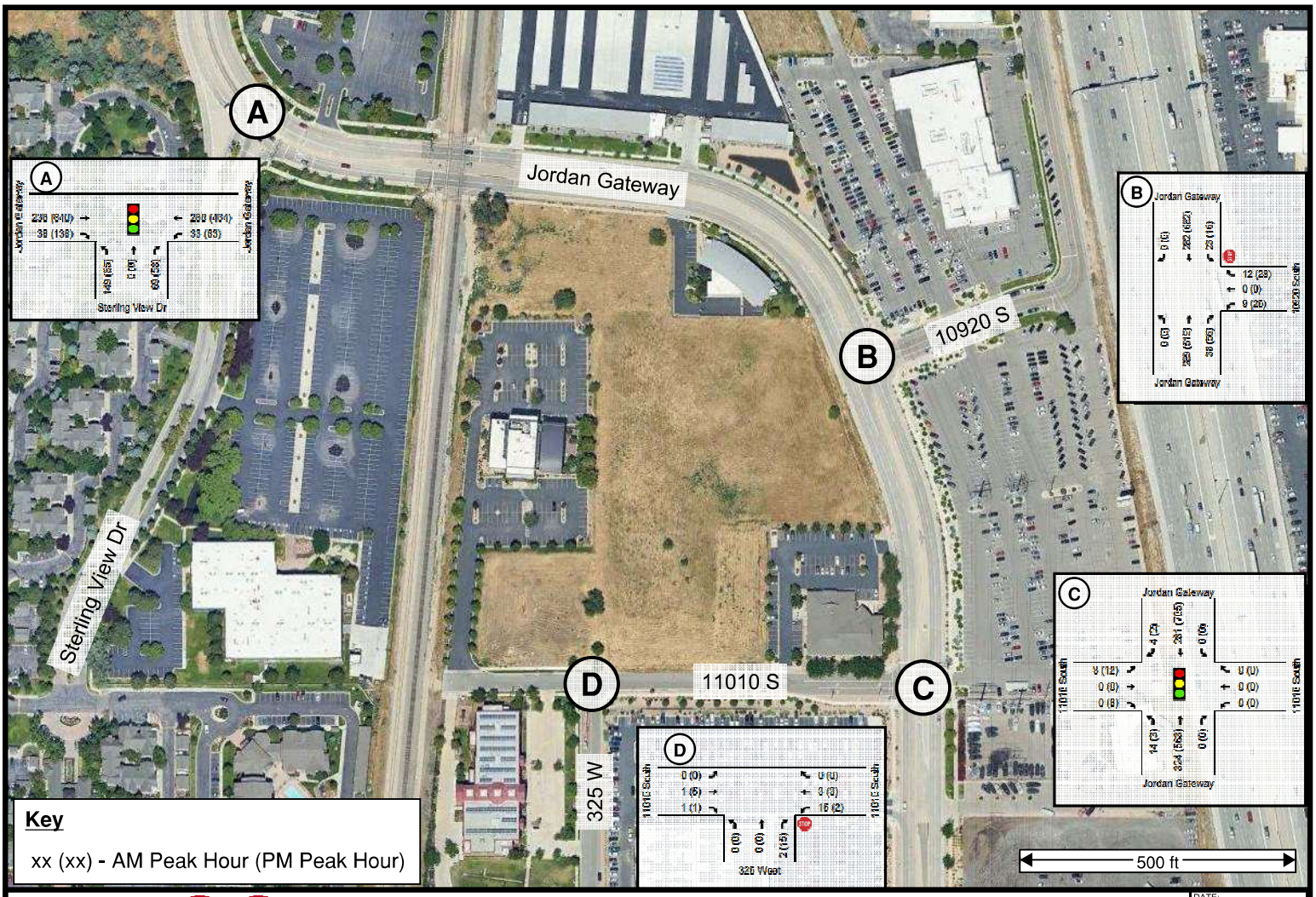
WCG conducted weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak period traffic counts at the following existing intersections:

- Sterling View Drive / Jordan Gateway
- 10920 South / Jordan Gateway
- 11010 South / Jordan Gateway
- 325 West / 11010 South

The intersection turning movement counts for all intersections were completed on Thursday, October 24, 2024. ***Figure 2*** depicts the existing AM and PM peak hour traffic volumes at the study intersections. Traffic count data is included in ***Appendix B***.

D. Level of Service Analysis

WCG determined that all study intersections are currently operating at acceptable levels of service as shown in ***Table 2***. Detailed LOS reports are included in ***Appendix C***.



WALL CONSULTANT GROUP

Background Conditions

Riverview TIS

DATE: 3/18/2025

PROJECT: 24-735

Figure 2

Table 2: Background Peak Hour Level of Service						
Intersection		Worst Movement[1]			Overall Intersection[2]	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
AM Peak Hour						
Sterling View Dr / Jordan Gateway	Signalized	-	-	-	11.4	B
10920 S / Jordan Gateway	WB Stop	WB LT	6.3	A	-	-
11010 S / Jordan Gateway	Signalized	-	-	-	5.5	A
325 W / 11010 S	NB Stop	WB LT	1.5	A	-	-
PM Peak Hour						
Sterling View Dr / Jordan Gateway	Signalized	-	-	-	11.9	B
10920 S / Jordan Gateway	WB Stop	WB LT	8.6	A	-	-
11010 S / Jordan Gateway	Signalized	-	-	-	5.2	A
325 W / 11010 S	NB Stop	NB RT	2.4	A	-	-

[1] This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
[2] This represents the overall intersection LOS and delay (seconds / vehicle).

E. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. The 95th percentile queues were not significant. The full queuing analysis is included in ***Appendix C***.

F. Mitigation Measures

As all intersections are currently operating at acceptable levels of service, no mitigation measures are recommended.

III. PROJECT CONDITIONS

A. Purpose

This section describes the type and intensity of land uses planned as a part of the Project and serves as the basis for trip generation, distribution, and assignment of Project trips to the study area roadways and intersections.

B. Project Description

The Project proposes a mixed-use development with a pickleball complex at the center. The pickleball center will include 47 courts; the ground floor will feature a 978-seat stadium and other courts with bleachers for hosting tournaments, the second floor will contain 11 practice courts, the roof will have 13 practice courts, and there will be an additional 15 practice courts outdoors. The plans also include a 2500-square-foot pad for a drive-through food and drink service establishment, a two-story commercial building comprising approximately 3000 square feet of leasable area, and an apartment building with 205 units. A conceptual land use plan for the Project is included in ***Appendix A***.

C. Trip Generation, Distribution and Assignment

Project trip generation estimates were developed using the ITE Trip Generation Manual, 11th edition. ITE land use #491 – Raquet/Tennis Club was used to calculate trips generated by the pickleball center. Trips generated by the other land uses were calculated using land use codes #221 – Multi-Family Housing (Mid-Rise), #822 – Strip Retail Plaza, and #937 - Coffee/Donut Shop with Drive-Through Window. **Table 3** shows the total number of daily, morning peak hour, and evening peak hour trips generated by the Project.

