

## PUBLIC NOTICE

Notice is hereby given that the Tooele City Council will meet in a Work Meeting, on Wednesday, June 19, 2024, at 5:30 p.m. The meeting will be held in the Tooele City Hall Council Chambers, located at 90 North Main Street, Tooele, Utah. The complete public notice is posted on the Utah Public Notice Website [www.utah.gov](http://www.utah.gov), the Tooele City Website [www.tooelecitecity.gov](http://www.tooelecitecity.gov), and at Tooele City Hall. To request a copy of the public notice or for additional inquiries please contact Michelle Pitt, City Recorder at (435)843-2111 or [michellep@tooelecitecity.gov](mailto:michellep@tooelecitecity.gov).

We encourage you to join the City Council meeting electronically by visiting the **Tooele City YouTube Channel**, at <https://www.youtube.com/@tooelecitecity> or by going to YouTube.com and searching "Tooele City Channel".

## AGENDA

1. **Open City Council Meeting**
2. **Roll Call**
3. **Mayor's Report**
4. **Council Members' Report**
5. **Discussion Items**
  - a. **Military Installation Development Authority (MIDA) Project Area and Interlocal Cooperation Agreement**  
*Presented by Ariana Farber, MIDA Deputy Director*
  - b. **Ordinance 2024-13 An Ordinance of Tooele City Amending the Tooele City Personnel Policies and Procedures Manual**  
*Presented by Kami Perkins, Human Resources Director*
  - c. **Canyon Springs Annexation Discussion and Review of Impact Studies and Annexation Agreement**  
*Presented by Andrew Aagard, Community Development Director*
  - d. **Payment of a Fee in Lieu of Water Rights Conveyance for Perry Commercial Center**  
*Presented by John Perez, Economic Development Director*
6. **Closed Meeting**  
*~ Litigation, Property Acquisition, and/or Personnel*
7. **Adjourn**

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Michelle Y. Pitt, Tooele City Recorder

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Michelle Y. Pitt, Tooele City Recorder, at 435-843-2111 or [Michellep@Tooelecitecity.gov](mailto:Michellep@Tooelecitecity.gov), prior to the meeting.

# TOOELE CITY CORPORATION

## ORDINANCE 2024-13

### AN ORDINANCE OF TOOELE CITY AMENDING THE TOOELE CITY PERSONNEL POLICIES AND PROCEDURES MANUAL.

WHEREAS, Section 40 of the Tooele City Policies and Procedures manual (the "Manual") provides that the Manual "may be amended by the two-thirds vote of the Policies and Procedures Recommendation Committee and the subsequent approval of the Mayor and City Council" by ordinance of the City Council; and,

WHEREAS, the Policies and Procedures Recommendation Committee has studied, prepared, solicited employee comment regarding, and voted to recommend amendments to the Manual, namely:

- Section 0: About this manual. Editorial revisions. Updated City website from .org to .gov. (Exhibit A)
- Section 12: Computer Systems, Internet, and Electronic mail. Editorial revisions Updated City website from .org to .gov (Exhibit B)
- Section 27: FMLA & City LOA. Editorial revisions. Spacing between two words. (Exhibit C)
- Section 31: Gifts, Prizes, Awards, Wellness/Recreation Card & Discounts. Editorial revisions and simplifications; clarification on golf staff acceptance of tips and gratuities at the café/catering/food & beverage services; added additional/new City facilities to the list of discounted rental fees. (Exhibit D)
- Section 34: Travel. Updated per diem rates for overnight travel as they haven't been updated since 2016. (Exhibit E)
- Section 39: Driving & City Vehicles. Updated list of position required to commute in a City vehicle (shops supervisor and maintenance). Updated to clarify that employees age 17 can't be hired into limited driving job with moving violation on their record per child labor laws. (Exhibit F)

WHEREAS, the Mayor has approved the amendments recommended by the Policies and Procedures Recommendation Committee; and,

WHEREAS, the Administration distributed the proposed policy amendments via

e-mail to all City employees, received oral and written comments to the proposed amendments, and incorporated as many comments as deemed possible and appropriate for the City's business needs; and,

WHEREAS, the Administration and Council find that the amendments are in the best interest of Tooele City Corporation and its employees; and,

WHEREAS, subsequent to the adoption of the above-listed amendments, Kami Perkins, Tooele City Human Resources Director, will make reasonable efforts to inform all employees of the amended policies, and the new policies will be placed on the City website for employee and public access:

NOW, THEREFORE, BE IT ORDAINED BY THE TOOELE CITY COUNCIL that:

1. the Tooele City Policies and Procedures Manual is hereby amended as set forth in Exhibits A through E;
2. the revisions shall take effect June 23, 2024, and,
3. previous versions of the amended provisions of the Tooele City Policy and Procedures Manual shall be repealed and superseded upon the amendments in this Ordinance taking effect.

This Ordinance is necessary for the immediate preservation of the peace, health, safety, or welfare of Tooele City and shall become effective upon passage or otherwise, as indicated above, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Ordinance is passed by the Tooele City Council this \_\_\_\_ day of \_\_\_\_\_, 2024.

TOOELE CITY COUNCIL

(For)

(Against)

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ABSTAINING: \_\_\_\_\_

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

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ATTEST:

\_\_\_\_\_  
Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form:

\_\_\_\_\_  
Roger Evans Baker, Tooele City Attorney

**ABOUT THIS MANUAL**  
Revised ~~March 2011~~ June 2024

SECTION: 0

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**A. PURPOSE OF MANUAL**

1. The policies and procedures that comprise this Manual have been prepared to comply with posting and notice requirements pertaining to various employment laws, to provide information regarding employment with Tooele City Corporation, and to communicate many of Tooele City's desired goals and expectations relating to our workforce.
2. Employment with Tooele City is subject to City ordinances, policies, practices, and procedures as well as state law, federal law, and constitutional limitations on the City as a governmental entity. This Manual does not limit, affect, or alter any legal or constitutional rights the City or its employees may have.
3. This Manual cannot and does not address all circumstances and situations in which Tooele City Corporation employees might find themselves, nor does it describe all policies, procedures, and practices that might affect the employment relationship.

**B. NOT A CONTRACT**

Employees have no contractual rights, either express or implied, except as contained in the Tooele City Charter, this Manual, or by a written contract signed by the employee and the Mayor.

**C. ORGANIZATION OF MANUAL**

This Manual is divided into Sections covering main topics. Each Section is divided into various Parts. For example, this is Tooele City Personnel Policies and Procedures Manual, Section 0: Disclaimer, Part B. Pages are numbered first according to the Section number and then each page within that Section. For example, this is page 0-1 meaning page 1 of Section 0.

**D. EMPLOYEES RESPONSIBILITY TO BE FAMILIAR WITH MANUAL**

Employees are responsible for reading and being familiar with the contents of this Manual. Various methods are used to keep employees informed of changes to this Manual including, but not limited to: posting the policies on the City website, e-mailing notices of changes, and/or disseminating revised copies. Employees are encouraged to reference the Tooele City website at [www.tooelecity.org](http://www.tooelecity.org) ~~www.tooelecity.org~~ for the most current version.

**COMPUTER SYSTEMS, INTERNET,  
AND ELECTRONIC MAIL (E-mail)**

Revised June 2024

**SECTION: 12**

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- f. E-mail signatures are expected to follow the template provided by the City.
2. Passwords should not be communicated through e-mail.
3. E-mails often include links to websites or advertisements that are set up with the intent to trick users into installing software that will hijack a computer. Employees are reminded to be very cautious of e-mails opened with City computers and to NOT click on the link or open attachments of suspicious e-mail.
4. Tooele City understands that employees may involuntarily receive or inadvertently open e-mails containing material that is listed as prohibited.

**H. USE OF PERSONAL DEVICES**

1. Department head permission is required when employees use personal devices, such as phones, tablets, iPad, etc., for work-related duties. Personal devices must be secured consistent with Section E above. If the personal device is stolen or lost, employees are to contact IT and their department head immediately.
2. The employee is ultimately responsible for proper operation and functionality of any personal devices. The IT division may assist the employee with personal devices used for City business with the understanding that they are doing so in good faith and within their own level of expertise. The City is not responsible for the functionality of the personal device even if worked on by the IT Department. Circumstances may necessitate resetting devices and may result in data loss. Employees are responsible for backing up or securing their data prior to requesting assistance from IT.
3. Employees are reminded that using personal devices for City business may subject those devices to search and discovery in legal proceedings which may require the device to be taken for a period of time. The City is under no obligation to provide a replacement.
4. See M below for additional information regarding storage & retention of electronic records including cloud storage.

**I. CITY WEBSITES**

City websites, including [tooelecity.org/gov](http://tooelecity.org/gov) and specific department websites, may be used to enhance communications subject to the following rules and guidelines:

1. All Tooele City websites are to be approved by the Mayor.
2. Examples of prohibited postings include:

# FAMILY AND MEDICAL LEAVE ACT & CITY APPROVED LEAVE OF ABSENCE

Revised ~~January 2016~~ June 2024

## SECTION: 27

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### A. FAMILY & MEDICAL LEAVE ACT (FMLA Protected Leave)

Tooele City complies with the Family and Medical Leave Act of 1993 (FMLA), as amended, and the expansion of FMLA under The Support for Injured Service Members Act of 2007. The following is a summary of the main provisions of the FMLA. However, it is not a comprehensive recital of the law. Questions or further clarification may be obtained from the Tooele City Human Resource Department.

#### 1. FMLA ELIGIBILITY

- a. Employees are eligible for FMLA leave if they have worked for Tooele City for at least 12 months (52 weeks) and worked 1,250 hours of service during the 12-month period immediately before the commencement of the leave.
- b. In determining the 12 months (52 weeks) worked for Tooele City, the 12 months need not be consecutive months. Employment periods prior to a break in service of seven years or more are not counted unless the employee's break in service is occasioned by the fulfillment of his or her National Guard or Reserve military service obligations. The time served performing the military service must be also counted in determining whether the employee has been employed for at least 12 months. For FMLA eligibility purposes, an employee will be considered to have been employed for an entire week even if the employee was on the payroll for only part of the week or if the employee is on other paid leave during the week (i.e. sick leave, annual leave, worker's compensation).
- c. Time spent on paid (including disability or worker's compensation payments) or unpaid leave is not counted in determining the 1,250 hours worked for FMLA eligibility purposes. Tooele City will include overtime hours as hours worked on an hour-for-hour basis regardless of whether they were paid out as overtime or as compensatory time.

#### 2. FMLA DEFINITIONS

For purposes of this Section, the following terms have the stated meanings:

- a. Parent means a biological, adoptive, step or foster father or mother, or any other individual who stood in loco parentis to the employee when the employee was a child. Parent does not include parent-in-law.
- b. Child means a biological, adopted, or foster child, a stepchild, a legal ward, legal guardian, or a child of a person standing in loco parentis who is either under 18, or age 18 or older and "incapable of self-care because of a mental or physical disability" except for FMLA leave due to military service the person does not have to be a minor.

## GIFTS, PRIZES, AWARDS, WELLNESS/RECREATION CARD & DISCOUNTS

Revised November 2018 June 2024

### SECTION: 31

#### A. GIFTS, PRIZES & AWARDS

##### 1. Gifts, Prizes, & Awards Provided by Tooele City

- a. Occasional and de minimis awards or prizes valued at less than \$15 may be given to employees without incurring a taxable fringe benefit, provided that it is not cash or a cash equivalent (i.e. a generic gift card).
- b. A plaque or similar display may be given to employees as an award or recognition without incurring a taxable fringe benefit.
- c. A tangible gift such as flowers may be given for:
  - (1) Expression of sympathy in the event of the death of an employee or employee's spouse or dependent child;
  - (2) Congratulations for the birth or adoption of an employee's child; or
  - (3) Expression of get well wishes for an employee.

Congratulatory gifts such as for birthdays, graduation, marriage, etc. or other condolences generally should not be purchased with City funds.

- d. ~~A retiring employee may receive a tangible gift, like a watch or plaque, generally valued at \$20.00 per year of service to the City. Also, the department can contribute food items, like meat trays, to a retirement luncheon held on site for employees with at least 10 years of service to Tooele City. tangible gift such as a watch, plaque, home décor, etc. may be given to a retiring employee and is generally limited to a value of \$20.00 for every year of service to the City. In addition, the department may use department funds to make a reasonable contribution of a food item, such as meat trays, to a retirement luncheon provided on site in recognition of a retirement if the employee had at least 10 years of service to Tooele City.~~
- e. ~~Additionally, upon~~At the discretion of the Chief of Police and with approval from the Mayor, retired sworn police officers may be given their duty weapon ~~upon retirement~~, and/or their badges and patches, including reasonable mounting costs such as a shadow box.
- f. ~~Because Supervisors should check with the human resource department before approving any gifts, prizes, or awards for employees due to tax implications, there are specific tax implications relevant to gifts, prizes, and awards, supervisors are expected to consult with the payroll or HR office prior to approving any other gifts, prizes, or awards for employees.~~
- g. Exceptions to this Section are approved by the Mayor.

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## GIFTS, PRIZES, AWARDS, WELLNESS/RECREATION CARD & DISCOUNTS

Revised ~~November 2018~~ June 2024

### SECTION: 31

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- a. ~~Employees must follow state and federal laws regarding accepting gifts, prizes, and awards. Additionally, they should avoid the appearance of favoritism or conflicts of interest. shall comply with the provisions of state and federal law governing the acceptance of gifts and gratuities. In addition, employees must avoid the appearance of favoritism or conflicts of interest.~~
- b. Allowed. The following are examples, but not an exclusive list, of items employees may accept:
- (1) De minimis items such as pens, mugs, calendars, thank you cards, and other trinkets valued at less than \$15;
  - (2) Discounts provided to all City employees in conjunction with the City's benefit or "perks" programs;
  - (3) Any tangible item or gift card, but not cash, valued at less than \$50 and given as a token of appreciation for assisting or speaking at events, conferences, civic organizations, or similar services;
  - (4) Fees paid on behalf of the employee to participate in charitable events as a City representative such as a charitable golf tournament;
  - (5) Incidental meals, drinks, or food items:
    - i. Personal meals, drinks, or food items valued at less than \$15 and that generally occur two or fewer times per calendar year;
    - ii. Group meals, drinks, or food items provided with training or as an expression of thanks;
    - iii. Food items left over from events or a catering that would otherwise have been thrown away;
  - (6) Complimentary trips to vendor offices, user conferences, or other travel that is conducted as part of the City's due diligence in researching a product or service, or to receive training;
  - (7) Items distributed to all attendees or randomly at conferences and other events such as t-shirts, pens, trade show bags, food and beverages, and door prizes;
  - (8) Items provided at a sponsored event if the potential for conflict of interest perceptions do not exist. This may include a gift given while representing the City at a charitable golf tournament, a prize awarded for winning a group costume contest, or a gift in conjunction with a customer service award program, and similar situations;
  - ~~(8)~~(9) Tips and gratuities provided to golf course café, catering, and food/beverage service staff when properly reported on time card; or,
  - ~~(9)~~(10) Reward points, sky miles, etc. earned on a personal credit card program when use of a personal credit card was necessary to

**GIFTS, PRIZES, AWARDS, WELLNESS/RECREATION CARD & DISCOUNTS**

Revised November 2018 June 2024

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conduct business purposes.

- c. Prohibited. The following are examples, but not an exclusive list, of items employees may NOT accept:
- (1) Employees serving on committees that are evaluating products or services may not accept any gifts from vendors bidding on these items;
  - (2) Cash, stocks, bonds, or other negotiable instruments regardless of the dollar amount;
  - (3) Any item with a value in excess of \$50 without written disclosure to and approval from the Mayor. The disclosure and approval should document the business reason for accepting this gift and a declaration that there is no potential for a conflict of interest;
  - (4) Tickets to sporting events, theater, or similar entertainment passes valued over \$50, either per event or cumulatively through a 12-month period, unless approved in advance and in writing by the Mayor. The approval should document the business reason for accepting this gift and declaration that there is no potential for conflict of interest perceptions;
  - (5) Personal meals, drinks, or food items valued at over \$15 or occur more frequently than twice per calendar year; or,
  - (6) Free gift items that come with a purchase if that purchase was made on behalf of the City.
- d. If an employee or department receives an unacceptable item:
- (1) ~~The gift can be placed in a central spot for all employees to enjoy or given to the human resource department to distribute randomly, like a door prize at a City party. The gift may be shared in a central location where all employees may enjoy their presence or it may be delivered to human resource department for distribution to other employees on a random basis such as a door prize at a City party, etc.;~~
  - (2) ~~Instead -lieu- of returning food gifts, gifts of food, they can may be shared with the entire staff even if addressed to a single employee; or,~~
  - (3) ~~The item may be donated to can be given to a charitable organization.~~

**B. WELLNESS / RECREATION CARD**

1. ~~Tooele City aims to promote health and wellness initiatives for the benefit of both employees and the City's benefit. Our The City's goal is to raise awareness about~~

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## GIFTS, PRIZES, AWARDS, WELLNESS/RECREATION CARD & DISCOUNTS

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~~healthy lifestyle behaviors, create a workplace that values wellness, and support our employees in being more physically active, managing stress, and making healthier choices in their lives. recognizes that there are benefits to both employees and the City to promote and support various health and wellness initiatives. It is our objective to raise awareness regarding the importance of lifestyle behaviors, to promote a workplace that values wellness, and to support our workforce as they become more physically active, manage stress, and make healthier lifestyle choices.~~

2. ~~In support of our~~ To support City ~~our~~ wellness goals/objectives, Tooele City provides eligible individuals with free access to the Leigh Pratt Aquatic Center, the Oquirrh Hills Golf Course, and the Tooele City Public Library, subject to the following terms and conditions:
- a. Free admission is valid only when there is excess capacity at each facility and no paying customer is displaced. If at the time of use, no excess capacity exists, the individual must pay the full admission fee or have access denied or delayed until an opening is available;
  - b. Free admission is only provided during regular public operating hours;
  - c. In general, the admission does not apply to classes, programs, rentals, tournament fees, or special events;
  - d. Free use does not apply to cart or equipment rental;
  - e. Tooele City reserves the right to apply temporary or permanent restrictions on this benefit as deemed necessary or appropriate;
  - f. Individuals must comply with the respective rules of the facility which are subject to change, or may be denied future use privileges; and,
  - g. Fraudulent use, including misrepresentation or use when not eligible, may result in collection of fees that were otherwise due, criminal prosecution, and/or denial of future benefit use.
3. ~~The Tooele City wellness card also provides a 20% discount off on rental fees for designated locations including of the Left Hand Fork Campground Sites, Tooele City Community Center, Wigwam Campground Sites and Park, Parks and Recreation Community Rooms (large & small), Dow James building, and Tooele City parks pavilions. This discount applies when the rental is primarily for the employee's personal use, such as their family BBQ/dinner, child's birthday party, granddaughter's baby shower, or family reunion/campout. The employee discount cannot be applied to rentals for organizations, groups, or events that are not of a personal use nature, such as for athletic teams, youth groups, fundraisers, or public expos. Additionally, there are no discounts provided for other rentals not specifically~~

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## GIFTS, PRIZES, AWARDS, WELLNESS/RECREATION CARD & DISCOUNTS

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~~listed including, but not limited to the rental of building or facility rentals including but not limited to, rental of the golf course pavilion, aquatic center, or aquatic center party spaces.~~ There are no discounts on other

4. Eligibility. The following individuals are eligible for the wellness / recreation card:
- a. Active full-time regular and full-time appointed employees, their legal spouse, and their unmarried dependent children age 19 or younger living in the household;
  - b. While serving their term, Mayors and City Council persons, their legal spouse, and their unmarried dependent children age 19 or younger living in the household (*Approved December 2007 Ordinance 2007-32*);
  - c. Retired employees, but not their spouse or dependent children, may be provided with Wellness Card pursuant to the eligibility criteria in Section 30: Retiring and Retiree Benefits, herein this Manual; and
  - d. Former elected officials who served a full four-year term of office, but not their spouse or dependent children.

There is no survivor benefit applicable to the wellness card. Upon the death of the eligible employee, retiree, or elected official, the card becomes void.

## GIFTS, PRIZES, AWARDS, WELLNESS/RECREATION CARD & DISCOUNTS

Revised November 2018 June 2024

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- C. ACCESS & DISCOUNTS GIVEN TO AQUATIC CENTER STAFFEMPLOYEES  
Tooele City provides certain “perks” and benefits to employees working at the Aquatic Center as a recruitment and retention initiative.

1. Facility Admission for Aquatic Center Employees

~~1.~~  
Active part-time regular, seasonal, temporary, on-call, or cyclical status employees working at the Leigh Pratt Aquatic Center, but not their family, can use the aquatic center without charge receive free admission to the center during regular public swimming hours when there's. ~~Free admission is valid only when there is excess capacity at the facility and no paying customer is displaced. If at the time of use, there's no excess capacity exists, they'll need to pay the full fee or wait until the individual must pay the full admission fee or have access denied or delayed until an opening is available.~~

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2. Food & Beverage Discount

Aquatic Center employees ~~receive~~ get a twenty percent (20%) discount on off the menu price for any food or beverage ordered while on duty. ~~a day when they are scheduled for work.~~

3. Merchandise Sales

Aquatic Center employees ~~receive~~ get a twenty percent (20%) discount on off the sales price for any merchandise purchased for their own use.

- D. ACCESS & DISCOUNTS GIVEN TO GOLF COURSE STAFFEMPLOYEES  
Tooele City provides certain “perks” and benefits to employees working at the Oquirrh Hills Golf Course as a recruitment and retention initiative.

1. Green Fees, Range Fees, and Cart Rental for Golf Course Employees

- a. Active part-time regular, seasonal, temporary, on-call, or cyclical status employees working at the Oquirrh Hills Golf Course can play the course and use the range without charge when there's are provided admission to the course and range ~~when there is excess capacity and no paying customer is displaced. If at the time of use, there's no excess capacity exists, they'll need to pay the full fee or wait until the individual must pay the full fee or have access denied or delayed until an opening is available. [This] benefit does not include cart, club, ball, or other purchase or rental.~~
- b. The fee for golf course employees to use a golf cart or for golf privileges for their immediate family (spouse and unmarried dependent children under 19) living with them will be set by department policy approved by the Department Head and Mayor. The fee charged to such employees for use of a golf cart, or for golf privileges for their immediate family, a legal spouse and

Commented [RB1]: Just a discount

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## GIFTS, PRIZES, AWARDS, WELLNESS/RECREATION CARD & DISCOUNTS

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~~unmarried dependent children age 19 or younger living in the employee's home, will be established by written department policy and approved by the Department Head and Mayor.~~

- c. The golf professional, apprentice, and superintendents may use a cart free of charge as accounting for personal versus professional use is not practical given the nature of their positions and responsibilities at the golf course.