Table 3: Trip Generation

Land Use	Intensity	Units	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out	Total
#221 - Multi-Family Housing (Mid-Rise)	205	Dwelling Units	**931**	**18**	**61**	**79**	**49**	**31**	**80**
#822 – Strip Retail Plaza (<40k)	2.93	1,000 Sq. Ft. GLA	**160**	**4**	**3**	**7**	**16**	**17**	**33**
#937 - Coffee/Donut Shop with Drive-Through Window	2.47	1,000 Sq. Ft. GLA	**1,318**	**108**	**104**	**212**	**48**	**48**	**96**
#491 - Racquet / Tennis Club	47	Courts	**1,302**	**75**	**40**	**116**	**117**	**63**	**180**
Total			**3,711**	**206**	**208**	**413**	**230**	**159**	**389**

Due to the nature of the planned land use in the Project, many of the trips generated by the retail pad and drive-through establishment are anticipated to be pass-by trips. Pass-by trips are trips that are already on the roadway that will stop at a land use on their way

to their primary destination. For example, drivers may stop at the drive-through establishment on their way to or from work. These are not new trips to the network, but they do enter and exit the site. Based on data from ITE, the drive-through establishment has 90% pass-by trips during the morning peak hour period and 98% pass-by trips during the evening peak hour period, while the retail plaza has 40% pass-by trips during all hours of the day. The pass-by reductions used for this analysis are summarized in ***Table 4***.

Table 4: Pass-By Trips

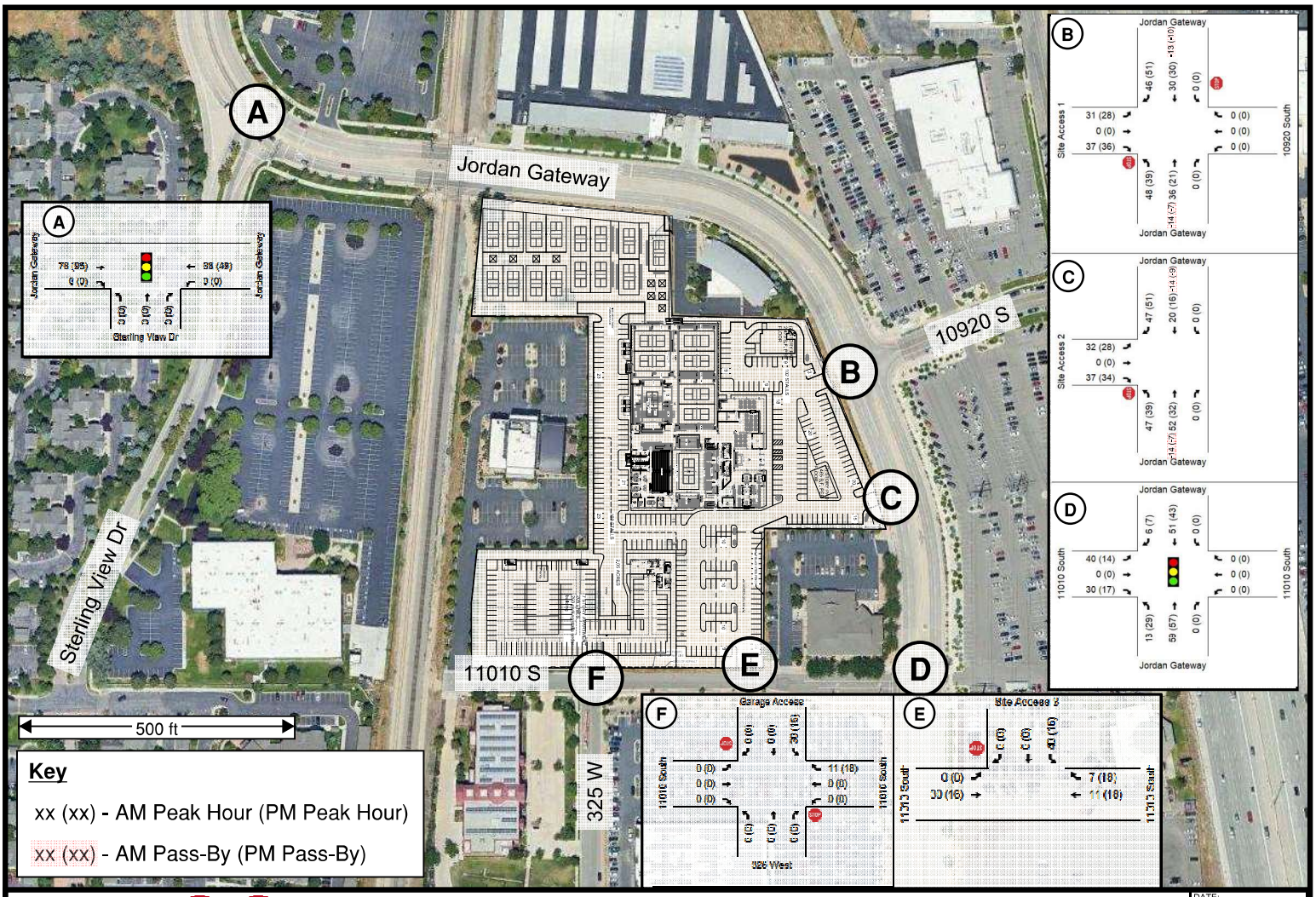
Land Use	AM Peak				PM Peak			
	%	In	Out	Total	%	In	Out	Total
#822 – Strip Retail Plaza (<40k)	40	2	1	3	40	6	7	13
#937 - Coffee/Donut Shop with Drive-Through Window	50	53	53	106	55	26	26	53
Total Pass-By		55	54	109		33	33	66
Total Generated Trips		206	208	413		230	159	389
Net New Trips Added		151	153	305		197	125	323

Project traffic from ***Table 3*** was assigned to the roadway network based on the type of trip and the proximity of Project access points to regional roadways and major population/employment centers. Existing travel patterns observed during data collection and engineering judgement provided primary guidance to establish distribution percentages.

The trip distribution for the project for the 2024 Plus Project analyses was estimated as follows:

- 50% North
- 50% South

Traffic generated by the proposed project was assigned for the roadway networks shown in ***Figure 3.***



WALL CONSULTANT GROUP

Trip Distribution and Assignment

South Jordan Pickleball Center TIS

N

DATE: 3/18/2025

PROJECT: 24-735

Figure 3

D. Accesses

The Project proposes the addition of 4 new accesses to the existing road network.

Access 1 will be aligned with 10920 South where it meets Jordan Gateway, creating a four-leg intersection. This is intended to be a full access with one ingress lane and one egress lane. The left-turn acceleration lane that currently serves westbound left turns from 10920 S will need to be removed to provide a left turn pocket for vehicles turning into Access 1.

Access 2 is proposed on Jordan Gateway with a similar configuration to Access 1 and is to be located about 85 feet north of an existing access to the Western AgCredit property. This may present access management conflicts, so brokering a deal with Western AgCredit to share an access and tie their lot in with the rest of the Project may be necessary to alleviate safety and operational concerns.

Access 3 is intended to be a full access with one ingress lane and one egress lane and is proposed on 11010 South, about 75 feet west of an existing access to the AgCredit property. Although the spacing between these two accesses is also close, this creates less cause for concern than Access 2 due to its lower functional class.

The final proposed access is the Garage Access to the apartment community, which is offset about 40 feet east of 325 West where it meets 11010 South. This is intended to be a full access with one ingress lane and one egress lane. The offset from 325 West can hazards for vehicles turning left from 11010 South in opposing directions. This access should be brought into alignment with 325 West.