#### 2. Food & Beverage Discount for Golf Course Employees

- a. ~~Golf course employees get a receive a forty percent (40%) discount on food off the menu price for any food or and non-alcoholic beverage drinks ordered while on-duty, a day when they are scheduled for work.~~
- b. ~~Golf course employees get a Employees receive a twenty percent (20%) discount on food and off the menu price for any food or non-alcoholic beverage drinks ordered when they are off-duty, on a day when they are not scheduled for work.~~
- c. ~~Golf course employees can use their discount for food and non-alcoholic drinks for their spouse or dependent children under age 19 who live with them, but the employee must be present there when purchasing. The discount cannot be used for anyone else. The employee may apply his/her respective discount for food and non-alcoholic beverages purchased for his/her spouse or dependent children age 19 or younger living in the employee's home, provided the employee is present at the time of purchase. Employees may not apply his/her respective discount for purchases for any other individuals.~~

#### 3. Merchandise Sales

Resale items may be sold at the Oquirrh Hills Golf Course under private contract and independent of Tooele City Corporation. If resale items are sold directly by Tooele City, golf course employees receive a twenty percent (20%) discount off the retail or sales price for any merchandise purchased for their own use.

**TRAVEL**  
Revised November 2016/April 2024

SECTION: 34

**A. POLICY**

It is Tooele City's policy to pay for and/or reimburse reasonable expenditures incurred by employees on authorized travel consistent with this Section and applicable government regulations.

**B. APPROVAL**

1. **Same Day Travel.** ~~The department head approves daily travel expenses incurred for work. Approval for daily travel expenses incurred during the course of work requirements is approved by the department head.~~
2. **Overnight In-state Travel.** Prior to incurring any expense, an "Overnight In-State Trip Authorization" shall be approved by the employee's supervisor and the Mayor.
3. **Out-of-State Travel.** Prior to incurring any expense, an "Advance Request for Out-of State Travel" shall be approved by the employee's supervisor and the Mayor.

**C. VEHICLES**

1. **City Vehicles.** ~~Employees should use City vehicles and travel together for City business whenever possible. However, if circumstances prevent this or if vehicle space is limited, the department head can authorize alternate arrangements. Whenever possible, employees should use City vehicles and travel together when traveling on City business. The City recognizes that circumstances may arise where it is not in the best interest of Tooele City for employees to travel together or that limited vehicle space is available. If vehicles are unavailable or group travel is impractical, the department head may authorize an alternate agreement.~~
2. **Personal Vehicle Use Required.** ~~When a City vehicle isn't available, employees can use their personal vehicles for City business and may be reimbursed for mileage at a rate set by the finance department, subject to change. When a City vehicle is not available and the employee is required to use his/her personal vehicle for City business, the employee may be reimbursed for mileage at a rate established by the finance department. This rate may vary from year to year.~~

**Personal Vehicle Use by Choice.** ~~If an employee chooses not to use a City vehicle or travel with a group for personal reasons, the department head may approve reimbursement for mileage at 50% of the established rate, considering factors like cost and circumstances. If an employee does not want to travel with a group or in a City vehicle (i.e. their family wants to go on vacation after or they prefer not to ride with a specific co-worker), the department head may consider such request and give consideration to the totality of the circumstances including costs. If approved, the employee may be reimbursed for mileage at 50% of the established mileage~~

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**TRAVEL**  
Revised November 2016/April 2024

SECTION: 34

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~~meeting with a consultant in Salt Lake City vs. meeting with a supervisor to discuss a work matter.~~

- e.b. Incidental meals provided due to safety reasons such as requiring snow plow drivers to take a paid rest break, when a meal is provided as part of a public recognition or commendation, or for incidental expression of appreciation are allowed tax free. The amount should not exceed the allowed per diem rate for the follow the per diem listed below for the respective meal.
- d. ~~In rare cases, other meals for same-day travel may be reimbursed to the employee, but it must be processed through payroll as a taxable fringe benefit. These reimbursement requests should be sent along with receipts to the human resource/payroll department. The amount should not exceed the allowed per diem rate for the meal. In rare circumstances, other meals for same day travel may be reimbursed to the employee but must be done so through payroll as a taxable fringe benefit. The reimbursement request is to be forwarded to payroll with receipts.~~

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**TRAVEL**  
Revised November 2016/April 2024

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Commercial airline fare, limited to tourist or economy fare. First class fare is reimbursable when tourist or economy fare is not available between specified points.	Yes	No
Railway, bus, or boat fare, limited to coach fare plus necessary lower berth or roomette. First class fare is reimbursable when coach is not available.	Yes	No
Mileage reimbursement for use of personal vehicle at the rate set by the finance department and approved by the Mayor but not to exceed the mileage allowance established by the IRS.	No	No
Reimbursement for reasonable gas expenses for personal cars in lieu of a mileage reimbursement.	Yes	No
Lodging, limited to actual costs.	Yes	Any amount that exceeds the IRS allowance for the respective location is taxable.
Road charges, parking fees, storage charges, emergency repairs, and similar items for City-owned vehicles	Yes, if available	No
Charges for car rental or similar services but only upon advance approval by the Mayor	Yes	No
Reasonable taxi, shuttle, and similar transportation charges	Yes	No

F. **NON-SPECIFIED EXPENSES**

Reimbursement for expenses not specified in this Section require the Mayor's approval and receipts.

G. **SPECIAL RULES FOR ROOM SHARING**

For risk management purposes, Tooele City prefers that employees do not share rooms. However, in there may be circumstances cases where housing expenses are covered by when housing accommodations are paid by grants or other agencies, room sharing might be required, and room sharing may be a condition of such funding. A supervisor cannot may not share a hotel room with an employee, and nor may male/female employees cannot share a room share a room unless they are both are married or live together. cohabit with one another. Suite arrangements, if they save money, when more cost effective, are considered on a case-by-case basis with priority given to risk management and privacy concerns being a priority.

H. **TRAVEL ADVANCE**

*Policies and Procedures Manual Section 34: Travel | Revised November 2016/April 2024 | Page 34-5 of 34-7*

**TRAVEL**  
Revised ~~November 2016~~ April 2024

SECTION: 34

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J. **TELEPHONE CALLS**

The City will pay for one reasonable length telephone call (not to exceed 10 minutes) to call home for each night out of town. Calls should be made on City cellular phones or charged to the room and reimbursed with the room charges. Costs for additional personal calls or exceeding the allowed time limit are the employee's responsibility.

Commented [KP1]: Is this still necessary to have in the policy?

K. **ALTERNATIVE TRAVEL ARRANGEMENTS YIELDING COST SAVINGS**

The City recognizes that circumstances may arise where management may approve alternative travel arrangements or reimbursements provided that doing so results in an overall cost savings and does not exceed IRS allowed non-taxable travel limits. For example:

1. An employee agrees to take a personal RV trailer to stay in while at training as it will cost less than staying in a hotel. The manager agrees to reimburse the employee for actual gas expenses incurred in lieu of mileage because pulling the RV costs more than the standard mileage rate.
2. An employee stays with a friend or relative while at the training in lieu of a hotel.
3. An employee who has a fear of flying asks to be allowed to drive. The manager agrees, provided that all expenses do not exceed what would have been incurred if the employee flew.

## DRIVING & CITY VEHICLES

Revised ~~December 2022~~

June 2024

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### SECTION: 39

#### A. PURPOSE

The purpose of Section is to:

1. Set authorized driver standards;
2. To identify some rules relevant to use of vehicles; and,
3. To comply with IRS laws regarding taxation of commuter use of City vehicles.

#### B. AUTHORIZED DRIVERS & STANDARDS

1. The human resource office maintains the City's roster of authorized drivers. In general, only authorized drivers may drive a City vehicle or their personal vehicle for City business. City business means driving at the direction of, or for the benefit of, the City. It does not include normal commuting in a personal vehicle to and from work. Limited circumstances may be approved on a case-by-case basis where someone not on the authorized driver roster may drive for City business such as a member of the community agreeing to drive an elected official in a parade.
2. To be an authorized driver, the employee must:
  - a. Be at least 17 years old and had a driver's license (not learner's permit) for at least 12 months, completed a state approved driver education course, and has no record of any moving violations at the time of hire;
  - b. Possess and maintain a valid Utah Driver's License with any job required endorsement, or for individuals who possess a valid out of State license, obtain a valid Utah Driver's License with any job required endorsements within 6 months;
  - c. Possess and maintain a valid Commercial Driver License (CDL) and a valid Medical Certification Card for jobs requiring a CDL (Tooele City has adopted this requirement despite the Excepted Provision for Interstate travel); and,
  - d. Possess and maintain a driving record that is acceptable to Tooele City's risk management and insurability expectations and report violations or problems relevant to their driving record or license.
    - (1) Tooele City works cooperatively with our insurance provider to determine driver risk factors. Driver's license records, criminal history records relating to driving and vehicle operations, and City's records relating to driving are an essential component in the evaluation.

## DRIVING & CITY VEHICLES

Revised ~~December 2022~~

June 2024

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SECTION: 39

- (2) Tooele City and/or Tooele City's general liability insurance provider or agents reserve the right to request and review at any time, the driving records of any prospective or current driver and to revoke driving privileges for Tooele City at any time.
- (3) Drivers may be asked to complete an annual License Certification and Self-disclosure Report of any accidents, violations, driving records, traffic convictions and forfeitures; or pleas in abeyance. Failure to do so may result in revoking of driving privileges.
- (4) Authorized drivers who incur an at-fault accident or violation, on- or off-duty, must notify his/her supervisor by the beginning of the next shift. For serious violations such as alcohol related violations, driving while impaired, refusal to test, or evading an officer, the driver must also immediately discontinue operation of the City vehicle or personal vehicle for business purposes, and not drive until being notified of the status of his/her continued driving privileges. Failure to do so may result in disciplinary action, up to and including dismissal.
- (5) Authorized drivers whose driver's license is revoked or suspended must notify his/her supervisor by the beginning of the shift immediately following the revocation and must immediately discontinue operation of the City vehicle or personal vehicle for business purposes. Failure to do so may result in disciplinary action, up to and including dismissal. Employees are responsible for knowing if their license is valid and for keeping their address and other records current with the Utah Driver's License Division.

### C. VEHICLE ACCIDENTS

1. Accidents occurring in a City vehicle must be immediately reported to law enforcement if it involves personal injury or damage to the property of another vehicle. The employee shall remain at the scene of the accident until law enforcement has responded or given instruction, unless emergency medical attention is needed. The accident must be reported promptly to the driver's supervisor or department head. Accidents involving no personal injury or involving damage only to a City vehicle need not be reported to law enforcement, but must be reported promptly to the driver's supervisor or department head.
2. Accidents occurring in personal vehicles while on City business must follow the law for reporting accidents and must be reported to the supervisor or department head by the beginning of the next work shift. Because insurance follows the vehicle, accidents in personal vehicles, even on City business, fall on the employee's personal insurance. Tooele City, at their sole discretion and given the

## DRIVING & CITY VEHICLES

Revised ~~December 2022~~

June 2024

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SECTION: 39

totality of the circumstances, may elect to reimburse the employee for their deductible if the vehicle was determined to be damaged and the accident was not the employee's fault.

3. Failing to stop after an accident and/or failure to report an accident may result in revocation of driving privileges as well as disciplinary action, up to and including dismissal from employment.
4. City employees involved in accidents while not acting in the "course and scope of employment" are responsible for all liabilities arising from the accident.
5. Tooele City's Drug Free Workplace Policy identifies when post-accident drug/alcohol testing is required.

### D. TICKETS & FINES INCURRED WHILE WORKING

Tickets and fines incurred by a City driver due to incidences that were within the employee's control are paid by the employee not Tooele City.

### E. DRIVER SAFETY RULES

The following is not an exclusive list of rules relating to driver safety but represents some of the more common requirements applicable to our workforce. Exceptions apply to public safety vehicles. The Tooele City Police Department Policies & Procedures outline rules relevant to their driver safety standards.

1. **Safe & Courteous.** Drivers are expected to operate the vehicle in a safe manner and drive defensively to prevent injuries and property damage. Drivers are expected to drive in a courteous manner.
2. **Laws.** Drivers are expected to obey all state and local laws. This includes overnight street parking during winter months.
3. **Impaired Driving.** Drivers are not to operate a City vehicle when illness, fatigue, injury, prescription medication, over-the-counter medication, intoxicants, alcohol, drugs, or other conditions have impaired his/her ability to do so safely.
4. **Seat Belts.** Drivers and all passengers must wear properly adjusted and fastened safety belt systems while driving or riding in City vehicles or the employee's personal vehicle when driving for business purposes, even if air bags are available. Drivers are responsible for ensuring that passengers wear properly adjusted and fastened safety belts.
5. **Smoking.** Drivers and passengers may not smoke in City vehicles nor may they hold their lit cigarette/e-cigarette outside of the vehicle window, door, or other opening.

## DRIVING & CITY VEHICLES

Revised ~~December 2022~~

June 2024

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SECTION: 39

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6. **Distracted Driving.** Drivers may not engage in distractions while driving such as texting, operating electronic devices unless carrying out official duties (such as police officers), eating, applying makeup, etc.
7. **Securing Vehicle/Unattended Vehicles.** Drivers are responsible for the security of assigned vehicles. No vehicle may be left unattended with keys in the ignition unless required for their job and only if the door is locked and a second set of keys is used. When a vehicle is otherwise left unattended, the vehicle engine should be shut off, ignition keys removed, and vehicle doors locked.
8. **Securing Loads.** Drivers are responsible for securing any load or materials transported in or by a City vehicle.

### F. EXPECTATION OF PRIVACY

Employees have no expectation of privacy in City vehicles because they are City property. The City reserves the right to search City vehicles at any time, for any purpose, at any location, with or without notice.

### G. GLOBAL POSITIONING SYSTEM (GPS)

The City reserves the right to install GPS or other monitoring devices on City vehicles at any time, for any purpose, with or without notice. Employees may not tamper with any GPS or tracking device.

### H. AUTHORIZED PASSENGERS

Passengers are limited to individuals who need to ride in the City vehicle to conduct City business. Children, family members, friends, etc. are not permitted to ride in City vehicles unless there is a business-related necessity.

#### I. Exceptions.

- a. Limited circumstances may be approved on a case-by-case basis where someone not on the authorized driver roster may drive for City business such as a member of the community agreeing to drive an elected official in a parade.
- b. In emergencies where the employee has a reasonable belief, based on totality of circumstances, that the life, safety, health, or physical welfare of an individual would be threatened without the security and/or transportation the vehicle could provide. Examples of such emergencies include, but are not limited to accidents involving personal injury, acute illness, and actual and potential victims of crime and violence.

## DRIVING & CITY VEHICLES

Revised ~~December 2022~~

June 2024

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SECTION: 39

- c. In motorist passenger assistance where there is no immediate emergency, but under the circumstances, the employee has a reasonable belief that the failure to transport the motorist and/or passengers result in such person being left in real or potentially real danger, or would result in extreme inconvenience to them. The use of a City owned vehicle in such case is limited to transporting motorists and their passengers only to those places where they are reasonably safe, and have a reasonable opportunity to obtain continued help without further conveyance in a City owned vehicle.
- d. Sworn police officers and authorized firefighters are allowed to have passengers in their police or fire command vehicle subject to their respective department Policies & Procedures.

### I. PERSONAL AND COMMUTER USE OF CITY VEHICLE

#### 1. Personal Use of a City Vehicle

- a. Incidental personal use of a City vehicle in the course of the employee's daily assignments is generally allowed. Examples include an employee stopping for a snack while en route from one job site to another or depositing a paycheck while on break and en route from one job site to another. If an employee is required by the City to commute in a City vehicle, incidental use may also include driving to/from lunch if reasonable and within close proximity to the assigned workplace.

The City vehicle may not be used for any personal use outside the employee's work hours except for incidental use to or from the employee's daily assignments such as stopping at the store while en route to/from work/home.

- b. Sworn police officers' personal use is granted to benefit the City by providing visibility and police response throughout the City. Such personal use is limited to use only within Tooele City limits. The Police Department Policies & Procedures Manual may provide additional information on personal use of police vehicles. Injuries sustained during personal use are not work-related injuries and are the officer's responsibility.
- c. Fire Chief and Fire Marshal/Emergency Management Supervisor personal use is granted to benefit the City by providing visibility and fire/emergency response throughout the City. Such personal use is limited to use only with Tooele City limits. The Fire Department Policies & Procedures Manual may provide additional information on personal use of fire vehicles. Injuries sustained during personal use are not work-related injuries and are the officer's responsibility.

## DRIVING & CITY VEHICLES

Revised ~~December 2022~~

June 2024

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SECTION: 39

### 2. Commuter Use of a City Vehicle

- a. Commuter use of a City Vehicle is travel, not on work time, from the first trip outbound at the beginning of the work period and the last trip back home at the end of the work period and vice versa.
- b. The IRS considers commuter use of a City vehicle to be a taxable fringe benefit to the employee commuting in the City vehicle, whether as a driver or passenger, unless the vehicle is specifically excluded under the IRS law. Examples of vehicles excluded under the IRS law include police vehicles, fire trucks, snow plows, and a department's designated on-call vehicle when the employee is serving in the official on-call capacity.
- c. To calculate the value of the fringe benefit Tooele City has adopted the Commuting Valuation Rule, a flat \$1.50 each way (\$3 round trip) for employees who are required to commute in the City vehicle for the benefit of the City. Employees in the following positions may be required to commute in a City vehicle year-round or during specific seasonal periods to meet unique work needs:

- Parks Maintenance Supervisor
- Parks & Recreation Director
- Public Works Director
- ~~Facilities Maintenance Lead~~
- Streets Supervisor
- Water Distribution Superintendent
- Water Reclamation Superintendent
- ~~Shops Supervisor~~

In the event other positions require the employee to commute in an IRS non-excludable City vehicle or a position is removed from this list, a written memorandum signed by the Mayor shall be provided to the human resource office until such time this Section can be updated.



MEMORANDUM

To: Tooele City Council  
Cc: Mayor Debbie Winn  
From: Andrew Aagard, AICP, Director  
Date: June 12, 2024  
Re: Canyon Springs Annexation Agreement

---

Subject:

**At the June 5, 2024 City Council Work Session a petition to annex approximately 61 acres located at approximately 850 North Droubay Road was presented to the City Council. During the business meeting on the same night the City Council voted to approve a resolution accepting the annexation petition which formally enables the City Council to discuss annexation of the property, to negotiate annexation and ultimately come to an agreement with the petitioner on the qualifications of the annexation. The item is on the City Council work session agenda to begin formal discussion regarding the impacts of the proposed annexation on the City's utility systems, financial impacts and impacts on public safety as well as considering net contributions of the annexation to the City. What benefit does annexing this property bring to Tooele City?**

**The annexation petition request now finds itself on steps 12 and 13 of the annexation procedural outline provided by the City Attorney's office. Steps 12 and 13 require that the applicant provide the necessary studies and reports for the City's review and consideration as well as the Mayor and City Staff meeting to discuss any requirements for an annexation agreement. By discussing this annexation agreement at a City Council work session meeting the City is complying with this requirement.**

**The petitioner, Howard Schmidt has submitted numerous studies that consider the impact of the proposed annexation of the 61 acre property to Tooele City, namely, impacts to the City's water and sewer systems, the City's public safety services such as police and fire protection, the City's roads and transportation infrastructure, the City's financial position and traffic impacts. Each of those studies have been provided for your reference.**

**Staff would like to emphasize that anything discussed in this meeting does not obligate the Tooele City Council to anything and does not commit the City to annexing this property. The purpose of this discussion is to identify the pros and cons of annexing a property of this size into the City.**

**For the City Council's information and reference staff has included a map that indicates how much undeveloped open space currently exists within Tooele City's current municipal boundaries. You will see on the map that nearly 3,500 acres currently remain undeveloped and are currently entitled by right of zoning for development. Is it beneficial to annex additional land into the City when there is so much land currently inside of the City that is yet to be developed? It is staff's opinion that this number of 3,500 acres is a conservative estimate and is most likely a larger**

number as partially developed infill lots and lots to be re-developed (such a Broadway) are not included.

If the City Council is incline to support the proposal to annex the 61 acres into the City staff would encourage the City Council to obtain its desires with the annexation agreement. An annexation is entirely a legislative matter which means the City Council has the ability to negotiate the annexation and require additional elements of the developer in exchange for annexation and the provision of the needed utilities. The annexation agreement can be negotiated to require the developer to provide park space, trails, additional road improvements, screen walls and fences, monies to cover the increased cost of public safety, increased architectural standards in the homes, minimum lot sizes and any other amenity that will add value to the property as part of Tooele City. In short, now is the time for the City Council to get what it wants as a condition of annexing this property into the City.

The next step in the process would be step #14 which is Planning Commission approval of the annexation petition. It will then return to the City Council for a public hearing and then ultimately approval of an ordinance designating the zoning of the annexed property.

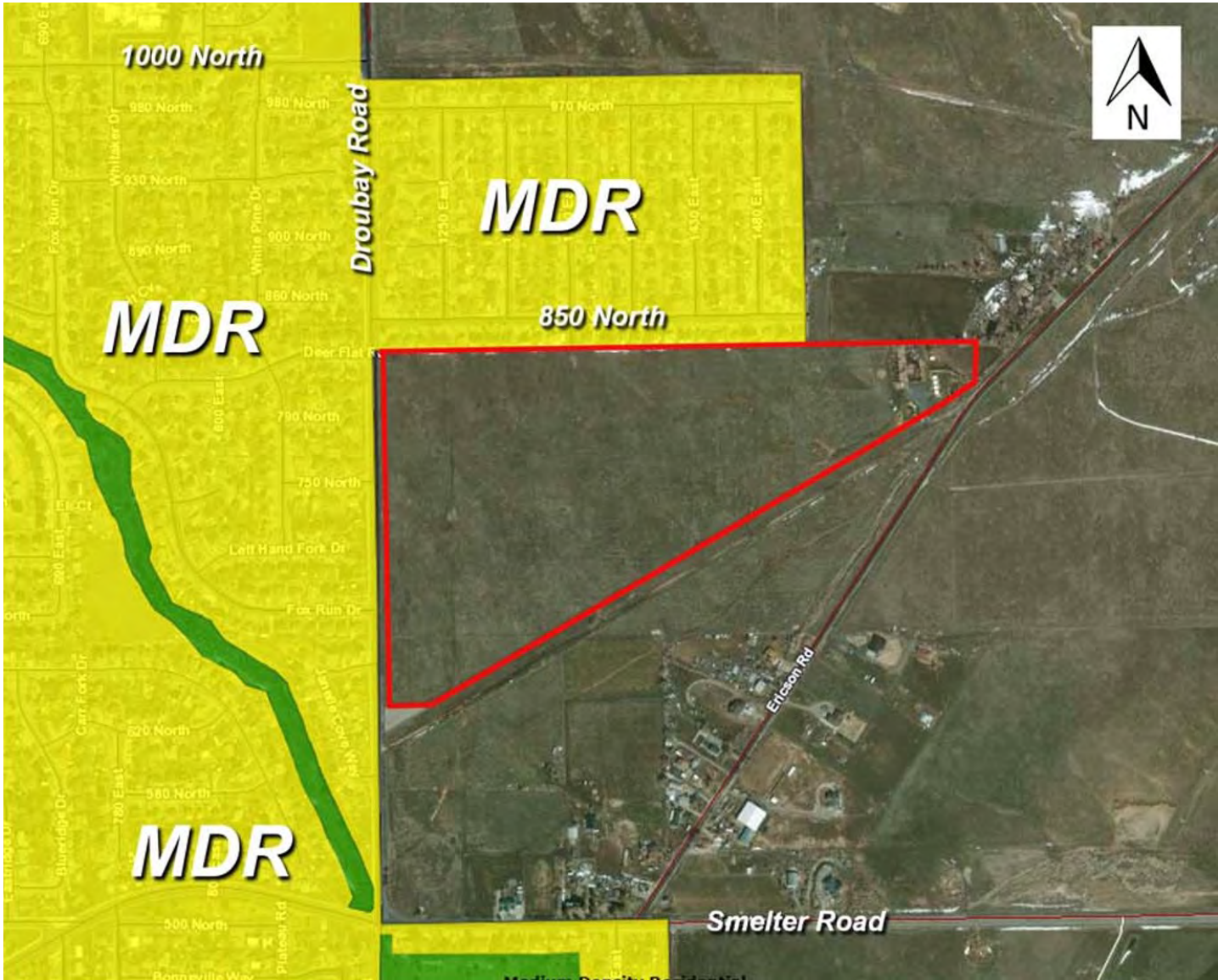
The studies that have been provided by the petitioner are:

1. A fiscal impact study – Conducted by EFG Consulting. Included with this study is a memo from Shannon Wimmer, Tooele City Finance Director, that includes the City’s response to this financial impact study.
2. A drainage study – Conducted by Hansen, Allen and Luce.
3. A sewer system study – Conducted by Hansen, Allen and Luce.
4. A fiscal impact study – Conducted by Bonneville Analytics.
5. Culinary water impact study – Conducted by Hansen, Allen and Luce (HAL).
6. A utility impact estimate – Conducted by Ensign Engineering.
7. A Traffic Impact Study – Conducted by Hales Engineering.

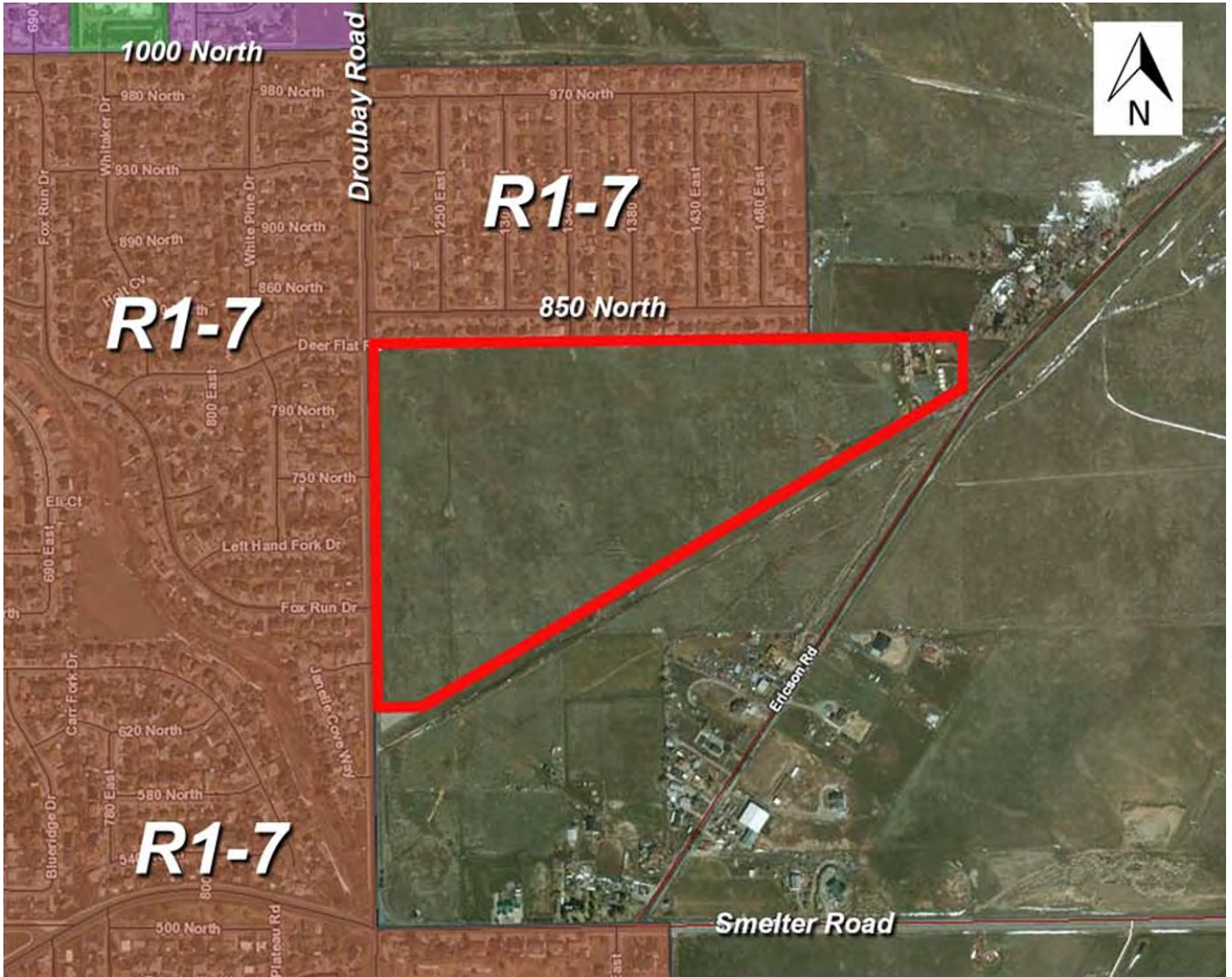
Aerial View



**Current Land Use in Surrounding Areas**

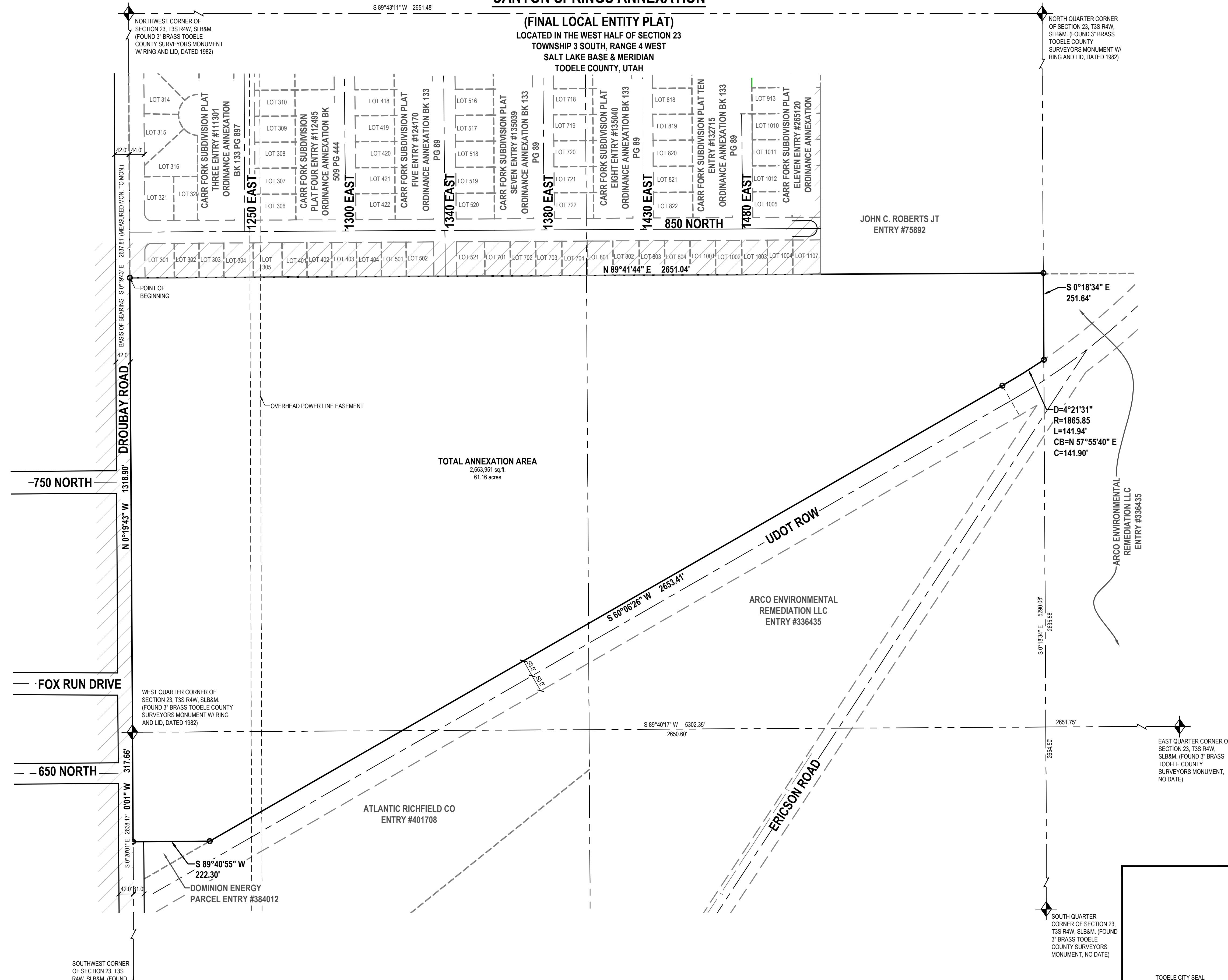


Current Zoning in Surrounding Areas



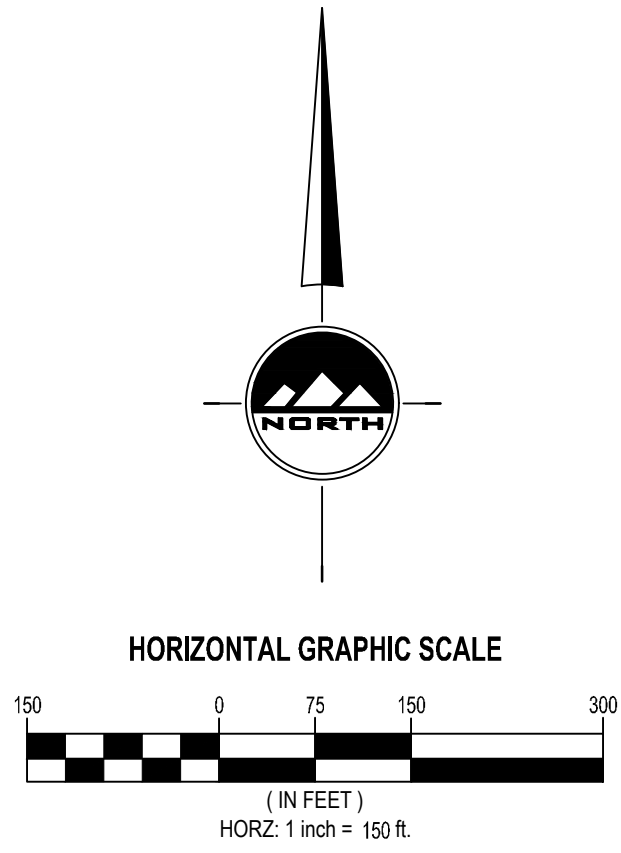
# CANYON SPRINGS ANNEXATION

(FINAL LOCAL ENTITY PLAT)  
LOCATED IN THE WEST HALF OF SECTION 23  
TOWNSHIP 3 SOUTH, RANGE 4 WEST  
SALT LAKE BASE & MERIDIAN  
TOOELE COUNTY, UTAH



**LEGEND**

	ANNEXATION BOUNDARY
	SECTION QUARTER LINE
	CENTER LINE
	EASEMENT
	ADJACENT PROPERTY LINE
	TOOELE CITY LIMITS



**SURVEYOR'S CERTIFICATE**  
I, DOUGLAS J. KINSMAN, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 334575 in accordance with Title 56, Chapter 22, of the Professional Engineers and Land Surveyor's Act. Do hereby certify that a Final Local Entity Plat, in accordance with Section 17-23-20 of Utah State Code, has been prepared under my direction and is a true and correct representation of said Final Local Entity Plat. I further certify that by authority of Tooele City, I have prepared this Plat for the purpose of adjusting the municipal boundaries of Tooele city and to be hereafter known as CANYON SPRINGS ANNEXATION.

**BOUNDARY DESCRIPTION**  
A parcel of land, situate in the West half of Section 23, Township 3 South, Range 4 West, Salt Lake Base and Meridian, more particularly described as follows:  
Beginning at a point on the Section line, which is located South 0°19'43" East 1318.90 feet from the found Northwest Corner of Section 23, Township 3 South, Range 4 West, Salt Lake Base and Meridian, and running:  
thence North 89°41'44" East 2,651.04 feet to the Quarter Section line;  
thence South 0°19'34" East 261.64 feet along said Section line;  
thence southwesterly 141.94 feet along the arc of a 1865.85 foot radius curve to the right (center bears North 34°15'05" West and the long chord bears South 57°55'40" West through a central angle of 4°21'31");  
thence South 57°06'26" West 2653.41 feet;  
thence South 89°40'55" West 222.30 feet to a point on the Section line;  
thence North 0°20'01" West 317.66 feet along said Section line to the West Quarter Corner of said Section;  
thence North 0°19'43" West 1,318.90 feet along said Section line, to the Point of Beginning.

Contains 2,663,951 square feet or 61.16 acres.  
**APRIL 25, 2024**  
Date  
Douglas J. Kinsman  
License no. 334575

**CITY PLANNING COMMISSION APPROVAL**  
APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_,  
BY THE TOOELE CITY COUNCIL

**CITY COUNCIL APPROVAL**  
APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_,  
BY THE TOOELE CITY COUNCIL

CHAIRMAN TOOELE CITY COUNCIL \_\_\_\_\_ ATTESTED BY \_\_\_\_\_

**CITY ATTORNEY'S APPROVAL**  
APPROVED AS TO FORM THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_,  
BY THE TOOELE CITY ATTORNEY.

TOOELE CITY ATTORNEY \_\_\_\_\_

**COMMUNITY DEVELOPMENT APPROVAL**  
APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_,  
BY THE TOOELE CITY COMMUNITY DEVELOPMENT

TOOELE CITY COMMUNITY DEVELOPMENT \_\_\_\_\_

**CITY ENGINEER'S APPROVAL**  
APPROVED AS TO FORM THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_,  
BY THE TOOELE CITY ENGINEER

TOOELE CITY ENGINEER \_\_\_\_\_

**CITY RECORDER'S APPROVAL**  
APPROVED AS TO FORM THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_,  
BY THE TOOELE CITY RECORDER

TOOELE CITY RECORDER \_\_\_\_\_

**DEVELOPER / CLIENT**  
LOVELL DEVELOPMENT GROUP  
9463 SOUTH KIRKSIDE DR.  
SOUTH JORDAN, UTAH 84009  
CONTACT: BRETT LOVELL  
PHONE: 801-706-4693

**SHEET 1 OF 1**  
PROJECT NUMBER: 9902  
MANAGER: D. KINSMAN  
DRAWN BY: J. HOWLAND  
CHECKED BY: D. KINSMAN  
DATE: NOVEMBER 2020

**ENSGN**

TOOELE  
169 North Main Street Unit 1  
Tooele, Utah 84074  
Phone: 435.843.3590  
Fax: 435.578.0108

SALT LAKE CITY  
Phone: 801.253.0529  
LAYTON  
Phone: 801.947.1100  
CEDAR CITY  
Phone: 801.863.1433  
RICHFIELD  
Phone: 435.886.2983

WWW.ENSGN.COM

**COUNTY SURVEYOR APPROVAL**  
APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_,  
BY THE TOOELE COUNTY SURVEYOR.

TOOELE COUNTY SURVEYOR \_\_\_\_\_

**ACCEPTANCE BY LEGISLATIVE BODY**  
THIS IS TO CERTIFY THAT WE, THE UNDERSIGNED TOOELE CITY COUNCIL, HAVE ADOPTED A RESOLUTION OF ITS INTENT TO ANNEX THE TRACT OF LAND SHOWN HEREIN AND SUBSEQUENTLY ADOPTED AN ORDINANCE ANNEXING SAID TRACT INTO TOOELE CITY, UTAH AND THAT A COPY OF THE ORDINANCE HAS BEEN PREPARED FOR FILING HERE WITH ALL IN ACCORDANCE WITH UTAH CODE SECTION 10-2-403 AS REVISED AND THAT WE HAVE EXAMINED AND DO HEREBY APPROVE AND ACCEPT THE ANNEXATION OF THE TRACT AS SHOWN AS A PART OF SAID CITY AND THAT SAID TRACT OF LAND IS TO BE KNOWN HEREAFTER AS THE: **CANYON SPRINGS ANNEXATION**

TOOELE CITY MAYOR \_\_\_\_\_ DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_

ATTEST: CITY RECORDER \_\_\_\_\_

**CANYON SPRINGS ANNEXATION (FINAL LOCAL ENTITY PLAT)**  
LOCATED IN THE WEST HALF OF SECTION 23  
TOWNSHIP 3 SOUTH, RANGE 4 WEST  
SALT LAKE BASE & MERIDIAN  
TOOELE COUNTY, UTAH

**TOOELE COUNTY RECORDER**  
RECORDED # \_\_\_\_\_ DATE: \_\_\_\_\_ TIME: \_\_\_\_\_  
STATE OF UTAH, COUNTY OF TOOELE, RECORDED AND FILED AT THE  
REQUEST OF: \_\_\_\_\_  
FEES \_\_\_\_\_ TOOELE COUNTY RECORDER \_\_\_\_\_

# ANNEXATION AND FINANCIAL CONSULTING

# CANYON SPRINGS IMPACT ON TOOELE CITY



**JUNE 2022**



EFG CONSULTING  
2110 N DAPPLE DRIVE,  
TOOELE, UT 84074

EFG Consulting LLC (“EFG”) prepared this report to analyze the fiscal impacts of the Canyon Springs (“CS”) development to Tooele City (the “City”). This report will outline the findings, assumptions and methodologies utilized. Cody Deeter with EFG Consulting has been involved in municipal finance and consulting for nearly 20 years.

## SUMMARY OF FINDINGS

EFG finds that the City will receive a positive annual economic upon the full development of CS. At full build-out, the City is estimated to experience the following (all impacts are expressed in 2022 dollars):

### GENERAL FUND

\$299k General Fund Revenue  
218k General Fund Expenditures  
**\$ 81k Net Fiscal Impact**

\$631k Impact Fees (Parks, Police, Fire)  
**\$ 97k are reimbursement to the general fund – free cashflow**

### ENTERPRISE FUNDS

\$103k Water, Sewer, Storm Water, Street Lights Fees  
15k Expenses (majority of costs are fixed)  
**\$ 88k Net Fiscal Impact**

\$2.03m Impact Fees (Water and Sewer)  
**\$480k are reimbursable as free cash flow**

### TOTAL IMPACT

**\$169k Annual Fiscal Impact (positive)**  
**\$576k One-time Reimbursements from Impact Fees**

Detailed assumptions and methodologies are provided herein. All general fund revenue assumptions for the major revenue categories were generated using formulas from the state code. Expenditures were based upon EFG’s understanding and experience of fixed versus variable costs in each type of City fund. Specific exceptions could be found in each category; however, this methodology is consistent with general local government funding.





## GENERAL FUND REVENUES

The major general fund revenues analyzed in the report are Property, Sales, PAR, Franchise, Class C Road, and Other Taxes/Fees/. A detailed analysis is found herein.

General Fund (and similar funds)	
Revenues	
Property Tax	\$ 108,714
Sales Tax	45,141
PAR Tax	9,028
Franchise Taxes	31,508
Class C Road Funds	21,628
Other Revenues	82,613
<b>Total Revenue</b>	<b>\$ 298,633</b>

### PROPERTY TAX

Property taxes were estimated based upon the 2022 City rate of .002009. Comparable properties to CS were located in Stansbury Park’s Shady Brook Lane and The Reserve subdivisions.

Assumptions				
Units	172			
Average Land Size	11,000	sf	0.25	ac
Average Home Size	3,500	sf	total sf	
Residential Value Ratio	55%			

Comparables	Market Value	Taxable Value	Lot	House size	Lot Size	Market Value/SF
SHADY BROOK LANE PUD-PH 1	\$641,333	\$352,733	119	3,645	0.25	\$175.95
SHADY BROOK LANE PUD-PH 1	743,525	408,939	140	4,115	0.29	180.69
THE RESERVE PHASE 1 SUBDIVISION	488,456	268,651	111	3,460	0.25	141.17
THE RESERVE PHASE 4 SUBDIVISION	525,022	288,762	419	3,367	0.25	155.93
<b>Average</b>	<b>\$599,584</b>	<b>\$329,771</b>	<b>197</b>	<b>3,647</b>		<b>\$163.43</b>



<b>Proposed Value and City Property Tax Revenue</b>	
Units	172
Average Home Size	3,500
Average Market Value per SF	\$ 163.43
Average Market Value per Home	\$ 572,022
Total Market Value	\$ 98,387,743
Total Taxable Value	\$ 54,113,258
2022 City Tax Rate	0.002009
<b>Property Tax Revenue</b>	<b>\$ 108,714</b>

**SALES TAX AND PAR TAX**

The City receives .5% for direct Point of Sale. The other .5% is distributed based upon the proportionate population of the City versus the total population of the state. No meaningful amount of incremental sales tax will be generated by the increase in population. This analysis assumed gross taxable sales attributable per person in the County rather than the City to account for the regional nature of the City. PAR Sales Tax is not accounted in the General Fund.