E. Access Spacing

South Jordan City Code 16.26.020 requires a maximum number of accesses of 1 per 300 feet of street frontage on city-managed roads, minimum access spacing of 100 feet on collector roads, and minimum access spacing of 30 feet on local roads. Further guidance is left to the discretion of the city engineer on a development-by-development basis. Jordan Gateway is defined as an arterial road in the transportation master plan, which has no specific minimums, but the spacing between Access 3 and the existing access to the AgCredit lot is below the requirement for collectors, and thus will likely not meet the City's desired spacing for an arterial road. After discussion with the City and a review of the roadway network, WCG makes the following conclusions and recommendations for consideration by the developer in cooperation with the City:

- The left turn acceleration lane on southbound Jordan Gateway at 10920 South will need to be removed to accommodate a northbound left turn pocket at Access 1. The raised median will need to be shifted over to separate the southbound travel lanes from the left turn pocket.
- It is recommended that the Project Team determine whether a shared access to Jordan Gateway with the Western AgCredit property is possible.
- The site plan should be revised to bring the Garage Access on 11010 South into alignment with 325 West

IV. BACKGROUND PLUS PROJECT CONDITIONS

A. Purpose

The project traffic was combined with 2024 background traffic volumes to evaluate the study intersections and determine any potential impacts that are specifically attributed to Project traffic.

B. Traffic Volumes

Project generated trips as discussed in ***Chapter III*** were added to background traffic, reducing background through movements past the project accesses to account for pass-by trips. ***Figure 4*** shows the net volumes after accounting for impacts from the project.

C. Roadway Network

The conditions discussed in Section D of Chapter III were assumed for the Background Plus Project analysis.

D. Level of Service Analysis

WCG determined that all study intersections are expected to operate at acceptable levels of service as shown in ***Table 5***. Detailed LOS reports are included in ***Appendix C***.

Table 5: Background Plus Project Peak Hour Level of Service						
Intersection		**Worst Movement[1]**			**Overall Intersection[2]**	
Intersection	**Control**	**Approach**	**Avg. Delay (Sec / Veh)**	**LOS**	**Avg. Delay (Sec / Veh)**	**LOS**
AM Peak Hour						
Sterling View Dr / Jordan Gateway	Signalized	-	-	-	8.3	A
10920 S (Access 1) / Jordan Gateway	EB/WB Stop	EB LT	12.6	B	-	-
Access 2 / Jordan Gateway	EB Stop	EB LT	10.1	B	-	-
11010 S / Jordan Gateway	Signalized	-	-	-	3.1	A
Access 3 / 11010 S	SB Stop	EB Thru	7.6	A	-	-
325 W (Garage Access) / 11010 S	NB/SB Stop	SB LT	3.9	A	-	-
PM Peak Hour						
Sterling View Dr / Jordan Gateway	Signalized	-	-	-	6.7	A
10920 S (Access 1) / Jordan Gateway	EB/WB Stop	EB LT	18.9	C	-	-
Access 2 / Jordan Gateway	EB Stop	EB LT	33.3	D	-	-
11010 S / Jordan Gateway	Signalized	-	-	-	2.5	A
Access 3 / 11010 S	SB Stop	WB Thru	11.1	A	-	-
325 W (Garage Access) / 11010 S	NB/SB Stop	SB LT	4.0	A	-	-

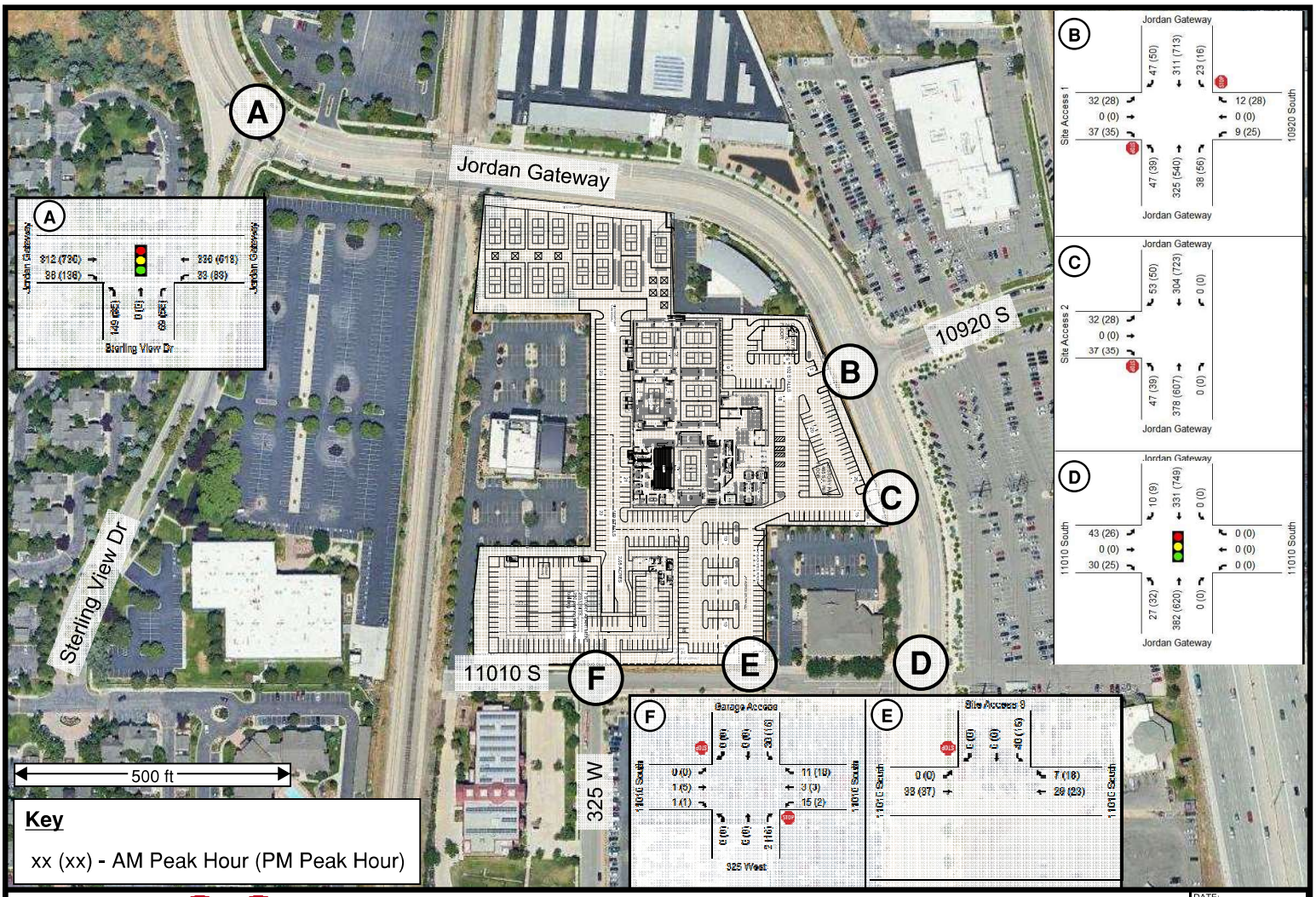
[1] This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
[2] This represents the overall intersection LOS and delay (seconds / vehicle).

E. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. The 95th percentile queues were not significant. The full queuing analysis is included in ***Appendix C***.

F. Mitigation Measures

As all intersections are anticipated to operate at acceptable levels of service with project-generated traffic added. No mitigation measures are recommended.



WALL CONSULTANT GROUP

Background Plus Project Conditions

South Jordan Pickleball Center TIS

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DATE: 3/18/2025

PROJECT: 24-735

Figure 4

V. PARKING STUDY

A. Purpose

The purpose of the Parking Study is to evaluate whether the site plan provides an appropriate number of parking spaces for the planned land uses and to make recommendations for improving parking access and internal circulation for the site.

B. Parking Layout

The site plan includes 522 parking spaces. 250 parking spaces are located in a garage under the apartment building that will be reserved for resident use. There are 102 stalls located in front of the pickleball center, surrounding the retail pad and drive-through establishment. There are an additional 170 stalls located around the side and rear of the pickleball center.

C. Circulation Patterns

Reasonably direct access is provided in the site plan for all buildings in the development. The Apartment's Garage Access to 11010 South is currently designed at an offset to 325 West. This creates safety and operations concerns, and this access should be brought into alignment with 325 West as recommended in **Chapter III Section D**.

D. Parking Demand

Peak parking demand was calculated for a typical weekday using the *Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition*. The parking ratios in South Jordan City Code 16.26.040 were consulted to obtain parking minimums for each land use. ***Table 6*** compares peak parking demand from ITE to the City's requirements and the amount provided in the site plan.

ITE land use #491 – Raquet/Tennis Club was used to calculate the peak parking demand for the pickleball center. Peak parking demand for the other land uses was calculated using land use codes #221 – Multi-Family Housing (Mid-Rise), #820 – Shopping Center and #937 - Coffee/Donut Shop with Drive-Through Window.

The parking ratio given in the city code for multifamily housing is dependent on the number of 1, 2, or 3+ bedroom units, so both the minimum and maximum possible requirements were calculated. The parking ratio in the city code for "restaurants with drive-up" was used to calculate the requirement for the drive-through establishment based on the square footage. The parking ratio for "beauty and hair salons" was used for the retail pad since the expected tenant for this unit is a beauty salon. It was assumed for this study that the salon would have about 16 chairs. The number of parking spaces required by City Code is much less than the demand calculated using ITE Land Use #820; however, the land use described in the ITE manual encompasses a wide array of uses, including beauty salons, and therefore may indicate a higher parking demand than a beauty salon by itself would generate.

To determine the parking demand generated by the pickleball center on a typical weekday, several assumptions were made regarding the proposed operations of the

facility. It was assumed that a total of 25 employees would be working at any given time, including custodial, the front desk, concessions stand, a pro shop, and other support staff. It was assumed that 1 stall per employee would be appropriate based on other land use ratios in the city code. Applying the City's ratios for the "Office" land use and for "retail sales or rental" based on the floor area also yields a similar number of spots for these supportive workspaces. To account for parking demand generated by patrons of the facility, a ratio of 1 spot per 4 persons of capacity, or 1 per court, was used based on land uses in the city code like "swimming pool", "stadium", and so on.

WCG also examined parking demand generated by the facility on a tournament day. City code land uses "stadium" and "recreation, amusement, entertainment and other assembly" were applied to the pickleball center based on the seating capacity of all ground-floor courts. With a total of 2813 seats shown in the site plan, the city code requires a total of 704 parking spaces, which is far more than the 522 spaces shown on the site plan. As it's impractical to supply this much parking on-site, on tournament days all personnel, players, and spectators will be directed to park at contracted parking lots off-site, with shuttles providing access to the pickleball center. The following parking lots are all under consideration to be used in this manner:

- South Towne Mall
- Parking lot for the vacant office building on Sterling View Drive on the west side of the tracks
- Riverfront Office Park
- Valley High School
- Undeveloped land south of the Chevrolet dealer
- Undeveloped land near the FrontRunner Station

Tournament organizers will closely monitor the schedule to ensure that adequate arrangements are made for the expected number of players, spectators, and employees at any given time. This arrangement accommodates the increased parking demand on tournament days while mitigating the need to increase the number of parking spaces provided on-site.

Since parking demand fluctuates throughout the day based on the land use type, WCG also completed a time-of-day analysis for a typical weekday based on ITE data for each land use. Treating the parking requirements in the City Code as the peak demand for each land use, overall parking demand is expected to peak during the hours between 12:00 and 4:00 AM, and again at 7:00 PM. During the middle of the night, parking demand for the apartments is at its maximum, but all other land uses are closed. Many residents have left the site by the time the other land uses are reaching their peak activity, but by 7:00 PM the other land uses are still active while residents are returning home. At 12:00 AM, the total parking demand ranges between 308 and 513, while at 7:00 PM it ranges between 330 and 474. ***Table 7*** shows the parking demand for each land use during each hour of the day

Table 6: Parking Generation				
Land Use	**Intensity**	**Units**	**ITE Weekday Parking Demand**	**City Code Required**
Multi-Family Housing	205	Dwelling Units	**266**	**308 - 513**
Beauty Salon	2.93 / 16	1,000 Sq. Ft. GLA / Chairs	**105**	**48**
Drive-Through Food Service	2.47	1,000 Sq. Ft. GLA	**13**	**25**
Pickleball Center	47 / 25	Courts / Employees	**204**	**72**
Total			**587**	**453 – 658**

Table 7: Time of Day Demand					
Time	**Land Use**				**Total**
	Multi-Family	**Salon**	**Drive-Through**	**Pickleball**	
12:00–4:00	**308 - 513**	**0**	**0**	**0**	**308 - 513**
5:00	290 - 482	0	0	0	**290 - 482**
6:00	256 - 426	0	0	0	**256 - 426**
7:00	219 - 364	0	18	42	**279 - 424**
8:00	188 - 313	0	23	52	**263 - 388**
9:00	169 - 282	0	25	68	**263 - 376**
10:00	166 - 277	0	22	68	**256 - 367**
11:00	163 - 272	0	18	68	**250 - 359**
12:00	154 - 257	37	18	60	**269 - 371**
13:00	151 - 251	48	19	47	**265 - 365**
14:00	151 - 251	47	15	40	**253 - 353**
15:00	154 - 257	43	16	46	**259 - 361**
16:00	179 - 298	36	16	54	**285 - 404**
17:00	197 - 328	39	0	60	**297 - 428**
18:00	206 - 344	43	0	72	**321 - 458**
19:00	**216 - 359**	**43**	**0**	**71**	**330 - 474**
20:00	234 - 390	40	0	0	**274 - 430**
21:00	256 - 426	0	0	0	**256 - 426**
22:00	277 - 462	0	0	0	**277 - 462**
23:00	286 - 477	0	0	0	**286 - 477**

Based on the parking requirements outlined in the South Jordan City Code and time-of-day parking demand according to ITE, WCG finds that the 522 parking spaces provided in the site plan will be enough to accommodate non-tournament day parking demand.

Because demand for the apartments peaks at a different time from the other land uses, there is an adequate number of spaces outside the apartment's dedicated garage to accommodate the fluctuating demand.