<b>Gross Taxable Sales Information</b>	<b>Source</b>	
Tooele City Population	35,742	2020 Census
Tooele City Gross Taxable Sales	\$802,562,030	CY2021
Tooele County Population	76,640	2020 Census
Tooele County Gross Taxable Sales	1,293,324,814	CY2021
Tooele City Sales per Capita	\$22,454	
Tooele County Sales per Capita	\$ 16,875	
Ratio of City to County	133%	

<b>Sales Tax Analysis</b>	<b>Source/Notes</b>	
Canyon Springs Units	172	
Persons per Household	3.11	2020 Census
Population of Canyon Springs	535	
Tooele County Sales per Capita	\$ 16,875	
Gross Taxable Sales from Canyon Springs	9,028,298	
City Sales Tax Rate (Point of Sale)	0.50%	
City PAR Tax Rate (Point of Sale)	0.10%	
<b>Sales Tax Revenue</b>	<b>45,141</b>	
<b>PAR Tax Revenue</b>	<b>9,028</b>	

**FRANCHISE TAXES OR FEES**

The City receives revenue from the imposition of a Municipal Energy Sales and Use Tax on electricity and gas, Telecommunication License Fee on phone, and Franchise Tax on cable.

		Source
Tooele City Population	35,742	2020 Census
Gas	510,000	2022 Budget (2020 numbers)
Power	1,200,000	2022 Budget (2020 numbers)
Cable	195,000	2022 Budget (2020 numbers)
Phone	200,000	2022 Budget (2020 numbers)
Estimated Annual Receipts	\$2,105,000	2022 Budget (2020 numbers)
Tax per Capita	\$58.89	
Canyon Springs Units	172	
Persons per Household	3.11	2020 Census
Population of Canyon Springs	535	
Tax per Capita	\$58.89	
<b>Total Revenue</b>	<b>\$31,508</b>	

**CLASS C ROAD FUNDS**

The City receives funds to help offset costs on roads from the state gas tax. These funds are allocated based upon weighted lane miles (50%) and population (50%).

Assumptions	Source	
Tooele City Population	35,742	2020 Census
State Population	3,271,616	UDOT
Tooele City Weighted Road Miles	737	UDOT
State Weighted Road Miles	125,191	UDOT
Estimated State Allocation	190,000,000	UDOT
Population Allocation	95,000,000	
Road Miles Allocation	95,000,000	
Allocation per Population	\$ 29.04	
Allocation per Weighted Mile	\$ 758.84	
Weighted Mile Ratio for Paved	5.00	UDOT

Revenue	Source	
Miles of Paved Road in Canyon Springs	1.61	Estimate from plat
Weighted Road Miles	8.03	
Revenue for Road Miles	\$6,092	
Population in Canyon Springs	535	
Revenue for Population	\$15,535	
<b>Total Revenue</b>	<b>\$21,628</b>	



**OTHER REVENUE**

Other revenues are not formula driven and were thus calculated on a per capita basis.

<b>Assumptions</b>		<b>Per Capita</b>	<b>Source</b>
Tooele City Population	35,742		2020 Census
<b>Revenues</b>			
Licenses and Permits	\$888,000	\$25	2022 Budget
Intergovernmental Revenue	396,660	11.10	2022 Budget
Charges for Services	3,651,500	102.16	2022 Budget
Fines and Forfeitures	63,000	1.76	2022 Budget
Misc	150,000	4.20	2022 Budget
Contributions and Transfers	370,022	10.35	2022 Budget
	<b>\$5,519,182</b>	<b>\$154.42</b>	

<b>Revenue</b>			
Population in Canyon Springs	535.00		
Per Capita Revenue	\$154.42		
<b>Total Revenue</b>	<b>\$82,613</b>		



## GENERAL FUND EXPENDITURES

The City has both fixed and variable costs within each of its departments. Some are more fixed than others. This analysis generally assumed a variable cost of 75% and fixed of 25%. The general trend of additional costs per capita is accurate but not on a one-to-one basis. In addition, most variable costs are “stepped” in that we costs are added in large steps such as one additional officer or one additional piece of equipment. This analysis assumed in the fixed to variable ratio that these steps would be included over time. Some years the increase would be very marginal and others higher.

Expenditure Categories	Fixed Cost %	Variable Cost %	2021 Actuals	Variable Cost \$	Per Capita	New Expense	Source
City Council	90%	10%	127,375	12,738	0.36	191	2021 Actual
Administration	25%	75%	841,290	630,968	17.65	9,445	2021 Actual
Communities That Care	50%	50%	188,778	94,389	2.64	1,413	2021 Actual
Information Systems	35%	65%	345,158	224,353	6.28	3,358	2021 Actual
Finance	25%	75%	696,298	522,224	14.61	7,817	2021 Actual
Attorney	25%	75%	541,107	405,830	11.35	6,075	2021 Actual
Non-Departmental	25%	75%	553,096	414,822	11.61	6,209	2022 Budget
General Govt Buildings	25%	75%	770,254	577,691	16.16	8,647	2021 Actual
Election	25%	75%	90,000	67,500	1.89	1,010	2022 Budget
Police Department	25%	75%	6,205,851	4,654,388	130.22	69,669	2021 Actual
Fire Department	25%	75%	534,442	400,832	11.21	6,000	2021 Actual
Animal Control	25%	75%	295,117	221,338	6.19	3,313	2021 Actual
Street Department	25%	75%	1,466,658	1,099,994	30.78	16,465	2021 Actual
Street Lighting	25%	75%	200,000	150,000	4.20	2,245	2021 Actual
City Shops	25%	75%	452,716	339,537	9.50	5,082	2021 Actual
Public Works	25%	75%	755,262	566,447	15.85	8,479	2021 Actual
Parks and Recreation	25%	75%	1,190,357	892,768	24.98	13,363	2021 Actual
Aquatic Center	25%	75%	790,801	593,101	16.59	8,878	2021 Actual
Tooele Valley Museum	25%	75%	46,900	35,175	0.98	527	2021 Actual
Golf Course	25%	75%	1,048,101	786,076	21.99	11,766	2021 Actual
Library	25%	75%	1,021,507	766,130	21.44	11,468	2021 Actual
Cemetery	25%	75%	380,817	285,613	7.99	4,275	2021 Actual
Community Development	25%	75%	1,068,159	801,119	22.41	11,991	2021 Actual
<b>Total Expenditures</b>				<b>\$14,543,029</b>	<b>\$406.89</b>	<b>\$217,686</b>	

Assumptions	Source	
Tooele City Population	35,742	2020 Census
Population in Canyon Springs	535	



**GENERAL FUND SUMMARY**

General Fund (and similar funds)	
Revenues	
Property Tax	\$ 108,714
Sales Tax	45,141
PAR Tax	9,028
Franchise Taxes	31,508
Class C Road Funds	21,628
Other Revenues	82,613
<b>Total Revenue</b>	<b>\$ 298,633</b>
<b>Total Expenditures</b>	<b>\$ 217,686</b>
<b>Net Annual Impact General Fund</b>	<b>\$ 80,947</b>



## ENTERPRISE REVENUE & EXPENDITURES

Enterprise revenue was based upon revenue per equivalent residential connection (ERC) which is a means to equate commercial usage to residential to properly evaluate system impacts. Enterprise revenue per ERC was the basis for this analysis.

Enterprise expenditures (aside from capital which is covered in the impact fee) are highly fixed in nature.

Enterprise Funds			
Revenues	Fixed		Total
Water	\$	47,128	\$ 55,444
Sewer		32,466	38,195
Storm Water		5,446	6,407
Street Lights		2,566	3,019
<b>Total Revenue</b>	<b>\$</b>	<b>87,605</b>	<b>\$ 103,064</b>

<b>Total Expenditures (Variable Costs)</b>	<b>\$</b>	<b>-</b>	<b>\$ 15,460</b>
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<b>Net Fiscal Impact Enterprise Funds</b>	<b>\$</b>	<b>87,605</b>
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Assumptions	ERCs	Source
Total City Water Connections	13,960	2021 Water Master Plan
Total City Sewer Connections	13,960	Estimated
Total Storm Water Connections	13,960	Estimated
Total Street Light Connections	13,960	Estimated
Total City Water Rate Revenue	\$4,500,000	2022 Budget
Total City Sewer Rate Revenue	\$3,100,000	2022 Budget
Total City Storm Sewer Rate Revenue	\$520,000	2022 Budget
Total City Street Light Rate Revenue	\$245,000	2022 Budget
Water Revenue per Connection	\$322	
Sewer Revenue per Connection	\$222	
Storm Water Revenue Connection	\$37	
Street Light Revenue Connection	\$18	
Fixed Cost Ratio	85%	
Fixed Revenue Per Connection - Water	\$274	
Fixed Revenue Per Connection - Sewer	\$189	
Fixed Revenue Per Connection - Storm Water	\$32	
Fixed Revenue Per Connection - Street Lights	\$15	



Revenue		Total	Fixed	Variable
Connections in Canyon Springs	172.00			
Water Revenue		\$55,444	\$47,128	\$8,317
Sewer Revenue		38,195	32,466	5,729
Storm Water Revenue		6,407	5,446	961
Street Light Revenue		3,019	2,566	453
<b>Total Revenue</b>		<b>\$103,064</b>	<b>\$87,605</b>	<b>\$15,460</b>



## IMPACT FEE SUMMARY

The impact fee estimates were based upon the currently adopted impacts fees with the exception of Sewer which is currently in process. This analysis assumed a similar increase in sewer impact fees as experienced by water impact fees in the most recent revision.

The impact fee has two major components, equity buy-in and future facilities. The equity buy-in portion is a reimbursement of the general fund or enterprise fund and is thus an infusion of free cashflow to the City.

Assumptions	Total	Buy-In	Future Facility	Source
Parks Impact Fee	\$ 3,194	\$ 345	\$ 2,849	2020 Impact Fee Analysis
Police Impact Fee	217	217	-	2020 Impact Fee Analysis
Fire Impact Fee	256	-	256	2020 Impact Fee Analysis
Water Impact Fee	7,805	789	7,016	2022 Impact Fee Analysis
Sewer Impact Fee	4,000	2,000	2,000	Estimated
		<b>\$ 3,351</b>		

Revenue	Free Cash Flow	Total
Population in Canyon Springs	172.00	
Parks Impact Fee	59,375	549,368
Police Impact Fee	37,307	37,307
Fire Impact Fee	-	44,015
Water Impact Fee	135,708	1,342,460
Sewer Impact Fee	344,000	688,000
<b>Total Revenue</b>	<b>\$ 576,390</b>	<b>\$ 2,661,150</b>



### FULL SUMMARY

The general fund is estimated to receive a \$80,947 positive fiscal impact from CS per year (2022 dollars). In addition, impact fees will bring in \$96,682 of buy-in or free cashflow to the City along with \$534,008 in revenues to fund future facilities to accommodate new growth.

General Fund (and similar funds)	
Revenues	
Property Tax	\$ 108,714
Sales Tax	45,141
PAR Tax	9,028
Franchise Taxes	31,508
Class C Road Funds	21,628
Other Revenues	82,613
<b>Total Revenue</b>	<b>\$ 298,633</b>

<b>Total Expenditures</b>	<b>\$ 217,686</b>
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<b>Net Annual Impact General Fund</b>	<b>\$ 80,947</b>
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General Fund Impact Fees			
Revenues	Buy In	Future Facility	Total
Parks Impact Fee	\$ 59,375	\$ 489,993	\$ 549,368
Police Impact Fee	37,307	-	37,307
Fire Impact Fee	-	44,015	44,015
<b>Total Revenue</b>	<b>\$ 96,682</b>	<b>\$ 534,008</b>	<b>\$ 630,690</b>



The enterprise funds are estimated to receive \$103,064 in positive fiscal impacts from CS per year (2022 dollars). In addition, impact fees will bring in \$479,708 of buy-in or free cashflow to the City and \$1,550,752 in revenues to fund future facilities to accommodate new growth.

Enterprise Funds		
Revenues	Fixed	Total
Water	\$ 47,128	\$ 55,444
Sewer	32,466	38,195
Storm Water	5,446	6,407
Street Lights	2,566	3,019
<b>Total Revenue</b>	<b>\$ 87,605</b>	<b>\$ 103,064</b>

<b>Total Expenditures (Variable Costs)</b>	<b>\$ -</b>	<b>\$ 15,460</b>
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<b>Net Fiscal Impact Enterprise Funds</b>	<b>\$ 87,605</b>
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Enterprise Fund Impact Fees			
Revenues	Buy In	Future Facility	Total
Water Impact Fee	\$ 135,708	\$ 1,206,752	\$ 1,342,460
Sewer Impact Fee	344,000	344,000	688,000
	-		-
<b>Total Revenue</b>	<b>\$ 479,708</b>	<b>\$ 1,550,752</b>	<b>\$ 2,030,460</b>

**DATE:** May 22, 2024  
**TO:** Mayor Winn, City Council  
**FROM:** Shannon Wimmer, Finance Director  
**RE:** Canyon Springs Annexation Financial Impact Report

Tooele City received the attached financial impact report in June 2022 for the Canyon Springs development. After discussing the report with its creator, both EFG Consulting and the Tooele City Finance Director agreed on some updates. These updates are outlined below:

- **Removal on Non-Growth Related:** Revenues: Transfers from other funds and grants have been excluded as they are not based on growth and may not be ongoing. Additionally, expenses from the 4810 department (Transfers) have been removed. These expenses include items such as bond payments that are accounted for in other funds so counting them here is a duplication. One-time ARPA funds included in this year were also eliminated by removing the entire department.
- **Updated Financial Impact:** By addressing these two items only, the projected income from the project decreases from \$80,946 to \$20,610.

It is also noted by Tooele City that the report employs two different methods of calculating impact: a per capita method for estimating revenues and a 75% share method for calculating expenses. To ensure consistence and accuracy, the same method should be applied to both revenues and expenses throughout the report. Therefore, I have created two scenarios using the numbers provided in the report (with the agreed-upon changes above) and calculated the impact using each method uniformly. The results of these calculations are presented in the exhibits below.

**Amounts Provided by CFG (page 7 with updates)**

<b>General Fund (and similar funds)</b>	
<b>Revenues</b>	
Property Tax	\$108,714
Sales Tax	45,141
PAR Tax	9,028
Franchise Taxes	31,508
Class C Road Funds	21,628
Other Revenues	45,678
<b>Total Revenue</b>	<b>\$261,697</b>
<b>Total Expenditures</b>	<b>\$241,087</b>
<b>Net Annual Impact General Fund</b>	<b>\$20,610</b>

**Tooele City Re-Calculation Using 75% Fixed/Variable Method**

General Fund (and similar funds)	
Revenues	
Property Tax	\$81,536
Sales Tax	33,856
PAR Tax	6,771
Franchise Taxes	23,631
Class C Road Funds	16,221
Other Revenues	34,259
<b>Total Revenue</b>	<b>\$196,273</b>
<b>Total Expenditures</b>	<b>\$240,215</b>
<b>Net Annual Impact General Fund</b>	<b>(\$43,942)</b>

**Tooele City Re-Calculation Using Per Capita Method**

General Fund (and similar funds)	
Revenues	
Property Tax	\$114,036
Sales Tax	83,995
PAR Tax	5,885
Franchise Taxes	31,565
Class C Road Funds	18,190
Other Revenues	45,678
<b>Total Revenue</b>	<b>\$299,349</b>
<b>Total Expenditures</b>	<b>\$323,140</b>
<b>Net Annual Impact General Fund</b>	<b>(\$23,791)</b>

DATE: April 21, 2022

TO: Paul Hansen, P.E.  
Tooele City Engineer  
90 North Main  
Tooele, Utah 84074

FROM: Benjamin D. Miner, M.P.A., P.E.  
Kayson Shurtz, P.E.  
Hansen, Allen & Luce, Inc. (HAL)  
859 West So. Jordan Pkwy – Suite 200  
South Jordan, Utah 84095

SUBJECT: Canyon Springs - Drainage Review

PROJECT NO.: 149.08.148



## INTRODUCTION

Canyon Springs is an area that has been proposed to be annexed into the City of Tooele. It is located just east of Droubay Road between about 840 North and 600 North. Hansen, Allen, and Luce has been asked to review the area to identify potential drainage issues that need to be addressed before this area can be annexed into the City.

## HYDROLOGY

A hydrologic model was developed to determine anticipated flowrates and volumes for the 10-year and 100-year storm events. The design storm selected for this analysis is a three-hour duration storm which incorporates a Farmer-Fletcher 1-hour first quartile storm event as the middle hour of the three-hour design storm (Farmer et al., 1972). This storm distribution is used by many communities in Salt Lake County and would be applicable for Tooele as well. The rainfall depths for the 10-year and 100-year were 1.14 inches and 1.99 inches respectively and were obtained via NOAA Atlas 14 (NOAA, 2011). The runoff modeling was performed using the Soil Conservation Service (SCS) Curve Number (CN) approach as described in *Technical Release 55: Urban Hydrology for Small Watersheds* (NRCS, 1986), hereafter referred to as TR-55. The soil data used in the analysis was obtained from Natural Resources Conservation Service (NRCS) Soil Survey Geographic Database (SSURGO) (NRCS, 2022). The land cover for existing conditions was based on the 2016 National Landcover Dataset (NLCD) (Dewitz, 2019). The land cover and soil data were combined within the model to establish various combinations of land

cover and hydrologic soil type. Table 1 presents the assumed curve numbers that were applied to the model for all the potential combinations found in our study area.

**TABLE 1. CURVE NUMBER TABLE**

TR-55 Description	NLCD Description	NLCD ID #	A	B	C	D
Water	Open Water	11	98	98	98	98
Open Space (Good)	Developed, Open Space	21	39	61	74	80
Residential - 1/2 Acre	Developed, Low Intensity	22	54	70	80	85
Residential - 1/4 Acre	Developed, Medium Intensity	23	61	75	83	87
Residential - 1/8 Acre	Developed, High Intensity	24	77	85	90	92
Fallow-Bare Soil	Barren Land	31	77	86	91	94
Oak Aspen (Poor)	Deciduous Forest	41	66	66	74	79
Woods (Fair)	Evergreen Forest	42	36	60	73	79
Woods Grass Combination (Fair)	Mixed Forest	43	43	65	76	82
Brush (Fair)	Shrub/Scrub	52	35	56	70	77
Pasture Grassland (Fair)	Grassland/Herbaceous	71	49	69	79	84
Meadow	Pasture/Hay	81	30	58	71	78
Row Crops - SR (Good)	Cultivated Crops	82	67	78	85	89
Wetlands	Woody Wetlands	90	98	98	98	98
Wetlands	Emergent Herbaceous Wetlands	95	98	98	98	98

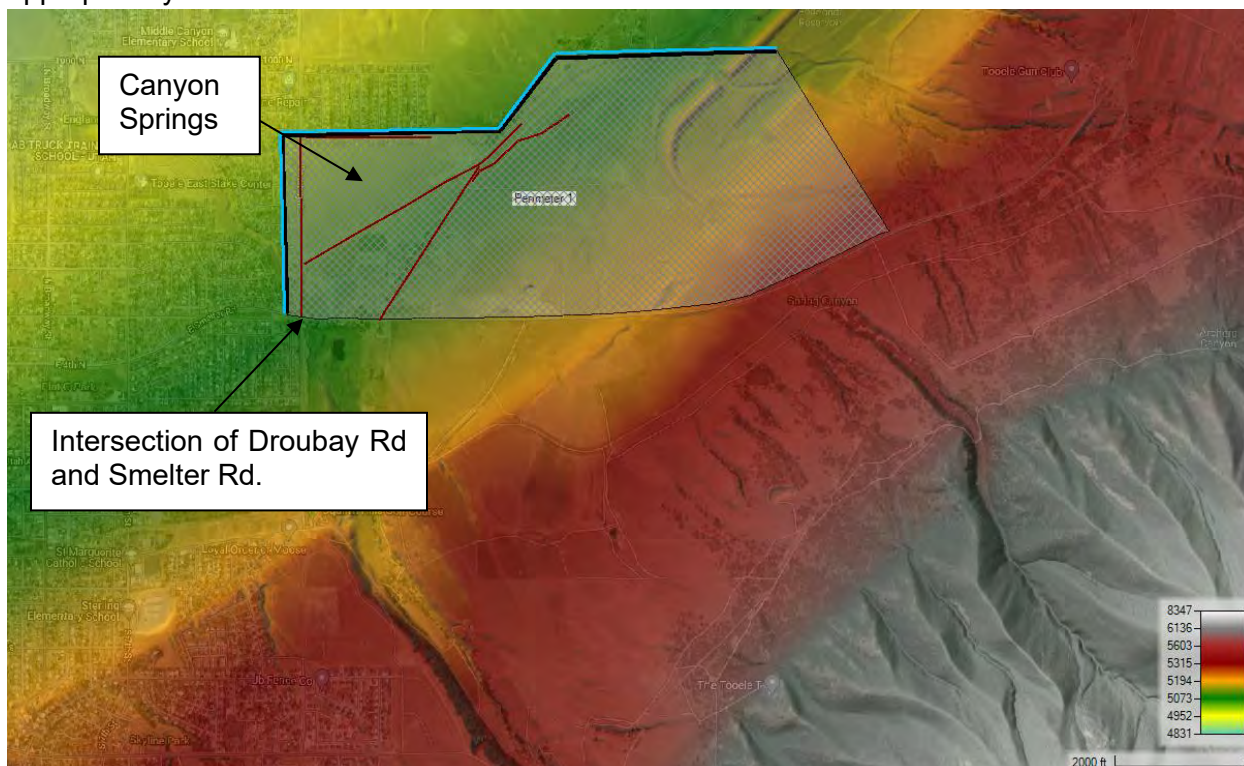
The modeling was performed using a rain on grid approach in HEC-RAS 2D. The drainage patterns above the proposed site are somewhat complex because of several interconnected ditches. The benefit of using the rain on grid approach is the model determines flow paths based on the terrain and hydraulic capacity of the conveyance channels via Manning’s equation. The model allows for an estimate of existing flowrates for both onsite and offsite drainage that will need to be accounted for in the design of the proposed annexation area. The assumed roughness values for the NLCD cover types are shown in Table 2 (HEC, 2021).