E. Mitigation Measures

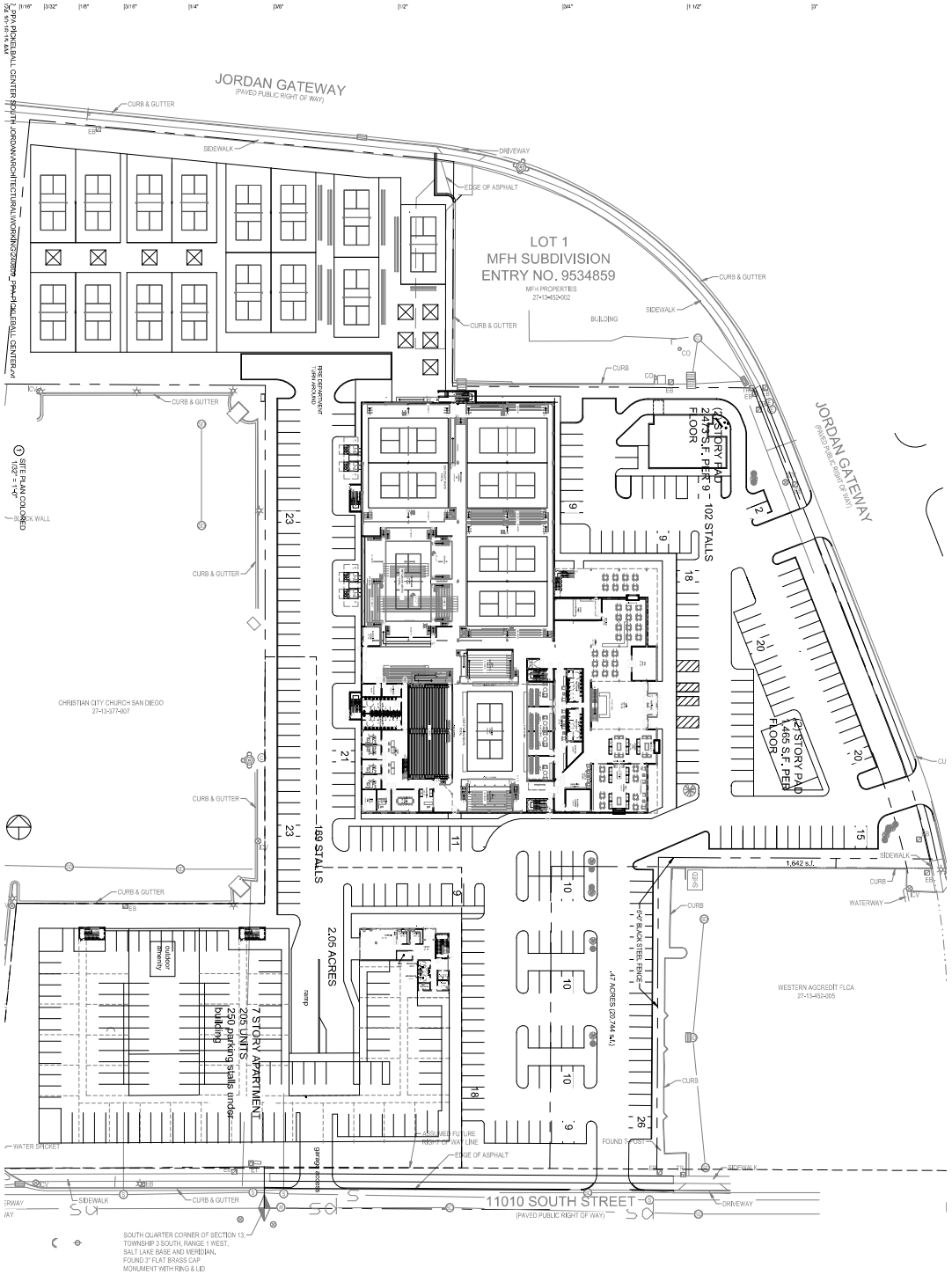
It is recommended that a formal event parking plan be drafted including specific off-site parking facilities and the means of transportation that will be used and submitted to South Jordan City.

As mentioned earlier, on non-tournament days the number of parking spaces provided in the site plan will meet City Code at any given time of day. On tournament days, all demand generated by the pickleball center will be shifted to other nearby parking lots with shuttles providing access to the center, alleviating traffic and parking pressure at the Project site and leaving ample parking available for the other land uses on the site.

It is also recommended that the project owner consider devising and implementing a plan to minimize instances of apartment residents occupying parking stalls that are the most convenient for patrons of the commercial land uses on the site. This could include restricting overnight and/or long duration parking in the areas directly east of the pickleball facility, designating certain parking areas for apartment tenants and visitors, or other methods. The owner should also consider designating some stalls adjacent to the apartment building for visitors or for short-term parking during the day.

VI. APPENDICES

APPENDIX A: CONCEPTUAL LAND USE PLAN



SHEET NUMBER: A101	DATE: 10/02/2024	NICHOLS • NAYLOR ARCHITECTS, 10459 SOUTH 1300 WEST, SOUTH JORDAN, UTAH 84095 • (801) 487-3330	ARCHITECT	SOUTH JORDAN PICKLE BALL CENTER, 272 W 11000 S, South Jordan, UT 84095	PROJECT OWNER	SHEET TITLE: SITE CONCEPT PLAN	DESIGN REVIEW	PROJECT NUMBER: 24-22

APPENDIX B: TRAFFIC COUNTS

Jordan Gateway / Sterling View Dr
South Jordan UT
10/24/2024
4th Thursday

note:

Source: CCRPC

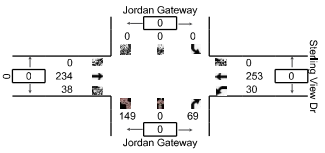
	Eastbound						Westbound (Sterling View Dr)						Northbound (Jordan Gateway)						Southbound (Jordan Gateway)						Pedestrians					
	EBL	EBL	EBT	EBT	EBR	EBR	WBL	WBL	WBT	WBT	WBR	WBR	NBL	NBL	NBT	NBT	NBR	NBR	SBL	SBL	SBT	SBT	SBR	SBR	PNWR	PNEL	PSWR	PNWL		
	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	PSWL	PSER	PSEL	PNER	15 Min Total	Hour Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
7:30 AM	0	0	0	0	0	0	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24
7:45 AM	0	0	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	30
8:00 AM	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	34
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	35
8:30 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
8:45 AM	0	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	13
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	11	21
5:15 PM	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	22
5:30 PM	0	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	26
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM (6AM-12PM) Peak																														35
PM (12PM-6PM) Peak																														26

AM Peak Hour

Jordan Gateway / Sterling Vie
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	30	149	0	
T	234	253	0	0	
R	38	0	69	0	773
Enter	272	283	218	0	773
Exit	303	402	0	68	773
Heavy	0.0%	0.3%	0.9%		0.4%
Peds	0	0	0	0	PHF
Peak Hour	7:30 AM - 8:30 AM				0.88



PHF

	EB	WB	NB	SB
L	1.00	1.00	1.00	1.00
T	1.00	1.00	1.00	1.00
R	1.00	1.00	1.00	1.00
Appr	1.00	1.00	1.00	1.00
Int	9.20			

Heavy

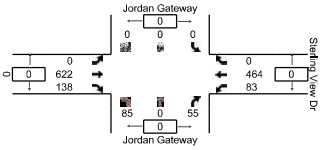
	EB	WB	NB	SB
L	0.0%	3.3%	0.0%	4.3%
T	0.0%	0.0%	0.0%	7.9%
R	0.0%	2.8%	2.9%	0.0%
Appr	0.0%	0.3%	0.9%	
Int	0.4%			

PM Peak Hour

Jordan Gateway / Sterling Vie
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	83	85	0	
T	622	464	0	0	
R	138	0	55	0	1447
Enter	760	547	140	0	1447
Exit	677	549	0	221	1447
Heavy	0.0%	0.0%	0.0%		0.0%
Peds	0	0	0	0	PHF
Peak Hour	4:45 PM - 5:45 PM				0.90



PHF

	EB	WB	NB	SB
LT	1.00	1.00	1.00	1.00
TH	1.00	1.00	1.00	1.00
RT	1.00	1.00	1.00	1.00
Appr.	1.00	1.00	1.00	1.00
Int.	32.89			

Heavy

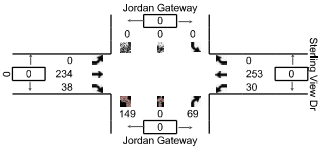
	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	2.3%
T	0.0%	0.0%	1.2%	0.7%
R	0.0%	0.9%	0.0%	0.0%
Appr	0.0%	0.0%	0.0%	
Int	0.0%			

Alternate Analysis Hour 7:30 AM
Midday Peak Hour

Jordan Gateway / Sterling Vie
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	30	149	0	
T	234	253	0	0	
R	38	0	69	0	773
Enter	272	283	218	0	773
Exit	303	402	0	68	773
Peds	0	0	0	0	PHF
Peak Hour	7:30 AM - 8:30 AM				0.88



PHF

	EB	WB	NB	SB
LT	1.00	1.00	1.00	1.00
TH	1.00	1.00	1.00	1.00
RT	1.00	1.00	1.00	1.00
Appr.	1.00	1.00	1.00	1.00
Int.	9.20			

Heavy

	EB	WB	NB	SB
L		0.0%	0.0%	
T	0.0%	0.0%		
R	0.0%		0.0%	
Appr	0.0%	0.0%	0.0%	
Int	0.0%			

Jordan Gateway / 10920 S
South Jordan UT
10/24/2024
4th Thursday

note:

Source: CCRPC

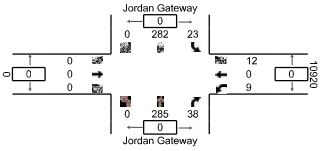
	Eastbound						Westbound						Northbound						Southbound						Pedestrians					
							10920						Jordan Gateway						Jordan Gateway						PNWR	PNEL	PSWR	PNWL		
	EBL	EBL	EBT	EBT	EBR	EBR	WBL	WBL	WBT	WBT	WBR	WBR	NBL	NBL	NBT	NBT	NBR	NBR	SBL	SBL	SBT	SBT	SBR	SBR	PSWL	PSER	PSEL	PNER	15 Min	Hour
	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	EB	WB	NB	SB	Total	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
7:30 AM	0	0	0	0	0	0	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24
7:45 AM	0	0	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	30
8:00 AM	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	34
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	35
8:30 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
8:45 AM	0	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	13
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	11	21
5:15 PM	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	22
5:30 PM	0	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	26
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																													AM (6AM-12PM) Peak	35
																													PM (12PM-6PM) Peak	26

AM Peak Hour

Jordan Gateway / 10920 S
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	9	0	23	
T	0	0	285	282	
R	0	12	38	0	649
Enter	0	21	323	305	649
Exit	61	0	297	291	649
Heavy		9.5%	4.3%	4.3%	4.5%
Peds	0	0	0	0	PHF
Peak Hour	7:30 AM - 8:30 AM				0.88



PHF

	EB	WB	NB	SB
L	1.00	0.56	1.00	1.00
T	0.00	0.00	1.00	1.00
R	0.00	1.00	1.00	1.00
Appr	0.00	0.22	1.00	1.00
Int	7.73			

Heavy

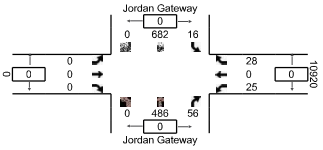
	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	4.3%
T	0.0%	0.0%	4.2%	4.3%
R	0.0%	16.7%	5.3%	0.0%
Appr		9.5%	4.3%	4.3%
Int	4.5%			

PM Peak Hour

Jordan Gateway / 10920 S
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	25	0	16	
T	0	0	486	682	
R	0	28	56	0	1293
Enter	0	53	542	698	1293
Exit	72	0	514	707	1293
Heavy		0.5%	1.1%	0.7%	0.9%
Peds	0	0	0	0	PHF
Peak Hour	4:45 PM - 5:45 PM				0.90



PHF

	EB	WB	NB	SB
LT	1.00	1.00	1.00	1.00
TH	0.00	0.00	1.00	1.00
RT	0.00	1.00	1.00	1.00
Appr.	0.00	1.00	1.00	1.00
Int.	29.39			

Heavy

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	2.3%
T	0.0%	0.0%	1.2%	0.7%
R	0.0%	0.9%	0.0%	0.0%
Appr		0.5%	1.1%	0.7%
Int	0.9%			

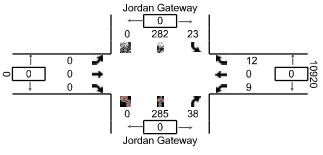
Alternate Analysis Hour
Midday Peak Hour

7:30 AM

Jordan Gateway / 10920 S
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	9	0	23	
T	0	0	285	282	
R	0	12	38	0	649
Enter	0	21	323	305	649
Exit	61	0	297	291	649
Peds	0	0	0	0	PHF
Peak Hour	7:30 AM - 8:30 AM				0.88



PHF

	EB	WB	NB	SB
LT	1.00	0.56	1.00	1.00
TH	0.00	0.00	1.00	1.00
RT	0.00	1.00	1.00	1.00
Appr.	0.00	0.22	1.00	1.00
Int.	7.73			

Heavy

	EB	WB	NB	SB
L		0.0%		0.0%
T			0.0%	0.0%
R		0.0%	0.0%	
Appr		0.0%	0.0%	0.0%
Int	0.0%			

Jordan Gateway / 11010 S
South Jordan UT
10/24/2024
4th Thursday

note:

Source: CCRPC

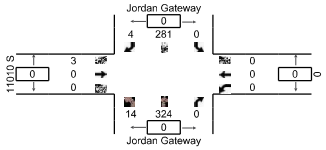
	Eastbound 11010 S						Westbound						Northbound Jordan Gateway						Southbound Jordan Gateway						Pedestrians					
	EBL	EBL	EBT	EBT	EBR	EBR	WBL	WBL	WBT	WBT	WBR	WBR	NBL	NBL	NBT	NBT	NBR	NBR	SBL	SBL	SBT	SBT	SBR	SBR	PNWR	PNEL	PSWR	PNWL		
	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	PSWL	PSER	PSEL	PNER	15 Min	Hour
																									EB	WB	NB	SB	Total	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
7:30 AM	0	0	0	0	0	0	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24
7:45 AM	0	0	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	30
8:00 AM	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	34
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	35
8:30 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
8:45 AM	0	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	13
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	11	21
5:15 PM	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	22
5:30 PM	0	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	26
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																													AM (6AM-12PM) Peak	35
																													PM (12PM-6PM) Peak	26

AM Peak Hour

Jordan Gateway / 11010 S
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	3	0	14	0	
T	0	0	324	281	
R	0	0	0	4	626
Enter	3	0	338	285	626
Exit	0	18	327	281	626
Heavy	33.3%		2.7%	4.5%	3.7%
Peds	0	0	0	0	PHF
Peak Hour	7:30 AM - 8:30 AM				0.83