**TABLE 2. ASSUMED ROUGHNESS COEFFICIENTS**

NLCD Description	NLCD ID #	Manning’s n
Open Water	11	0.035
Developed, Open Space	21	0.035
Developed, Low Intensity	22	0.08
Developed, Medium Intensity	23	0.1
Developed, High Intensity	24	0.15
Barren Land	31	0.05
Deciduous Forest	41	0.1
Evergreen Forest	42	0.15
Mixed Forest	43	0.12
Shrub/Scrub	52	0.08

NLCD Description	NLCD ID #	Manning's n
Grassland/Herbaceous	71	0.06
Pasture/Hay	81	0.05
Cultivated Crops	82	0.05
Woody Wetlands	90	0.12
Emergent Herbaceous Wetlands	95	0.08

The approximate drainage area to calculate offsite flows was developed based on the available UGRC LiDAR data. As noted previously, the model calculates the movement of water through the drainage and therefore an approximate drainage area is sufficient because if additional area is included it will runoff at a different location and therefore not be included in the calculated offsite flows for our area of interest. The approximate drainage area used in the runoff calculations is shown in Figure 1. The grid generally utilizes 25 x 25-foot grid spacing. Breaklines were also utilized to properly align cell faces with high ground such that hydraulic controls are modeled appropriately.



**FIGURE 1. HEC-RAS RAIN ON GRID MODEL EXTENTS**

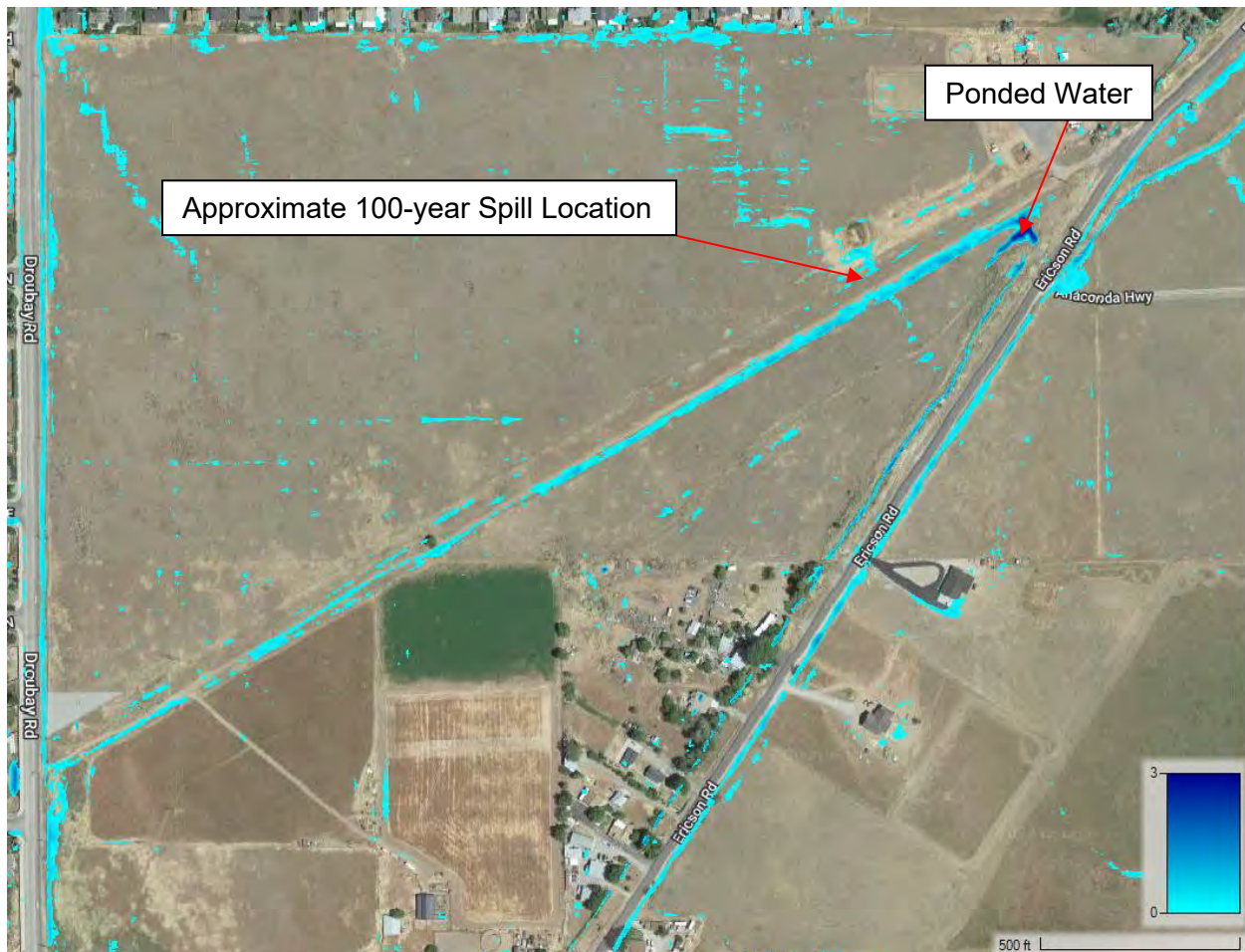
### EXISTING CONDITIONS MODELING

Existing 10-year flows were negligible and are therefore not reported here. The 100-year existing conditions flows from the proposed site were computed to be approximately 5.9 cfs. The offsite flows that come into the proposed developments for the 100-yr 3-hr event were computed to be approximately 9.5 cfs. Suggesting the drainage area above the proposed development is relatively small. However, these flows must be conveyed through the proposed development. The model shows water ponding on the south side of what looks like a dirt road in the aerial imagery



until it spills over to the proposed development at the general location shown in Figure 2.

The offsite flows must be handled as they come into the development. This could be accomplished by connecting a pipe (with at least 9.5 cfs capacity) from the ponded area shown on Figure 2 into the proposed development drainage system or by creating an open channel conveyance that can convey the 9.5 cfs between lots to the roads of the proposed development at the spill location shown on Figure 2.



**FIGURE 2. 100-YR OFFSITE FLOWS SPILL LOCATION**

### **PROPOSED CONDITIONS MODELING**

The site plan provided to HAL shows 172 lots over approximately 60 acres. The development will add additional impervious area in the form of roads, driveways, roofs, sidewalks, and additional hardscape. These impervious areas increase runoff and must be addressed to reduce flood risk to the future residents of the proposed development as well as others who are down gradient from them.

The proposed condition flows for both the 10-year and 100-year scenarios were developed by adjusting the landcover to reflect the roads and homes that are proposed. The site plan provided

was used a guide to estimate additional impervious area. Directly connected impervious area was assumed to have a CN of 98. All roads were assumed to be 100% directly connected while the remaining impervious area was assumed to be 3,000 square feet per lot with 50% of it being directly connected. These assumptions are based on the development looking similar to the existing development directly to the north. The impervious area not associated with roads was composited with the remaining pervious area that was assumed to be Open Space good cover resulting in a composite curve number of 70. Table 3 summarizes the impervious area assumptions.

**TABLE 3. IMPERVIOUS AREA ASSUMPTIONS FOR CANYON SPRINGS DEVELOPMENT**

Description	Acres	% Directly Connected
Roadway Impervious Area	11.73	100.0
Assumed Additional Impervious Area	11.84	50.0
Open Space Good Condition	37.08	0.0
Totals	60.65	29.1

The modeled peak 10-year flowrate for the entire proposed development was 18.5 cfs. Piping to convey these flows should have sufficient capacity to convey the estimated peak flow rate. The flow per unit acre is approximately 0.31 cfs/acre. This ratio can be used for pipe sizing in areas that only drain a portion of the total drainage area. We recommend a minimum storm drain pipe size of 15-inches.

The modeled peak 100-year flowrate for the entire proposed development was approximately 51.9 cfs. The flow per unit acre is approximately 0.87 cfs/acre. Conveyance and storage must be provided to protect homes from damage during a 100-year event. Conveyance beyond the 10-year event is often provided by the streets along with detention to limit flows downstream. It is recommended that this development provide grading plans for the roads along with calculations that show that the roads and underground conveyance network have sufficient capacity to convey the calculated 100-year flows to an appropriate detention facility. The ratio of peak flow per unit acre can be utilized in the road conveyance calculations based on tributary area. A detention facility will be required for the proposed development to reduce flows back to at least existing conditions (5.9 cfs) so that peak flows downstream are not increased as a result of development. Assuming a release rate of 5.9 cfs (approximately 0.1 cfs/acre) the required detention volume for the proposed development would be approximately 3 ac-ft.

A consideration for this annexation should also include where the detained flows will be discharged. While peak flows would not be increased under the detained scenario, runoff volumes would be spread out over time and reduce pressure on the system. Increased volume in the downstream system could result in increased flood risk due to downstream storage constraints. Discharging the detained flows to a large conveyance like Middle Canyon Creek is the best-case scenario to reduce the downstream flood risk. It appears that the development to the west may have existing storm drain infrastructure that likely discharges into Middle Canyon Creek. This option should be investigated further to determine whether it is feasible to tie into this existing

system to convey detained flows from the proposed annexation area. Otherwise, the City should consider installing new storm water piping from the new development to Middle Canyon Drainage.

## **SUMMARY**

The onsite and offsite flow considerations have been presented in the memo for the proposed annexation property and proposed site plan. The drainage issues all appear to be manageable with most of which being handled utilizing standard engineering practices. Considerations for offsite flows onto the property and where detained releases from the proposed development will discharge must be addressed for annexation. Potential solutions have been presented in the body of this memo.

## **REFERENCES**

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Dewitz, J., 2019, National Land Cover Database (NLCD) 2016 Products (ver. 2.0, July 2020): U.S. Geological Survey data release.

Hydrologic Engineering Center, 2021. HEC-RAS 2D Modeling User's Manual, U.S. Army Corps of Engineers, Davis CA., April 2021.

# MEMORANDUM

DATE: April 26, 2022

TO: Mr. Paul Hansen, P.E.  
Tooele City Engineer  
90 North Main  
Tooele, Utah 84047

FROM: Benjamin D. Miner, P.E.  
Jason Biesinger, Project Analyst  
Hansen, Allen & Luce, Inc. (HAL)  
859 W. South Jordan Pkwy. Ste. 200  
South Jordan, UT 84095

SUBJECT: Canyon Springs Annexation - Wastewater Review

PROJECT NO.: 149.08.148



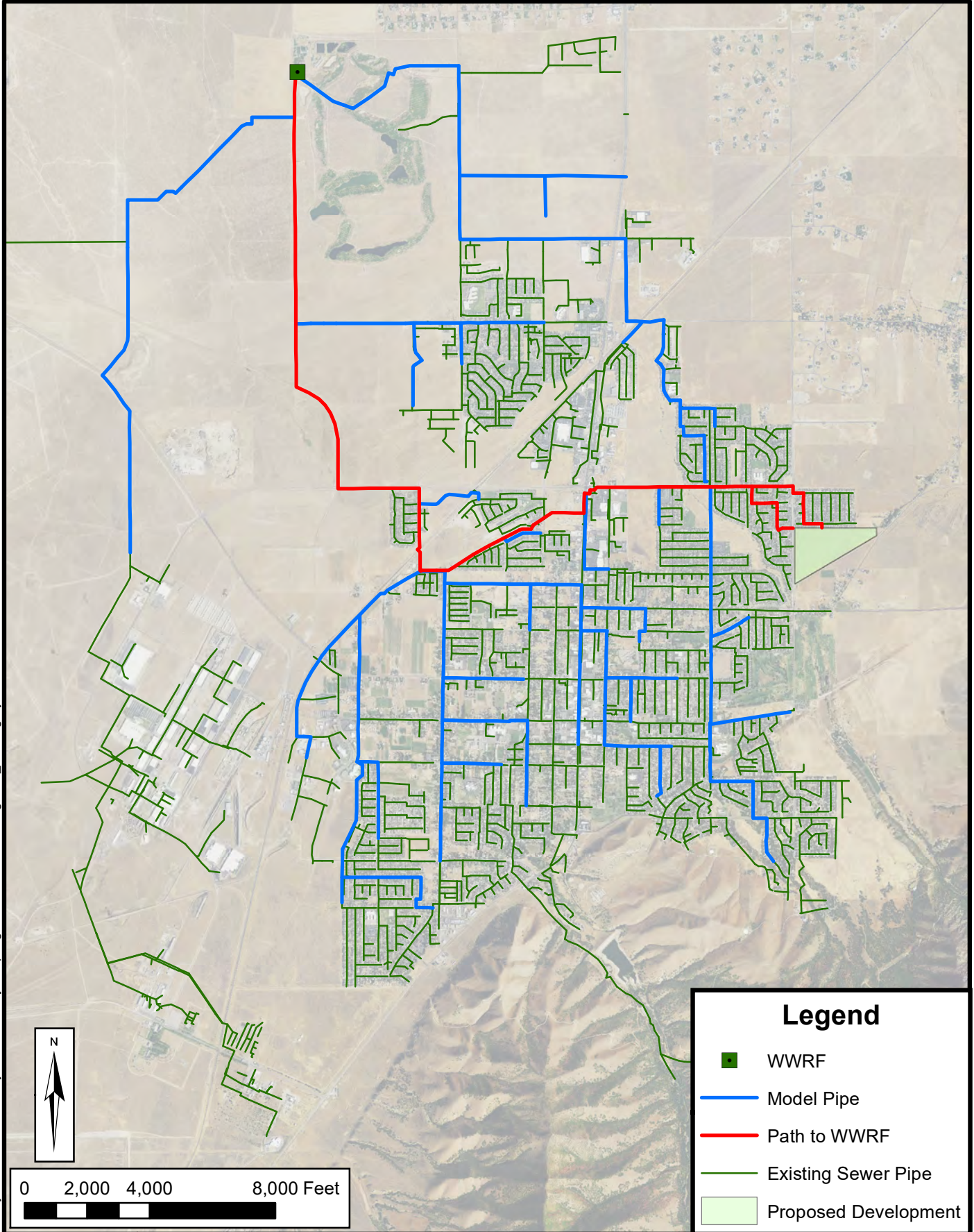
## INTRODUCTION






As requested, HAL has performed a review of the effects of the proposed Canyon Springs Annexation on the City's public wastewater collection system. This includes a hydraulic modeling analysis of the proposed wastewater collection infrastructure for the development. The development is located at approximately 600 North to 840 North, east of Droubay Road in Tooele. The analysis assumes that the development density will be the same as a development layout provided to HAL by Tooele City. This analysis has considered the Utah Division of Water Quality (DWQ) requirements and predicted wastewater flow rates that have been identified as part of the on-going wastewater master plan study.

## WASTEWATER SYSTEM

The Canyon Springs Annexation development is located at approximately 750 N and Droubay Road in Tooele, Utah, and will include 172 residential lots. Figure 1 shows a schematic map of the existing wastewater system in the vicinity of the proposed development. It is anticipated that the development will connect to existing 8-inch gravity lines on the northern and western boundaries of the proposed subdivision.

Date: 4/21/2022  
Document Path: H:\Projects\149 - Tooele City\08.148 - Canyon Springs - Annexation\GIS\Figure 1\_ Existing System.mxd



Legend	
	WWRF
	Model Pipe
	Path to WWRF
	Existing Sewer Pipe
	Proposed Development



**Tooele City - Canyon Springs Annexation  
Existing Wastewater Collection System**

**FIGURE  
1**

## ESTIMATED WASTEWATER GENERATION

Wastewater generation for the development was estimated based on data currently available for the proposed development. Estimates assume an average wastewater flow of 170 gpd/ERU for average daily flow. This value is peaked by 1.55 in the model analysis. Estimated wastewater production is provided in Table 1.

**TABLE 1: EXISTIMATED WASTEWATER PRODUCTION FOR CANYON SPRINGS**

<b>Development</b>	<b>Units</b>	<b>ERUs</b>	<b>Daily Flow / ERU (gpd)</b>	<b>Average Daily Sewer Generation (gpd)</b>	<b>Average Daily Sewer Generation (gpm)</b>
Canyon Springs Annexation	172	172	170	29,240	20.3

## WASTEWATER COLLECTION SYSTEM MODELING

The capacity of the wastewater collection system was analyzed in comparison with the anticipated flows to predict whether the system has capacity to accommodate new flows from the Canyon Springs Development. The analysis was performed using the hydraulic computer model that has been prepared for the wastewater collection system master plan that is on-going. The Canyon Springs Development is located in an area of the City where the sewers were not included in the hydraulic model. The model was updated to include the Canyon Springs Development. This included collecting survey data for key manholes, which allowed flowline and rim elevations to be added to the model. Model flows from the master plan were adjusted to account for the new development. The model loading locations and values for Canyon Springs are provided on Figure 2.

Detailed sewer design information has not be provided for sewers within the development. Once the project moves forward, it is expected that the developer's design engineer will design the sewers with adequate capacity. It is expected that 8" diameter pipes will be adequate. This should be confirmed by the design engineer.

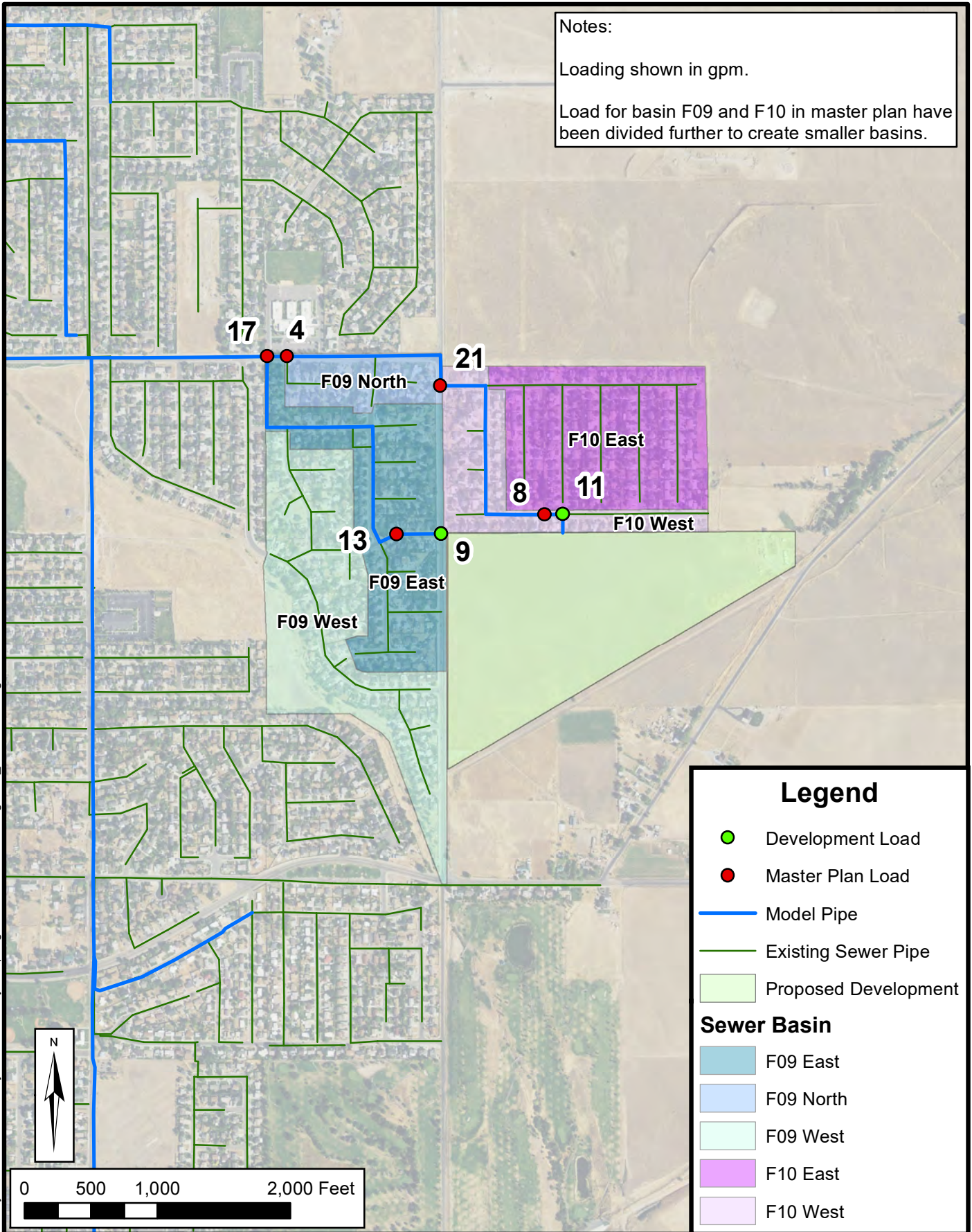
### Criteria

The criteria used to determine when a sewer has reached capacity is based on recommendations and standards from the American Society of Civil Engineers (ASCE). These standards recommend that a sewer 12-inches in diameter or smaller has reached maximum capacity when the depth of wastewater divided by the pipe diameter (d/D) has exceeded 0.5, or is half full. For pipes with a larger diameter, the maximum capacity is defined as d/D in excess of 0.75, or is three-quarters full.

Notes:

Loading shown in gpm.

Load for basin F09 and F10 in master plan have been divided further to create smaller basins.



Date: 4/21/2022  
Document Path: H:\Projects\149 - Tooele City\08.148 - Canyon Springs - Annexation\GIS\Figure 2 - Model Loading.mxd



Tooele City - Canyon Springs Annexation  
Hydraulic Model Loading Locations

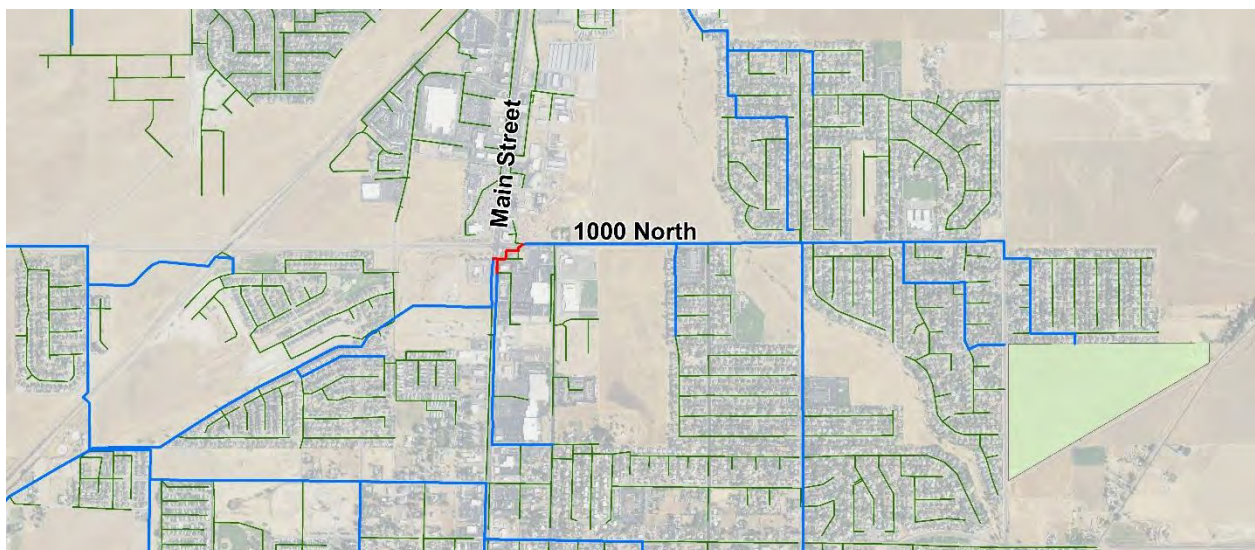
FIGURE  
2

## Calibration and Verification

The hydraulic model that was developed during the wastewater collection system master plan was calibrated with flow monitoring records available at the time. That model was updated to reflect the proposed development. No new specific calibration has been provided with this analysis. If further site-specific calibration is desired, additional flow monitoring can be provided upon request. That flow data could then be used to calibrate and verify model results.