PHF

	EB	WB	NB	SB
L	1.00	0.00	1.00	1.00
T	0.00	0.00	1.00	1.00
R	0.00	1.00	0.00	1.00
Appr	0.38	0.00	1.00	1.00
Int	7.45			

Heavy

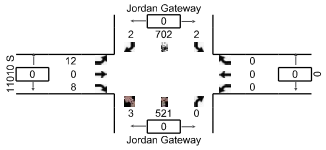
	EB	WB	NB	SB
L	33.3%	0.0%	7.1%	0.0%
T	0.0%	0.0%	2.5%	4.6%
R	0.0%	0.0%	0.0%	0.0%
Appr	33.3%		2.7%	4.5%
Int	3.7%			

PM Peak Hour

Jordan Gateway / 11010 S
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	12	0	3	2	
T	0	0	521	702	
R	8	0	0	2	1250
Enter	20	0	524	706	1250
Exit	2	5	533	710	1250
Heavy	0.0%		0.6%	1.1%	0.9%
Peds	0	0	0	0	PHF
Peak Hour	4:45 PM - 5:45 PM				0.91



PHF

	EB	WB	NB	SB
LT	1.00	0.00	1.00	1.00
TH	0.00	0.00	1.00	1.00
RT	1.00	1.00	0.00	1.00
Appr.	1.00	0.00	1.00	1.00
Int.	28.41			

Heavy

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.6%	1.1%
R	0.0%	0.0%	0.0%	0.0%
Appr	0.0%		0.6%	1.1%
Int	0.9%			

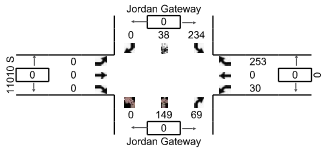
Alternate Analysis Hour
Midday Peak Hour

7:30 AM

Jordan Gateway / 11010 S
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	30	0	234	
T	0	0	149	38	
R	0	253	69	0	773
Enter	0	283	218	272	773
Exit	303	0	402	68	773
Peds	0	0	0	0	PHF
Peak Hour	7:30 AM - 8:30 AM				0.88



PHF

	EB	WB	NB	SB
LT	1.00	1.00	1.00	1.00
TH	0.00	0.00	1.00	1.00
RT	0.00	1.00	1.00	1.00
Appr.	0.00	1.00	1.00	1.00
Int.	9.20			

Heavy

	EB	WB	NB	SB
L		0.0%		0.0%
T			0.0%	0.0%
R		0.0%	0.0%	
Appr		0.0%	0.0%	0.0%
Int	0.0%			

325 W / 11010 S
South Jordan UT
10/24/2024
4th Thursday

note:

Source: CCRPC

	Eastbound 11010 S						Westbound 11010 S						Northbound 325 W						Southbound 325 W						Pedestrians PNWR PNEL PSWR PNWL PSWL PSER PSEL PNER				15 Min	Hour
	EBL Car	EBL Truck	EBT Car	EBT Truck	EBR Car	EBR Truck	WBL Car	WBL Truck	WBT Car	WBT Truck	WBR Car	WBR Truck	NBL Car	NBL Truck	NBT Car	NBT Truck	NBR Car	NBR Truck	SBL Car	SBL Truck	SBT Car	SBT Truck	SBR Car	SBR Truck	EB	WB	NB	SB	Total	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
7:45 AM	0	0	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10
8:00 AM	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	14
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	15
8:30 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
8:45 AM	0	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	13
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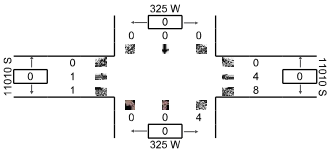
5:15 PM	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	22
5:30 PM	0	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	26
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																												AM (6AM-12PM) Peak		18
																												PM (12PM-6PM) Peak		26

AM Peak Hour

325 W / 11010 S
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	8	0	0	
T	1	4	0	0	
R	1	0	4	0	18
Enter	2	12	4	0	18
Exit	5	4	0	9	18
Heavy	0.0%	0.0%	0.0%		0.0%
Peds	0	0	0	0	PHF
Peak Hour	8:00 AM - 9:00 AM				0.64



PHF

	EB	WB	NB	SB
L	1.00	0.67	1.00	1.00
T	0.25	0.50	1.00	1.00
R	0.25	1.00	0.50	1.00
Appr	0.25	0.60	0.50	1.00
Int	0.64			

Heavy

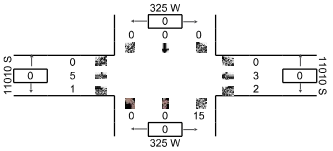
	EB	WB	NB	SB
L		0.0%		
T	0.0%	0.0%		
R	0.0%		0.0%	
Appr	0.0%	0.0%	0.0%	
Int	0.0%			

PM Peak Hour

325 W / 11010 S
South Jordan UT
10/24/2024
4th Thursday

Volumes

	EB	WB	NB	SB	
L	0	2	0	0	
T	5	3	0	0	
R	1	0	15	0	26
Enter	6	5	15	0	26
Exit	20	3	0	3	26
Heavy	0.0%	0.0%	0.0%		0.0%
Peds	0	0	0	0	PHF
Peak Hour	4:45 PM - 5:45 PM				0.59



PHF

	EB	WB	NB	SB
LT	1.00	0.50	1.00	1.00
TH	0.63	0.38	1.00	1.00
RT	0.25	1.00	0.42	1.00
Appr.	0.50	0.42	0.42	1.00
Int.	0.59			

Heavy

	EB	WB	NB	SB
L		0.0%		
T	0.0%	0.0%		
R	0.0%		0.0%	
Appr	0.0%	0.0%	0.0%	
Int	0.0%			

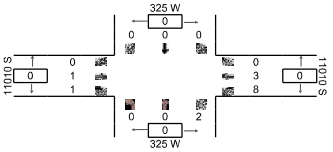
Alternate Analysis Hour
Midday Peak Hour

325 W / 11010 S
South Jordan UT
10/24/2024
4th Thursday

7:30 AM

Volumes

	EB	WB	NB	SB	
L	0	8	0	0	
T	1	3	0	0	
R	1	0	2	0	15
Enter	2	11	2	0	15
Exit	3	3	0	9	15
Peds	0	0	0	0	PHF
Peak Hour	7:30 AM - 8:30 AM				0.63



PHF

	EB	WB	NB	SB
LT	1.00	0.50	1.00	1.00
TH	0.25	0.38	1.00	1.00
RT	0.25	1.00	0.25	1.00
Appr.	0.25	0.46	0.25	1.00
Int.	0.63			

Heavy

	EB	WB	NB	SB
L		0.0%		
T	0.0%	0.0%		
R	0.0%		0.0%	
Appr	0.0%	0.0%	0.0%	
Int	0.0%			

APPENDIX C: SIMTRAFFIC LOS AND QUEUEING REPORTS

1: Sterling View Dr & Jordan Gateway Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.2	0.1	0.0
Total Del/Veh (s)	13.7	0.0	50.1	2.5	24.5	2.7	11.4

3: Jordan Gateway & 10920 S Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	3.4	0.3	0.3	6.2	1.8	1.2

5: Jordan Gateway & 11010 S Performance by movement

Movement	EBL	EBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	3.3	0.1	0.0	0.0	0.1
Total Del/Veh (s)	36.6	0.0	16.2	7.2	2.6	0.0	5.5

7: 325 W & 11010 S Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.0	1.9	0.8	1.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	16.4