## IMPACTS TO EXISTING SYSTEM

The master plan identifies an existing deficiency downstream of the proposed development near the intersection of 1000 North and Main Street. This is shown in Figure 3. While the wastewater generated by the proposed development does not cause the deficiency, if improvements are not made to the sewer, the proposed development would further worsen the deficient flow condition. It is recommended that the City proceed with additional detailed study of the deficiency to confirm the results, and that the City proceed with improvements if needed.



**FIGURE 3: EXISTING RECOMMENDED IMPROVEMENTS**

The proposed improvement for the deficient area shown in Figure 3 is to replace the existing 15-inch pipe with an 18-inch pipe, or that an equivalent system to constructed.

## IMPACTS TO FUTURE SYSTEM

Hydraulic models for a 10-year and 40-year planning scenario from the master plan were also evaluated. This was done to see how the model results change with and without the proposed development. The model predicts that the proposed development does not cause any part of the collection system to become deficient for these scenarios.



## **CONCLUSIONS AND RECOMMENDATIONS**

Besides the existing deficiency described previously, the rest of the existing sewers are adequate to contain the existing wastewater flows and the flows generated by the Canyon Springs Annexation development.

# **The Incorporation of the Canyon Spring Development into Tooele City**

## **Fiscal Impact Study**

10/06/2020

Prepared by

**Bonneville**  
**Analytics**

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## Executive Summary

To assist with evaluating the incorporation of Canyon Springs, 172-unit development, Bonneville Analytics prepared a fiscal impact analysis to estimate the net impact to Tooele City’s General Fund. This report presents the findings from the fiscal impact analysis.

Table 1, below, summarizes the full build-out of the Canyon Springs development impact on the City’s general fund. The fiscal impact analysis shows a net benefit of approximately \$121,092 annually. This represents a 36% positive impact over the new costs that would be incurred on city services from the new development.

Table 1: Net Fiscal Impact Summary

Canyon Springs General Fund Impact	
Revenues	\$457,338
Expenditures	(\$336,247)
<b>Net Fiscal Impact</b>	<b>\$121,092</b>

The primary revenue generators are new property taxes and new sales taxes. Combined, the two sources account for 64% of the revenue generated from the proposed development. The remainder is generated by other revenues such as charges for services, intergovernmental transfers, and other taxes such as franchise and use taxes.

Public safety and general government services led the way as the most impacted general fund expenditures, accounting for 54% of the costs. To maintain the current level of service for police and fire in terms of full-time employees (FTE), 0.6 FTE’s is needed for police and 0.8 for fire.

## Methodology

The fiscal analysis presented in this document was performed using the per-capita multiplier technique. Growth-induced public service costs/revenues are determined by multiplying the per capita figure by the number of people in the proposed development. Over the long run, current average per capita revenues and expenditures are the best estimates of future operating costs occasioned by growth. It is assumed that current local service levels are the most accurate indicators of future service levels and will continue at similar levels. This analysis does not account for capital costs. It is assumed that those will be covered through impact fees.

City expenditures and revenues used were the Estimated FY 6/2021 General Fund line items, which were collected from the Tooele City FY 2022 Approved Budget document. US 2020 Decennial Census data was used for the city’s population figures.

To estimate future population, household size was derived from the 2019 American Community Survey, which is the latest available data for the metric. The household size was broken out by housing tenure. Since the proposed development will be single-family units, the owner-occupied household size was applied to the proposed unit count to estimate the new population. The estimated population was then applied to the per-capita multipliers to estimate new impacts to both expenditures and revenues.

Projected sales taxes were calculated using the current sales tax schedule for Tooele City as it is presented by the State of Utah Tax Commission. The sales tax figures were derived from

projected sales from the new residents. The projected sales were calculated based on a two-year per-capita average of total taxable sales (2019 and 2020) in Tooele City. This per-capita figure was then applied to the estimated population of the new development

Property tax revenues were calculated based on the market value of the new homes. The new homes with similar lot sizes in Tooele City had a median sales price of \$550,000 in 2021. While it is expected that the proposed homes are likely to have higher market values, the median sales price of \$550,000 was used to derive the taxable assessed value. The property tax rates were calculated with the assumption that the proposed development would be incorporated in the Tooele County Tax Area 1.

Figure 1: Location of Proposed Site to be Incorporated





In 2020, the Tooele City population reached 35,742 residents per the new data released from the US Decennial Census (Table 2).

There were 10,945 households in the city from the latest available data in 2019. Approximately 80% of the city’s households are owner-occupied. Approximately 83% of the population lives in owner-occupied units.

The average household size in the city is 3.13 persons per household. The owner-occupied household size is 3.25 persons per household. The renter-occupied household size is 2.64.

To estimate the new population of the proposed development, the 3.25 persons per household was multiplied by the 172 new housing units.

We estimate 560 new residents living in the proposed development at full build-out (see Table 3).

Table 2: Tooele City Population and Households

Tooele City Population	
US Census 2020	35,742
2019 Total Households	
Total:	10,945
Owner-occupied:	8,779
Renter occupied:	2,166
2019 Population in Occupied Housing	
Total:	34,293
Owner-occupied	28,564
Renter occupied	5,729
2019 Household Size	
Total:	3.13
Owner-occupied:	3.25
Renter occupied:	2.64

Source: US Census.

Table 3: Proposed Development Scenario

Land Use Proposal	
Residential Units	172
Household Size	3.25
New Population	560

Source: Bonneville Analytics





## Impacts to Expenditures

The detailed impacts to Tooele City’s general fund expenditures are shown in Table 4. The total impact of the proposed 172 unit development is estimated to be approximately \$336,247. The greatest impact to expenditures is estimated to be to public safety, second is general government, followed by parks and recreation.

Table 4: New Development Impact on General Fund Expenditures

Category	New Expenditures from Development	General Fund Expenditures: Estimated FY 6/2021	General Fund Expenditures per Capita
General Government	\$80,408	\$5,135,428	\$144
Highway/Public Improvements	\$31,809	\$2,031,544	\$57
City Shops (4440)	\$5,479	\$349,939	\$10
Public Works (4450)	\$11,013	\$703,358	\$20
Street Department (4411)	\$13,176	\$841,535	\$24
Street Lighting (4413)	\$2,141	\$136,712	\$4
Community Development (4620)	\$14,980	\$956,697	\$27
Parks & Rec.	\$64,947	\$4,147,990	\$116
Public Safety	\$99,724	\$6,369,059	\$178
Animal Control (4253)	\$4,000	\$255,441	\$7
Fire Department (4222)	\$6,217	\$397,045	\$11
Police Department (4211)	\$89,507	\$5,716,573	\$160
Transfers/Other Uses	\$44,379	\$2,834,333	\$79
<b>Total Expenditures</b>	<b>\$336,247</b>	<b>\$21,475,051</b>	<b>\$601</b>

Source: Bonneville Analytics Analysis of Tooele City Adopted Budget, FY 2022

In 2020, there were 39 full-time officers and 50 full-time firefighters in Tooele City. The 2020 levels of service per 1,000 residents are 1.1 police officers and 1.4 firefighters (see Table 5). Applying these ratios to the new population, it is estimated the 0.6 FTEs is needed for police and 0.8 FTEs for firefighters.

Table 5: New Development Impact on Police and Fire Capacity

	FTE 2020	FTE per 1,000 residents	New FTEs Needed
Police Officers	39	1.1	0.6
Firefighters	50	1.4	0.8

Source: Bonneville Analytics Analysis of Tooele City Adopted Budget, FY 2022



## Impacts to Revenues

The detailed impacts to Tooele City’s general fund revenues are presented in Table 6. The total revenue generated from the proposed development is approximately \$457,338. The primary revenue generators are new property taxes and new sales taxes. Combined, the two sources account for 64% of the revenue generated from the proposed development.

Table 6: New Development Impact on General Fund Revenues

Category	New Revenue from Development	General Fund Revenues: Estimated FY 6/2021	General Fund Revenues per Capita
Property Taxes*	\$158,744	\$5,585,000	*
Sales Taxes*	\$133,003	\$9,350,000	*
Other Taxes	\$36,783	\$2,462,500	\$66
Licenses and Permits	\$16,604	\$1,111,554	\$30
Intergovernmental Revenue	\$44,559	\$2,983,024	\$80
Charges for Services	\$59,942	\$4,012,852	\$107
Fines and Forfeitures	\$931	\$62,342	\$2
Miscellaneous	\$2,454	\$164,252	\$4
Contributions and Transfers	\$4,319	\$289,160	\$8
<b>Total Revenues</b>	<b>\$457,338</b>	<b>\$26,020,684</b>	<b>\$296</b>

Source: Bonneville Analytics Analysis of Tooele City Adopted Budget, FY 2022

Based on the projected 560 new residents, it is estimated that \$9,852,049 will be generated in new taxable sales in Tooele City (see Table 7). From the current sales tax schedule provided by the State Tax Commission, a total of \$689,643 in new sales tax is projected. Approximately \$133,003 in sales tax is estimated to be generated to the City’s general revenue fund.

To estimated property taxes, the assumption was made that the proposed project would be incorporated into Tax Area 1. Total property taxes are estimated at \$723,009 or \$4,204 per unit. Tooele City's portion of the new property taxes is projected to total \$158,743 (see Table 8).

Property tax revenues were calculated based on the market value of the new homes. The new homes with similar lot sizes in Tooele City had a median sales price of \$550,000 in 2021. While it is expected that the proposed homes are likely to have higher market values, the median sales price of \$550,000 was used to derive the taxable assessed value.



Table 7: New Development Impact on Sales Tax

	<b>Total Taxable Sales</b>	
	<b>2019-20 Avg</b>	<b>Per Capita</b>
Tooele City	\$629,220,685	\$17,605
<b>Taxable Sales from New Development</b>		
Total Annual Sales (per capita x New Pop)		\$9,852,049
	<i>Current Tax Rate</i>	<i>New Revenue</i>
State Sales & Use Tax	4.85%	\$477,824
Local Sales & Use Tax	1.00%	\$98,520
County Option Sales Tax	0.25%	\$24,630
Mass Transit Tax	0.30%	\$29,556
County Option		
Transportation	0.25%	\$24,630
Transportation Infrastructure	0.25%	\$24,630
Arts & Zoo	0.10%	\$9,852
<i>Total Sales Tax Generated</i>		<i>\$689,643</i>
<b>Tooele City Portion</b>		<b>\$133,003</b>

Source: Bonneville Analytics Analysis of Tooele City Adopted Budget, FY 2022

Table 8: New Development Impact on Property Tax

<b>Property Tax Analysis</b>	
Residential Units	172
Market Value of New Units	\$550,000
Assessed Value	\$302,500
Tax Rate 2021*	0.013896
Property Tax/Unit	\$4,204
Property Tax Total	\$723,009
<b>Tooele City Share</b>	<b>\$158,743</b>

Source: Bonneville Analytics Analysis of Tooele City Adopted Budget, FY 2022

\* <https://tooeleco.org/wp-content/uploads/2021/08/EstimatePropertyTaxes.pdf>

Tooele City rate = 0.003051 as found in <https://propertytax.utah.gov/tax-rates/area-rates/taxarearates2020.pdf>



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# About Bonneville Analytics

Bonneville Analytics was founded in 2018 and is located in Salt Lake City, UT. We specialize in Housing, Demographic, and Retail market research. Our goal is to provide clients with the most up-to-date information to make their real estate project reach full market potential.

Dejan's professional career has revolved around market research in housing, retail, fiscal impact studies and economic and demographic analysis. His professional career has focused on providing the best information to key decision makers, whether they'd be local or state officials, executives of national retailers or publicly listed REIT's. Previously Dejan worked in the retail research industry **across the country** where he evaluated current and future sales performance for retail sites. Additionally, he has worked on a number of public-private-partnerships relating to Tax Increment Financing and economic development plans.

Before earning a Master's in Real Estate Development, Eskic earned a B.S. in Urban Planning, both from the University of Utah. He also serves as an adjunct professor of Real Estate Market Analysis at the University of Utah.

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DATE: April 21, 2022

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Tooele City Engineer  
90 North Main  
Tooele, Utah 84047

FROM: Katie Gibson Jacobsen, P.E.  
Benjamin D. Miner, P.E.  
Hansen, Allen & Luce, Inc. (HAL)  
859 W. South Jordan Pkwy. Ste. 200  
South Jordan, UT 84095

SUBJECT: Canyon Springs Annexation  
Drinking Water System Review

PROJECT NO.: 149.08.148



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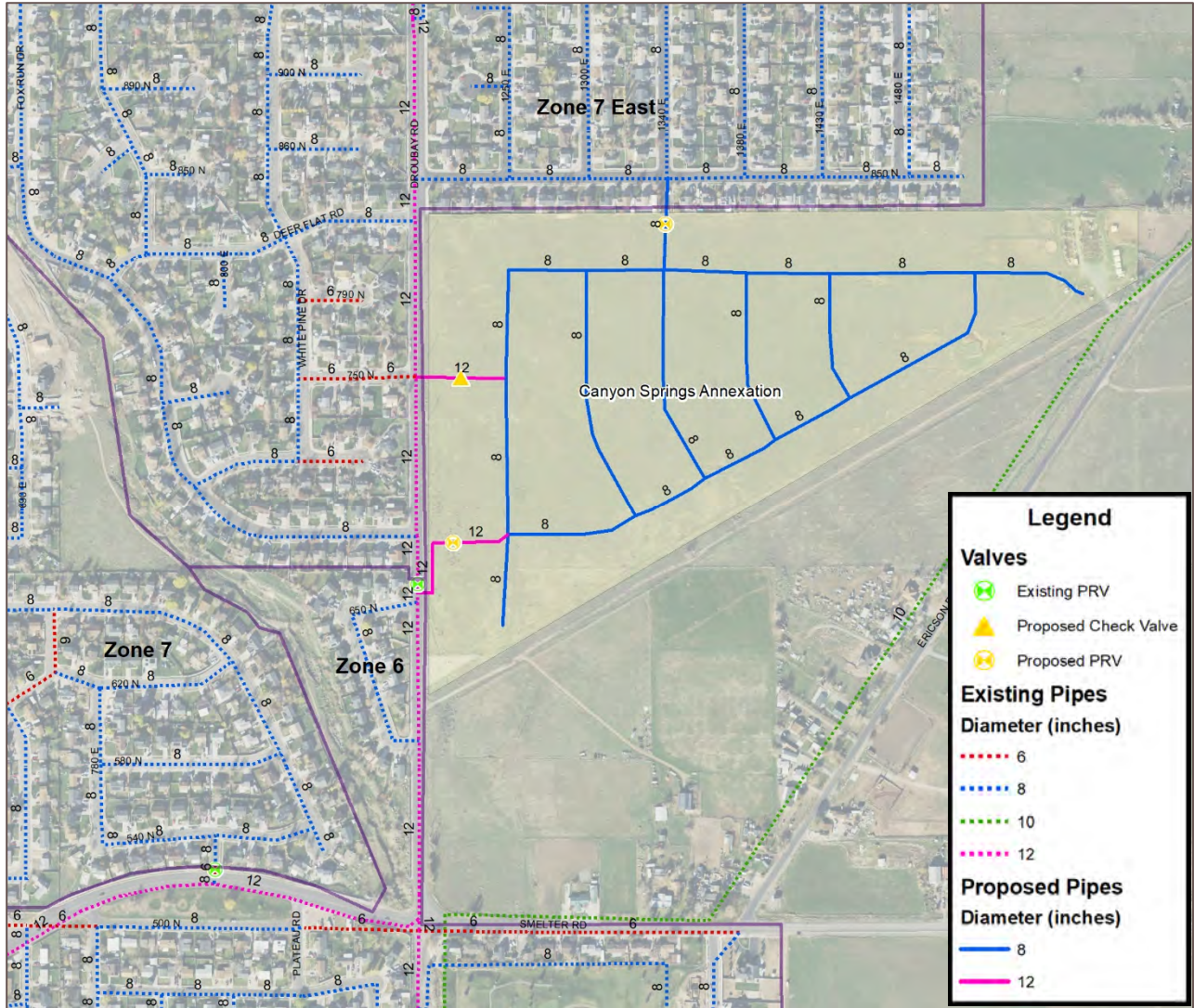
## INTRODUCTION

As requested, HAL has performed a review of the effects that the proposed Canyon Springs Annexation will have on the City's public water system. This includes a hydraulic modeling analysis of the proposed drinking water infrastructure for the development. The development is located at approximately 600 North to 840 North, east of Droubay Road in Tooele. The analysis assumes that the development density will be the same as a development layout provided to HAL by Tooele City. This analysis is based on the Utah Division of Drinking Water requirements and the criteria included in the Tooele City Drinking Water System Master Plan dated May 2021 (Master Plan).

This analysis includes a discussion of the effects of the proposed development on the existing system, as well as a discussion of the effects of adding this development to the future scenarios of the master plan.

## DRINKING WATER SYSTEM

The Canyon Springs Annexation development is located between 600 North and 840 North east of Droubay Road in Tooele, Utah. The development includes 172 single family residential lots and covers approximately 60 acres. Figure 1 shows a schematic of the existing drinking water pipelines and our assumption of development pipelines. The development will likely propose constructing 8-inch diameter water lines along development streets.



**FIGURE 1: DEVELOPMENT LOCATION AND DRINKING WATER SYSTEM PIPE SIZE**

**Estimated Water Demand**

Peak day water demand for the development was calculated using the Level of Service from the Master Plan and data currently available for the proposed development. Estimated indoor and outdoor irrigation demands are calculated as shown in Table 1.

**TABLE 1: DRINKING WATER PEAK DAY DEMAND AND STORAGE VOLUME FOR DEVELOPMENT**

<b>Development</b>	<b>Units</b>	<b>ERCs</b>	<b>Source/Peak Day Demand<sup>1</sup> (gpm)</b>	<b>Storage<sup>2</sup> (gal)</b>
Canyon Springs Annexation	172	172	153	93,300

1. Well Source Level of Service is 1,280 gpd per ERC (Tooele City Drinking Water Master Plan, 2021). A peaking factor of 1.75 was multiplied by the peak day demand to get the peak instantaneous demand.

2. The water storage Level of Service is 542 gallons per ERC (Tooele City Drinking Water Master Plan).

**Source and Storage**

The effects of the Canyon Springs annexation on source and storage were evaluated for the existing system and for the future scenario as described in the Master Plan. Demands for the Canyon Springs annexation area were not included in the Master Plan because they were outside the city boundary. This analysis includes adding these demands to the Master Plan scenarios.

**Source and Storage – Existing System**

Based on the City’s source demand Level of Service of 1,280 gallons per day per ERC, the proposed development will require 153 gpm source capacity, as shown in Table 1. Currently, the City’s total reliable source capacity is about 11,730 gpm. Existing demand for constructed development at the time of the 2020 Master Plan is estimated to be 11,600 gpm. With approved development included, the total City peak day demand is estimated to be 13,820 gpm, once all the approved development is constructed.

Based on the City’s storage Level of Service of 542 gallons of storage per ERC, the proposed development will require 93,300 gallons of equalization storage, as shown in Table 1. Currently, the City’s total storage capacity is 14.3 million gallons (MG). The required storage for existing development at the time of the 2020 Master Plan, including storage for fire flow and emergency, is estimated to be 8.9 MG. With approved development included, the required storage is estimated to be 10.3 MG.

A summary of the anticipated demands and storage requirements, including the proposed Canyon Springs Annexation development, is included in Table 2 below.



**TABLE 2: CITY WATER SOURCE AND STORAGE SUMMARY**

Description	ERCs		Source Demand (gpm)		Storage Required (MG)	
	This Item	Cumulative	This Item	Cumulative	This Item	Cumulative
2021 Master Plan	13,960	13,960	11,600	11,600	8.93	8.93
Approved Development	2,500	16,460	2,220	13,820	1.34	10.27
Canyon Springs Annexation	172	16,632	153	13,973	93,300 gal	10.36
Estimated City Capacity	-	-	-	11,730	-	14.27
Potential Excess (+) or Deficit (-)	-	-	-	-2,243 <sup>1</sup> gpm	-	3.91 MG

Note 1 – This does not include the new wells under construction. See discussion below.

It may be observed in Table 2 that the predicted demand may exceed the available source capacity during peak demand periods if all approved development is constructed. The City anticipates completing production wells at Red Delpapa Park (Park well) and near 1500 North Berra Boulevard (Berra well) in the next few months. These wells are anticipated to produce at least 1,000 gpm and 1,500 gpm respectively, which would be enough to eliminate the estimated source deficit and provide a small reserve of about 250 gpm. The City can determine whether to allot this reserve to the Canyon Springs development or preserve it for development within the City. Additionally, the City may wish to preserve source capacity for redundancy in case any wells are out of service.

It is anticipated that adequate storage exists in the City’s system for the proposed development.

### Source and Storage – Master Plan Capital Facility Projects

The Master Plan indicates that after the Park well and Berra well are constructed, the next three wells are anticipated to provide at least 1,000 gpm each and need to be constructed as shown in Table 3.

**TABLE 3: MASTER PLAN CAPITAL FACILITY PROJECTS – SOURCE**

Project	Description	ERCs When Required
53-55	East A Well and 12-inch Transmission	15,081
56-57	East C Well and 12-inch Transmission	15,828
58-61	West A Well and 16-inch Transmission	16,950

As shown in Table 2 and Table 3 and based on the number of ERCs projected in the Master Plan the City should construct at least two additional wells beyond the Park Well and Berra Well as soon as possible. Transmission to bring water from these wells to the City is associated with each well, and also needs to be completed. As discussed previously, after adding the Park well and

Berra well to the system, there will be a remaining source capacity of approximately 250 gpm. The next well is needed because the 250 gpm remaining capacity provides very little redundancy or capacity for additional growth. Additionally, it will likely take several years to bring a well online.

The Master Plan indicates two wells are needed to provide full redundancy if the largest well is out of service. After construction of the Park and Berra wells, the Berra well is anticipated to be the largest well in the City system, providing 1,500 gpm. Without the Berra well available, reliable source capacity would be 12,730 gpm. As shown in Table 2, the source demand with the Canyon Springs annexation is 13,973 gpm. Assuming the largest well out of service, one additional well would likely increase the reliable capacity to approximately 13,730 gpm, and two wells would be required to provide the required source demand with a reasonable level of redundancy.

No storage projects are required by the Master Plan to accommodate the Canyon Springs annexation area in the near term.

### **Source and Storage – Additions to Master Plan System**

The Canyon Springs annexation area was not included in the 2021 Master Plan. Adding the development will require additional source beyond what is shown in the Master Plan for the level of growth anticipated by 2060. The Master Plan identifies sources east of and south of Tooele City, potentially as far away as Vernon. Adding the annexation area will expedite the need for these sources, but will not require the identification of new sources.

The Master Plan identified a deficit of 0.1 MG storage at the level of growth anticipated by 2060. Adding the annexation area increases this deficit to 0.2 MG. This deficit will be remedied with the construction of the Berra well operational storage tank and other operational storage tanks discussed in the Master Plan.

### **Transmission**

Tooele City maintains a water network computer model so that the system performance, including transmission capacity, can be evaluated. The proposed development was added to the model so that the effects of the development on the City system could be assessed.

### **Pressure Zone**

The proposed Canyon Springs annexation would be served by the water line along Droubay Road. The pressure zone boundary between Zone 6 and Zone 7 is located at a pressure reducing valve (PRV) located at approximately 660 North Droubay Road. The southern point of the annexation area is adjacent to Zone 6 (higher pressure), and the remainder of the annexation area is adjacent to Zone 7 (lower pressure). Pressure zone boundaries are shown on Figure 1.

The model was used to evaluate which zone is most appropriate for the annexation area. If the development is included in Zone 7, pressures within the development will be insufficient to meet

City and Division of Drinking Water requirements. The development must be constructed as part of Zone 6. This requires constructing a 12-inch waterline to serve the development from upstream (south of) the 660 North Droubay Road PRV. A second PRV must be constructed exiting the development at the connection with the adjacent Carr Fork subdivision (1340 East 800 North). This will allow circulation through the proposed development. An additional 12-inch waterline connection must be constructed from the Zone 7 portion of Droubay Road into the development at 750 North. This connection will serve as a backup supply of water into the proposed development in the case of total loss of use of the primary 12-inch supply line. This waterline must include a check valve to prevent water from leaking through the development from the higher-pressure Zone 6 to Droubay Road. These features are shown on Figure 1.

### Master Plan Capital Facility Projects

The master plan projects are shown in Figure 7-1 of the Master Plan. This figure is included in the appendix. The Master Plan indicates these projects should be constructed when the City reaches the number of ERCs shown in Table 4. Including all existing development, approved development, and the Canyon Springs annexation, the City is predicted to have a total of 16,632 ERCs.

**TABLE 4: MASTER PLAN CAPITAL FACILITY PROJECTS – TRANSMISSION**

Master Plan Project	Description	ERCs When Required
24	12-inch Tank 4 fill line from Canyon Rim line	14,706
25	Control valves on Tank 4 fill line	14,706
26	12-inch Outlet from Tank 4 to Skyline Drive, 980 LF	14,706
27	8-inch Waterline, 7 <sup>th</sup> Street, Skyline Drive to Vine Street, 2970 LF	14,706
28	10-inch Waterline, 7 <sup>th</sup> Street, Birch Street to Oquirrh Street, 130 LF	14,706
53-55	East A Well and 12-inch Transmission (~3 miles)	15,081
56-57	East C Well and 12-inch Transmission (~1 mile)	15,828
29	10-inch Waterline, Droubay Road, 280 North to 670 North, 3030 LF	16,575
30	8-inch Waterline, Parallel to Droubay Road, Valley View Drive to Fox Run Drive, 1500 LF	16,575
58-61	West A Well and 16-inch Transmission (~5 miles)	16,950

Master Plan Project 29 is shown as a 10-inch diameter waterline on Droubay Road from just south of Oquirrh Avenue to Fox Run Drive (670 North). This 10-inch waterline size is intended to be constructed in addition to the existing 12-inch waterline on Droubay Road. Rather than constructing parallel waterlines, a new 18-inch waterline would be constructed to replace the existing 12-inch waterline and planned 10-inch waterline. Master Plan Project 29 (18-inch waterline) should be constructed along the frontage of the proposed annexation area.

Master Plan Project 30 is an 8-inch waterline connecting portions of Zone 7 and is located adjacent to the proposed annexation area. A tee for this 8-inch waterline should be constructed as part of the work on Master Plan Project 29 in Droubay Road.

Master Plan Projects 24 through 28 are necessary to allow transmission of water from the City's tanks to Zone 6, Zone 7, and continuing northerly.

Master Plan Projects 53, 56, and 58 are three new wells with their associated transmission waterlines.

**Model Results for the Proposed Development**

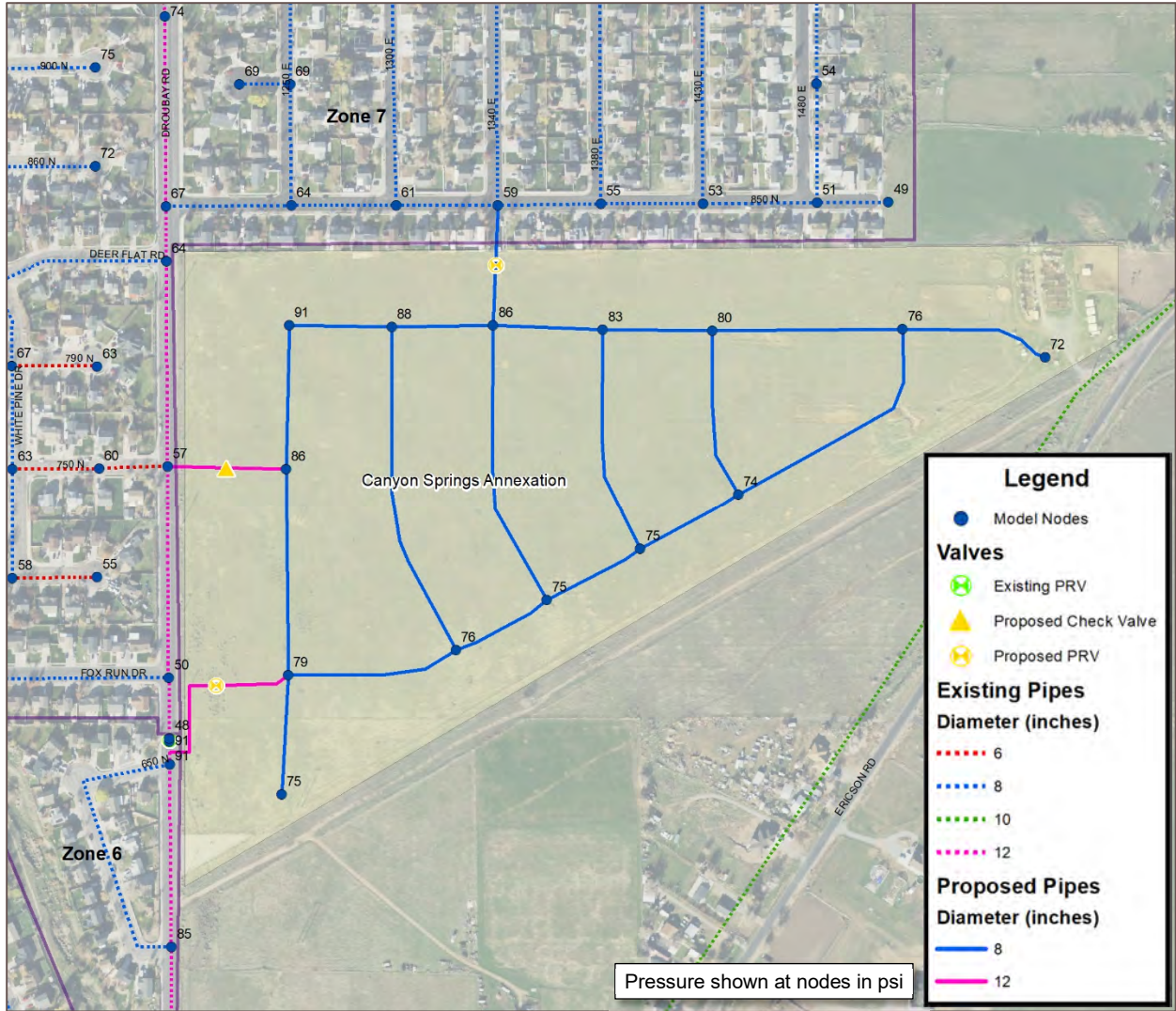
Peak instantaneous minimum and maximum pressures within the development are shown in Table 5, Figure 2, and Figure 3. There is little expected pressure variation between the peak day and peak instantaneous conditions within the Canyon Springs development because the area is controlled by PRVs.

No fire suppression requirement was provided to HAL. The model predicts that the water system is capable of providing 2,400 gpm for fire suppression while maintaining a pressure of 20 psi throughout the system. To achieve this flowrate, several hydrants would be required.

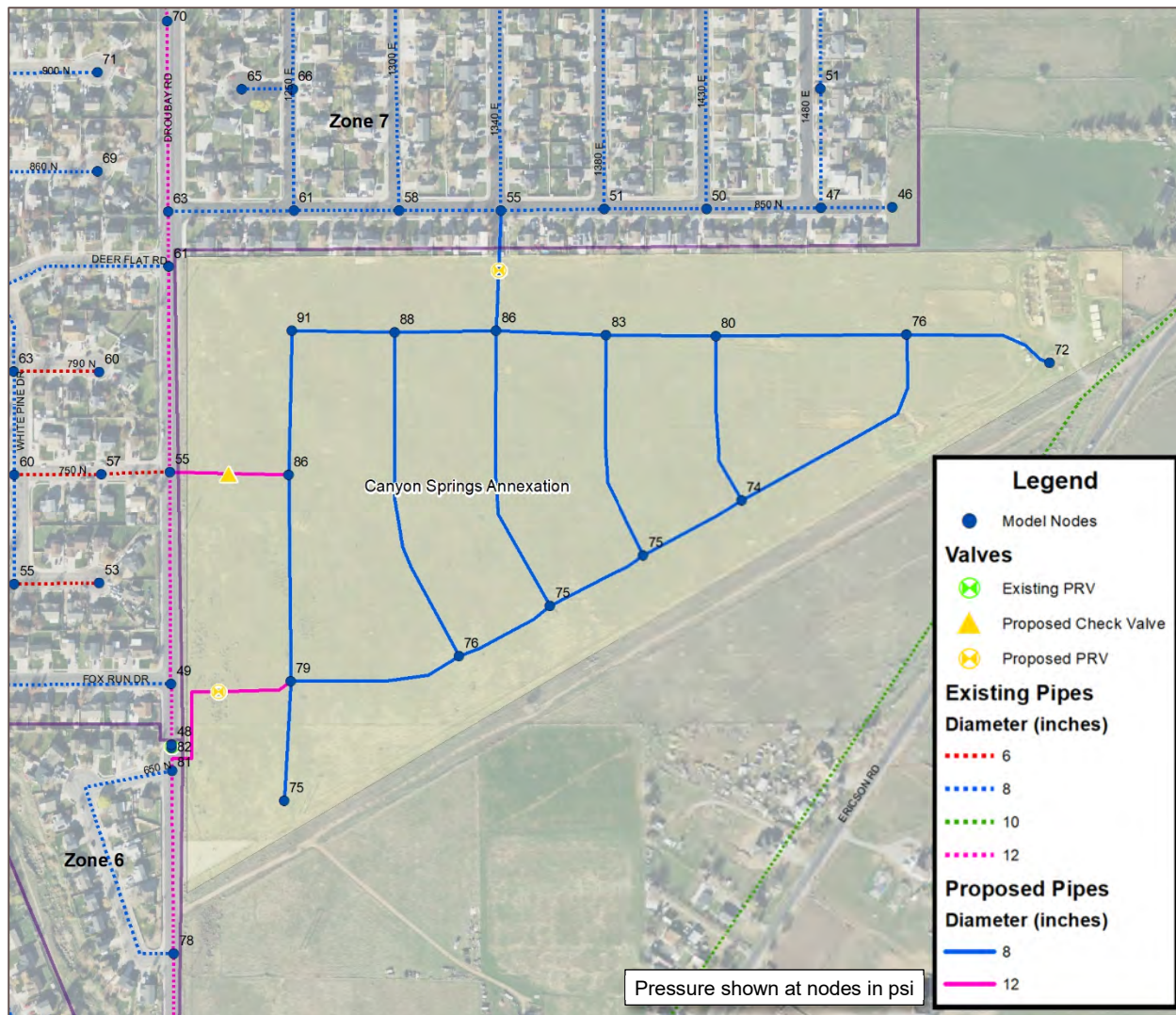
**TABLE 5: DRINKING WATER HYDRAULIC MODELING RESULTS  
WITHIN THE PROPOSED DEVELOPMENT**

Condition	Pressure	
	Minimum	Maximum
Peak Day	72 psi	91 psi
Peak Instantaneous	72 psi	91 psi
Diurnal Pressure Variation	0 psi	
Fire Suppression Flow	2,400 gpm	

The proposed drinking water piping meets the criteria set by the Utah Division of Drinking Water and Tooele City for minimum pressures.



**FIGURE 2: DRINKING WATER SYSTEM PEAK DAY PRESSURE**



**FIGURE 3: DRINKING WATER SYSTEM PEAK INSTANTANEOUS PRESSURE**

### EFFECTS OF THE PROPOSED DEVELOPMENT ON THE EXISTING SYSTEM

The drinking water model was used to evaluate effects on the existing system from the new development. Existing locations with modeled minimum pressures below 50 psi were evaluated to determine if construction of the new development will reduce pressure at these locations. The model predicts that adding the new development will cause decreases of 0-1 psi at these locations, and did not result in any service connection in the existing system not meeting the minimum pressures specified in UAC rule R309-105-9, including:

- (a) 20 psi during conditions of fire flow and fire demand experienced during peak day demand;
- (b) 30 psi during peak instantaneous demand; and
- (c) 40 psi during peak day demand.

Existing locations with predicted available fire flow below 1,500 gpm were also evaluated. Available fire flow at these locations did not drop more than 0-5 gpm when the new development was added. The hydraulic analysis predicts that the proposed development will not adversely impact the existing system.

## **CONCLUSIONS AND RECOMMENDATIONS**

- After the Park well and Berra well are completed and connected into the drinking water system, the City will have sufficient source capacity to provide peak day demand, but the remaining capacity is very small and does not provide full redundancy in the event a well is out of service. The City should continue efforts to pursue new sources of water immediately. If the proposed Canyon Springs annexation is approved, it will consume most of the available source capacity. This may prevent developments within the City boundaries from being approved in the near future.
- The development is expected to cause small reductions in pressure and available fire flow in the existing drinking water system; however, the system will continue to meet the criteria set by the Utah Division of Drinking Water and Tooele City. The model predicts that after completion of the Park well and Berra well, the system can supply 2,400 gpm for fire suppression within the Canyon Springs development.
- The proposed Canyon Springs annexation area must be served from Pressure Zone 6 (higher pressure). This requires constructing a 12-inch waterline from upstream (south of) the 660 North Droubay Road PRV into the Canyon Springs development. A second PRV is required exiting the development at 1340 East 800 North. An additional backup 12-inch waterline connection must be constructed from Pressure Zone 7 (lower pressure) into the development at 750 North and must include a check valve.
- The analysis demonstrates there will be adequate storage available to support the Canyon Springs development.

# UTILITY IMPACT ESTIMATE



Structural Engineering  
Municipal Services  
Civil Engineering  
Land Surveying

November 11, 2021

RE: Howard Schmidt  
PO BOX 95410  
South Jordan, UT 84095

To whom it may concern,

The following utility impact on the city for storm water, waste water and culinary water are found within this letter. The utility impact on the city is an estimate for the proposed Canyon Springs Subdivision located along Droubay Road and 750 North. Canyon Springs Subdivision is a proposed 172 single family residence on 61.16 acres of land in Tooele, Utah. Along the North property line there is an estimated elevation change from east to west of 40ft. Along the West property line there is an estimated elevation change from south to north of 55ft.

## Storm Water

The concept layout of the property will allow for two basins sufficient to detain the estimated 64,980 cf. of storage required for a 10-year storm. The release point of the basins will flow to an existing storm drain system on the North West corner of the property.

The storm water estimate only considered basin detention within the subdivision. An evaluation of downstream storm drain pipe capacity and outfall will need to be considered by the municipality.

## Study Summary Statistics

No. of Lots	172
Roof SF/lot	2742
Drive SF/lot	1758
Total Lots Hardscape, SF	774000
Total Road Hardscape SF	323344
Total Hardscape, SF	1097344
Total Area, SF	2663951
Total Area, Acre-FT	61.16
Landscaped Area, SF	1566607
Weighted Average C	0.44

## Detention Calculations (10-year storm)

Basin Tributary Area	2,663,951	SF
Basin Tributary Area	61.16	Acre-ft
Runoff coefficient C:	0.438	
Basin Area	-	SF
Allowable Discharge Rate	0.10	cfs/acre
Total Discharge	6.12	cfs

**SANDY**  
45 W 10000 S, STE 500  
Sandy, UT 84070  
P: 801.255.0529

**LAYTON**  
919 North 400 West  
Layton, UT 84041  
P: 801.547.1100

**CEDAR CITY**  
88 E Fiddler's Canyon Rd, STE 210  
Cedar City, UT 84721  
P: 435.865.1453

**TOOELE**  
169 N. Main St, Unit 1  
Tooele, UT 84074  
P: 435.843.3590

**RICHFIELD**  
225 N 100 E  
Richfield, UT 84701  
P: 435.896.2983



Time (min)	i (in/hr)	Cumulative Runoff to Basin (cf)	Infiltration (cf)	Required Storage (cf)
5	3.41	27,636	1,835	25,802
10	2.60	42,136	3,669	38,466
15	2.14	52,159	5,504	46,655
30	1.44	70,259	11,008	59,251
60	0.89	86,996	22,016	<b>64,980</b>
120	0.52	100,230	44,032	56,198
180	0.37	108,015	66,048	41,967
360	0.23	131,370	132,097	(727)
720	0.14	164,456	264,193	(99,738)
1440	0.09	209,219	528,387	(319,168)
			Estimated Required Detention:	64,980

### Sanitary Sewer

The equivalent residential unit (ERU) per Utah State Code R317 is 400 gpd. The total sewage production of 172 units in the subdivision is estimated to be 68,800 gpd (0.11 cfs). A peaking factor of 4 was assumed for pipe sizing, resulting in a peak flow rate of 0.44 cfs.

The maximum flowing capacity of half an 8" pipe sloping at 0.5% is 0.86 cfs, assuming a Manning's coefficient of 0.013. It is estimated that an 8" pipe will meet the peak demands produced by the subdivision. Comparing the peak demand of 0.44 cfs to the available 0.86 cfs will allow for an 8" pipe.

The sanitary sewer impact estimate only considered the production within the proposed subdivision. An evaluation of the downstream capacity of sewer pipes and treatment was not performed. Those items will also need to be considered by the municipality.

### Water

The equivalent residential connection (ERC) per Utah State Code R309 is 800 gpd (Peak Day Demand). The water demand for 172 units in the subdivision is estimated to be 173,600 gpd (120 gpm).


The maximum flowing capacity of an 8" pipe at 5ft/sec is equal to 1.75 cfs (654 gpm). The peak demand of 120 gpm is estimated to be met by an 8" pipe flowing capacity of 654 gpm.

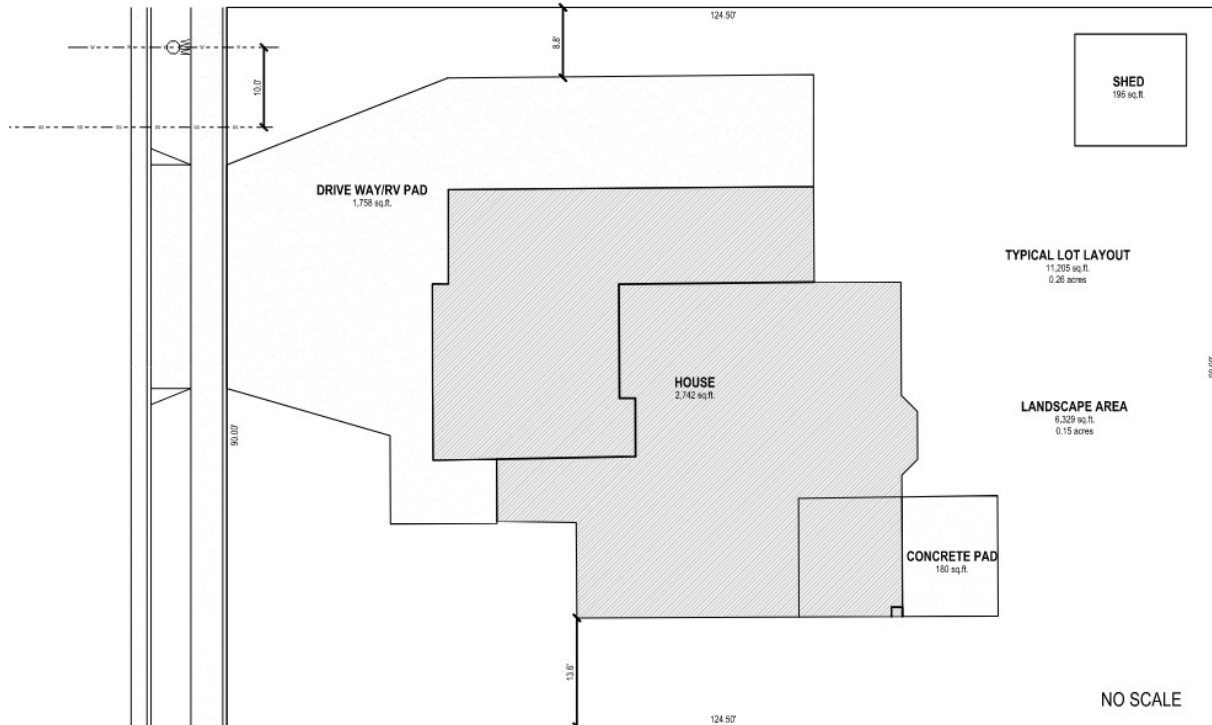
The proposed subdivision is in close proximity to developed areas within the city at higher elevation. It is assumed that water service can be provided to this property without concerns for pressure.

The water impact estimate only considered the demand within the proposed subdivision. An evaluation of storage, sources, and transmission lines will need to be considered by the municipality.