Intersection: 1: Sterling View Dr & Jordan Gateway

Movement	EB	EB	WB	WB	WB	NE	NE
Directions Served	T	T	L	T	T	L	R
Maximum Queue (ft)	140	105	73	56	99	180	64
Average Queue (ft)	73	27	29	2	16	79	29
95th Queue (ft)	120	74	58	19	58	140	51
Link Distance (ft)	340	340		1148	1148	1039	1039
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			70				
Storage Blk Time (%)			2	0			
Queuing Penalty (veh)			3	0			

Intersection: 3: Jordan Gateway & 10920 S

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	54	31
Average Queue (ft)	16	5
95th Queue (ft)	44	22
Link Distance (ft)	653	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jordan Gateway & 11010 S

Movement	EB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	TR
Maximum Queue (ft)	50	53	113	74	50	65
Average Queue (ft)	4	7	55	29	9	24
95th Queue (ft)	26	32	96	71	37	55
Link Distance (ft)	524		1256	1256	133	133
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 7: 325 W & 11010 S

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 3

1: Sterling View Dr & Jordan Gateway Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	15.6	0.5	44.5	3.1	24.9	4.9	11.9

3: Jordan Gateway & 10920 S Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.6	4.0	0.7	0.6	7.4	3.1	2.3

5: Jordan Gateway & 11010 S Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	4.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	16.7	0.1	11.0	8.7	9.4	1.5	1.0	5.2

7: 325 W & 11010 S Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.0	0.0	1.8	0.3	2.4	1.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	19.0

Intersection: 1: Sterling View Dr & Jordan Gateway

Movement	EB	EB	WB	WB	WB	NE	NE
Directions Served	T	T	L	T	T	L	R
Maximum Queue (ft)	206	160	94	74	55	97	74
Average Queue (ft)	137	95	48	3	26	51	23
95th Queue (ft)	191	147	83	25	55	81	55
Link Distance (ft)	340	340		1148	1148	1039	1039
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			70				
Storage Blk Time (%)			10	0			
Queuing Penalty (veh)			22	0			

Intersection: 3: Jordan Gateway & 10920 S

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	75	52
Average Queue (ft)	29	7
95th Queue (ft)	55	31
Link Distance (ft)	653	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jordan Gateway & 11010 S

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	TR
Maximum Queue (ft)	45	30	28	182	163	74	54
Average Queue (ft)	7	10	2	86	66	11	21
95th Queue (ft)	24	33	14	137	125	44	49
Link Distance (ft)	524			1256	1256	133	133
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		130	100				
Storage Blk Time (%)				4			
Queuing Penalty (veh)				0			

Intersection: 7: 325 W & 11010 S

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	15
95th Queue (ft)	40
Link Distance (ft)	608
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 22

1: Sterling View Dr & Jordan Gateway Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	5.1	0.0	26.4	4.0	25.3	5.2	8.3

3: Jordan Gateway & Access 2/10920 S Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.6	5.3	9.0	3.3	3.2	0.3	0.3	3.2	0.4	0.4	1.3

4: Jordan Gateway & Access 3 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	4.1	4.4	0.6	0.3	0.4	1.2

5: Jordan Gateway & 11010 S Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.2	0.0	0.0	0.2
Total Del/Veh (s)	19.9	1.2	5.0	8.3	2.2	1.7	1.0	3.1

6: 11010 S & Access 4 Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	7.6	7.3	3.2	6.1	6.7

7: 11010 S & Garage Access Performance by movement

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	0.0	3.0	2.1	1.4	2.1	3.9	3.0

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	11.3

Intersection: 1: Sterling View Dr & Jordan Gateway

Movement	EB	EB	WB	WB	WB	NE	NE
Directions Served	T	T	L	T	T	L	R
Maximum Queue (ft)	96	72	69	143	164	161	56
Average Queue (ft)	41	29	34	10	57	78	31
95th Queue (ft)	73	65	62	62	115	129	54
Link Distance (ft)	340	340		674	674	1038	1038
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			70				
Storage Blk Time (%)			1				
Queuing Penalty (veh)			1				

Intersection: 3: Jordan Gateway & Access 2/10920 S

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	72	50	31	29
Average Queue (ft)	33	21	11	7
95th Queue (ft)	58	50	34	27
Link Distance (ft)	356	656	230	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Jordan Gateway & Access 3

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	69	53	20
Average Queue (ft)	27	23	1
95th Queue (ft)	45	51	10
Link Distance (ft)	225		230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Jordan Gateway & 11010 S

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	TR
Maximum Queue (ft)	94	70	53	93	54	53	79
Average Queue (ft)	35	31	14	27	13	23	20
95th Queue (ft)	71	68	45	68	42	53	55
Link Distance (ft)	228			1257	1257	244	244
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		130	100				
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 6: 11010 S & Access 4

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	52	53	53
Average Queue (ft)	14	15	19
95th Queue (ft)	41	44	47
Link Distance (ft)	228	228	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: 11010 S & Garage Access

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	30
Average Queue (ft)	2	19
95th Queue (ft)	14	42
Link Distance (ft)	608	215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1

1: Sterling View Dr & Jordan Gateway Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	5.9	0.3	23.8	4.0	25.5	5.7	6.7

3: Jordan Gateway & Access 2/10920 S Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.9	6.5	14.7	5.4	4.7	0.4	0.5	5.1	0.8	0.5	1.5

4: Jordan Gateway & Access 3 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	33.3	5.7	7.1	0.6	0.7	0.5	1.2

5: Jordan Gateway & 11010 S Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.2	0.0	0.0	0.2
Total Del/Veh (s)	11.3	2.3	6.9	11.0	2.2	1.8	2.2	2.5

6: 11010 S & Access 4 Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.2	11.1	3.5	4.1	6.3

7: 11010 S & Garage Access Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBR	SBL	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	0.0	0.0	3.1	2.0	1.5	2.3	4.0	2.1

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	11.8

Intersection: 1: Sterling View Dr & Jordan Gateway

Movement	EB	EB	B11	WB	WB	WB	NE	NE
Directions Served	T	T	T	L	T	T	L	R
Maximum Queue (ft)	141	126	48	121	85	140	97	90
Average Queue (ft)	84	61	2	46	5	66	50	32
95th Queue (ft)	130	116	16	89	34	125	89	68
Link Distance (ft)	340	340	328		674	674	1038	1038
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				70				
Storage Blk Time (%)				2	0			
Queuing Penalty (veh)				6	0			

Intersection: 3: Jordan Gateway & Access 2/10920 S

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	52	53	48	28	22
Average Queue (ft)	32	34	10	7	2
95th Queue (ft)	51	48	33	27	11
Link Distance (ft)	356	656	230		412
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Jordan Gateway & Access 3

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	53	51
Average Queue (ft)	33	20
95th Queue (ft)	48	47
Link Distance (ft)	225	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jordan Gateway & 11010 S

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	TR
Maximum Queue (ft)	29	55	53	75	118	77	79
Average Queue (ft)	14	23	25	29	29	24	35
95th Queue (ft)	37	47	51	74	78	65	83
Link Distance (ft)	228			1257	1257	244	244
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		130	100				
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: 11010 S & Access 4

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	50	55	31
Average Queue (ft)	16	26	4
95th Queue (ft)	42	56	19
Link Distance (ft)	228	228	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: 11010 S & Garage Access

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	32	30
Average Queue (ft)	15	14
95th Queue (ft)	40	38
Link Distance (ft)	608	215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 6