**Water Right Estimate**

The water rights required for the subdivision is an estimated 142.96 acre-ft, considering the typical average lot layout shown below. See narrative for water rights calculation.

<b>ENGINEER'S ESTIMATE OF WATER RIGHT REQUIRMENTS</b>			
			
<b>PROJECT TITLE:</b> Canyon Springs Subdivision		<b>PROJECT NUMBER:</b> 9602	
<b>LOCATION:</b> Tooele City		<b>DATE:</b> November 4, 2021	
<b>CLIENT:</b> Howard Schmidt		<b>SHEET:</b> 1 OF 1	
<b>ESTIMATED BY:</b> J.Cid	<b>CHECKED BY:</b>	<b>APPROVED BY:</b>	
<b>NUMBER OF LOTS</b>			
172			
<b>INTERIOR WATER DEMAND</b>			
Demand Per House	=	0.25	acre-feet
	-	172	LOTS
<b>Total Interior</b>	=	43	acre-feet
<b>EXTERIOR WATER DEMAND</b>			
Lot Size		11,205	sf
Impervious Footprint		2,742	sf - Building Foot Print
Impervious Footprint		2,134	sf - Concrete
NET IRRIGABLE	=	6,329	sf
		0.15	acre-feet
	X	4	acre-feet/acre (per State Standard)
	=	0.58	acre-foot per buildable lot
		172	Buildable Lots
SUB-TOTAL	=	99.96	acre-feet
<b>WATER RIGHT REQUIRMENT</b>			
<b>TOTAL WATER RIGHT</b>			
	INTERIOR	=	43.00 acre-feet
	EXTERIOR	=	99.96 acre-feet
	<b>TOTAL</b>	<b>=</b>	<b>142.96 acre-feet</b>



We have provided an evaluation of the impact that this subdivision will have based on the lots location and size of the proposed streets and estimated water usage.

We can only assume that the existing infrastructure is capable of handling our produced water, sewer and storm drainage. This report provides sufficient information to run in your models to determine the impact of this subdivision to the City of Tooele.

If the City infrastructure is insufficient then the impact fees collected from this project would be the revenue source to solve this insufficiency.

Upon annexation approval the developer will cover the cost to analyze sewer, water and storm drainage to complete the evaluation.

If you have any questions concerning this letter, feel free to contact us at any time.

Sincerely,

*Corey Child*  
 Corey Child, PE  
 Project Manager

*Jared Cid*  
 Jared Cid, EIT  
 Design Engineer

# Canyon Springs

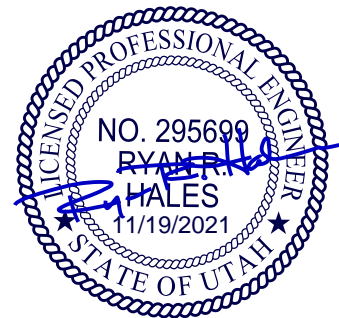
## Traffic Impact Study



**Tooele, Utah**

**November 19, 2021**

**UT21-2056**



## EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Canyon Springs development located in Tooele, Utah. The Canyon Springs development is located east of Droubay Road, between 850 North and Smelter Road.

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

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

	Intersection	Level of Service			
		Existing (2021)		Future (2026)	
		BG	PP	BG	PP
1	Droubay Road / 1000 North	a	a	b	b
2	850 North / Droubay Road	a	a	a	a
3	750 North / Droubay Road	a	a	a	a
4	Fox Run Drive / Droubay Road	a	a	a	a
5	Droubay Road / Smelter Road	a	a	a	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

2. BG = Background (without project traffic), PP = Plus Project (with project traffic)

Source: Hales Engineering, November 2021

## SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

### Project Conditions

- The development will consist of 172 detached single-family units
- The project is anticipated to generate approximately 1,662 weekday daily trips, including 124 trips in the morning peak hour, and 166 trips in the evening peak hour
- No recommendations are made to improve multimodal connectivity. Multi-use paths are planned along the edges of the development and sidewalks are planned on all streets within the development.

2021	Background	Plus Project
<b>Assumptions</b>	<ul style="list-style-type: none"> <li>• Droubay Road wide enough for vehicles to leave the travel lane for left and right turns</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Findings</b>	<ul style="list-style-type: none"> <li>• Acceptable LOS</li> </ul>	<ul style="list-style-type: none"> <li>• Acceptable LOS</li> </ul>
2026	Background	Plus Project
<b>Assumptions</b>	<ul style="list-style-type: none"> <li>• <b>Droubay Road:</b> <ul style="list-style-type: none"> <li>◦ Widened to three-lane cross section</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Findings</b>	<ul style="list-style-type: none"> <li>• Acceptable LOS</li> </ul>	<ul style="list-style-type: none"> <li>• Acceptable LOS</li> </ul>

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## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed Canyon Springs development located in Tooele, Utah. The proposed project is located east of Droubay Road, between 850 North and Smelter Road. Figure 1 shows a vicinity map of the proposed development.

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



**Figure 1: Vicinity map showing the project location in Tooele, Utah**

## **B. Scope**

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

- Droubay Road / 1000 North
- 850 North / Droubay Road
- 750 North / Droubay Road
- Fox Run Drive / Droubay Road
- Droubay Road / Smelter Road

## **C. Analysis Methodology**

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







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

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

## **D. Level of Service Standards**

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

**Table 1: Level of Service Description**

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

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

## II. EXISTING (2021) BACKGROUND CONDITIONS

### A. Purpose

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

### B. Roadway System

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

Droubay Road – is a city-maintained roadway which is classified by the Tooele City Transportation Master Plan (February 2021) as a “minor collector.” The roadway has one travel lane in each direction. The posted speed limit is 35 mph in the study area.

850 North – is a city-maintained roadway which is classified by the Tooele City Transportation Master Plan (February 2021) as a “local street.” The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

### C. Traffic Volumes

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

- Droubay Road / 1000 North
- 850 North / Droubay Road
- 750 North / Droubay Road
- Fox Run Drive / Droubay Road
- Droubay Road / Smelter Road

The counts were performed on Tuesday, November 9, 2021. The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 22% higher than the morning peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. However, no monthly traffic volume data were available from any UDOT automatic traffic recorders (ATR). The observed traffic volumes were therefore left unadjusted to remain conservative in this analysis.

The traffic counts were collected during the COVID-19 pandemic when traffic volumes may have been slightly reduced due to social distancing measures. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website for nearby signals in downtown Tooele, the traffic volumes on November 5, 2019 (pre-social distancing) were lower than those on November 9, 2021. Therefore, no adjustment was made to the collected data.

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

**D. Level of Service Analysis**

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

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

Intersection		Level of Service		
Description	Control	Movement <sup>1</sup>	Aver. Delay (Sec. / Veh.)	LOS <sup>2</sup>
Droubay Road / 1000 North	EB Stop	EBL	8.1	a
850 North / Droubay Road	WB Stop	WBL	6.4	a
750 North / Droubay Road	EB Stop	EBL	7.2	a
Fox Run Drive / Droubay Road	EB Stop	NBL	4.6	a
Droubay Road / Smelter Road	NB/SB Stop	SBT	8.2	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.  
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

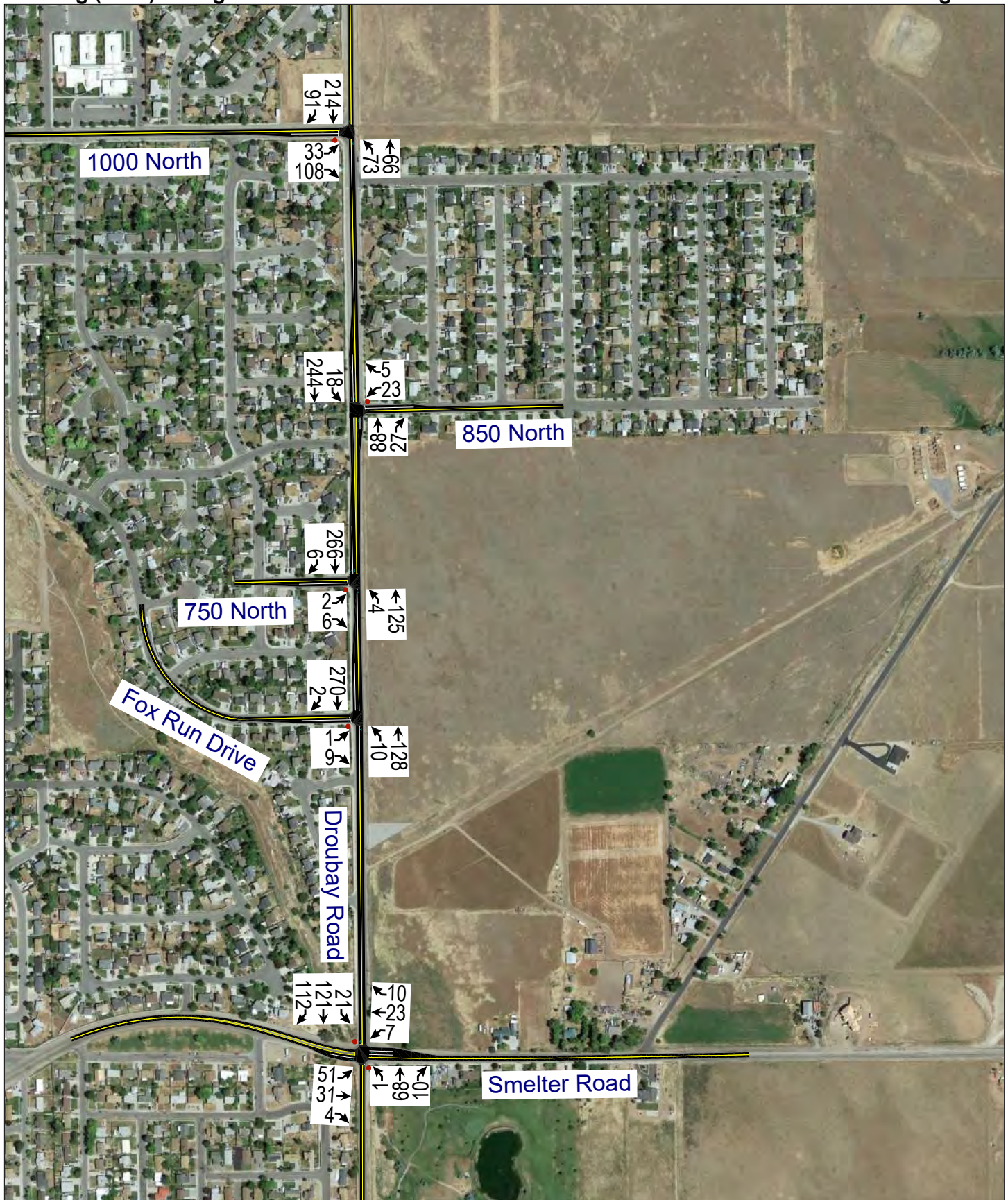
Source: Hales Engineering, November 2021

**E. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queuing was observed during the evening peak hour.

**F. Mitigation Measures**

No mitigation measures are recommended.



### III. PROJECT CONDITIONS

#### A. Purpose

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

#### B. Project Description

The proposed Canyon Springs development is located east of Droubay Road, between 850 North and Smelter Road. The development will consist of detached residential single-family units. A concept plan for the proposed development is provided in Appendix C. Sidewalks and multi-use pathways will be provided within and along the edge of the development that connect to all adjacent roadways. No recommendations are made to improve multimodal connectivity.

#### C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11<sup>th</sup> Edition, 2021. Trip generation for the proposed project is included in Table 3.

The total trip generation for the development is as follows:

- Daily Trips: 1,662
- Morning Peak Hour Trips: 124
- Evening Peak Hour Trips: 166

**Table 3: Trip Generation**

Trip Generation Tooele - Canyon Springs								
Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
<b>Weekday Daily</b>								
Single-Family Detached Housing (210)	172	DU	1,662	50%	50%	831	831	1,662
<b>TOTAL</b>			<b>1,662</b>			<b>831</b>	<b>831</b>	<b>1,662</b>
<b>AM Peak Hour</b>								
Single-Family Detached Housing (210)	172	DU	124	26%	74%	32	92	124
<b>TOTAL</b>			<b>124</b>			<b>32</b>	<b>92</b>	<b>124</b>
<b>PM Peak Hour</b>								
Single-Family Detached Housing (210)	172	DU	166	63%	37%	105	61	166
<b>TOTAL</b>			<b>166</b>			<b>105</b>	<b>61</b>	<b>166</b>

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.  
SOURCE: Hales Engineering, November 2021

**D. Trip Distribution and Assignment**

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the evening peak hour is shown in Table 4.

**Table 4: Trip Distribution**

Direction	% To/From Project
North	35%
South	20%
West	45%

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

**E. Access**

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

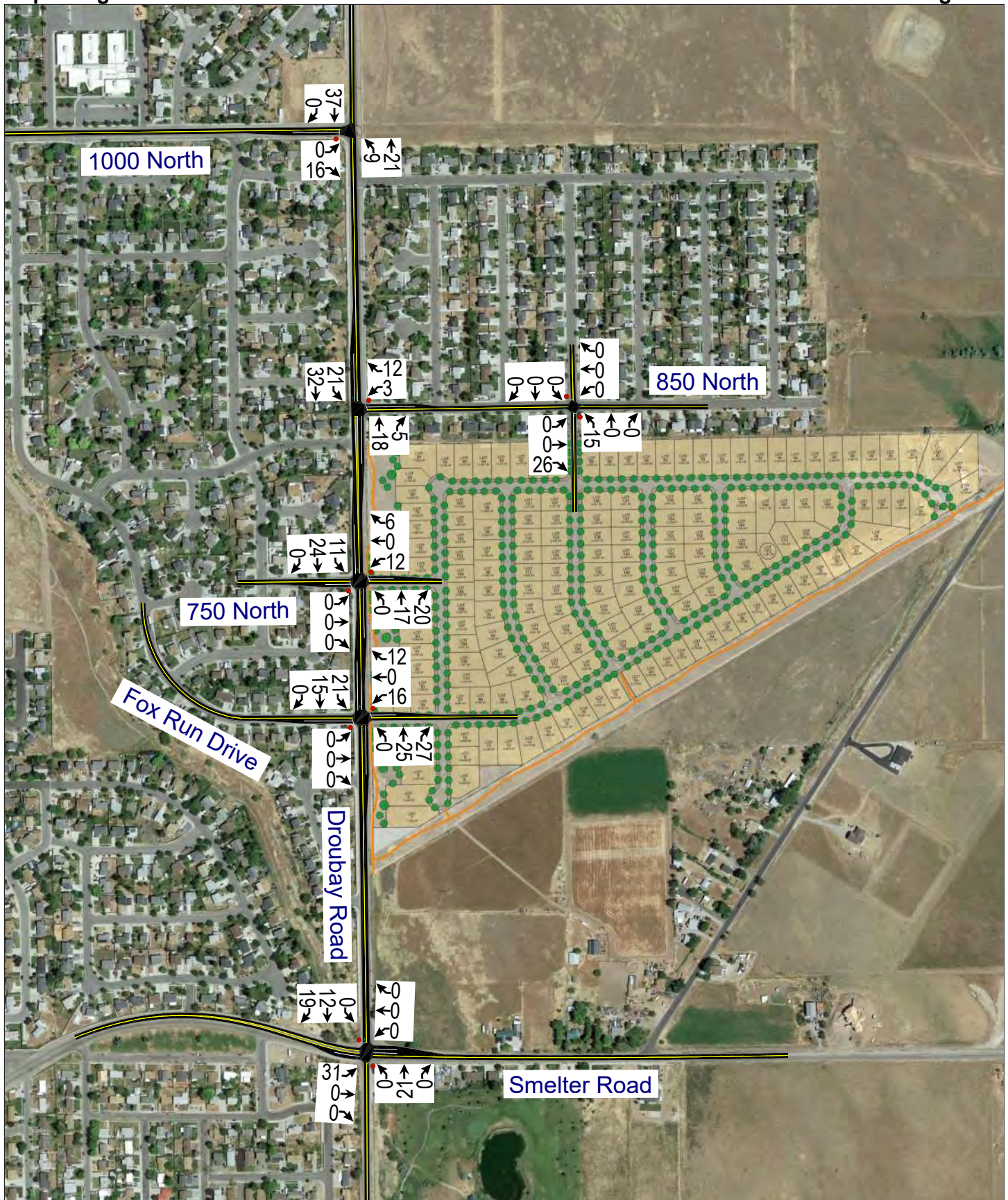
850 North:

- Access 1 will be via 1340 East. The edge of the development is approximately 125 feet south of the 1340 East / 850 North intersection. It is anticipated that the access will be stop-controlled on the north- and southbound approaches.

Droubay Road:

- Access 2 will be located opposite of the existing 750 North, which is approximately 550 feet south of the Deer Flat Road / Droubay Road intersection and 550 feet north of the Fox Run Drive / Droubay Road intersection. It will access the project on the east side of Droubay Road. It is anticipated that the access will be stop-controlled.
- Access 3 will be located opposite of Fox Run Drive, which is approximately 550 feet south of the 750 North / Droubay Road intersection and approximately 225 feet north of the 650 North / Droubay Road intersection. It will access the project on the east side of Droubay Road. It is anticipated that the access will be stop-controlled.





## IV. EXISTING (2021) PLUS PROJECT CONDITIONS

### A. Purpose

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

### B. Traffic Volumes

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

### C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added, as shown in Table 5.

**Table 5: Existing (2021) Plus Project Evening Peak Hour LOS**

Intersection		Level of Service		
Description	Control	Movement <sup>1</sup>	Aver. Delay (Sec. / Veh.)	LOS <sup>2</sup>
Droubay Road / 1000 North	EB Stop	EBL	9.7	a
850 North / Droubay Road	WB Stop	WBL	6.3	a
750 North / Droubay Road	EB/WB Stop	EBL	7.2	a
Fox Run Drive / Droubay Road	EB/WB Stop	WBL	6.5	a
Droubay Road / Smelter Road	NB/SB Stop	SBT	8.4	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.  
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

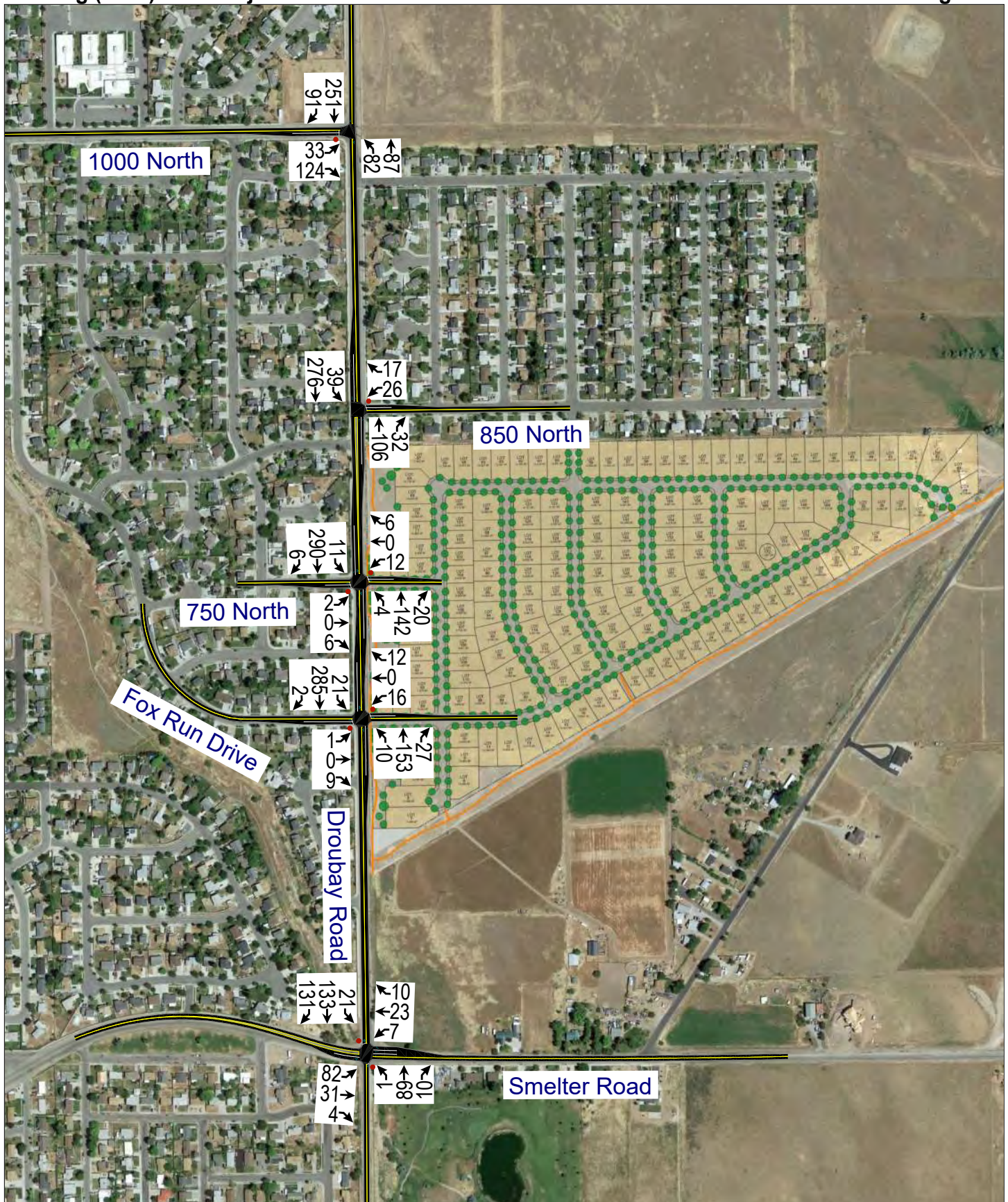
Source: Hales Engineering, November 2021

### D. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the evening peak hour.

### E. Mitigation Measures

No mitigation measures are recommended.



## **V. FUTURE (2026) BACKGROUND CONDITIONS**

### **A. Purpose**

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

### **B. Roadway Network**

According to the Tooele City Transportation Master Plan, there are projects planned before 2040 in the study area. However, the only change that was assumed to be completed for the future (2026) analysis was to widen Droubay Road to a three-lane cross section with on-street parking.

### **C. Traffic Volumes**

Hales Engineering obtained future (2026) forecasted volumes from the Tooele City Transportation Master Plan (2019). Historical growth patterns in Tooele City show that the city has grown at an average rate of 3.7 percent. This trend was forecasted to the 2026 horizon year for all turning movements. Future (2026) evening peak hour turning movement volumes are shown in Figure 5.

### **D. Level of Service Analysis**

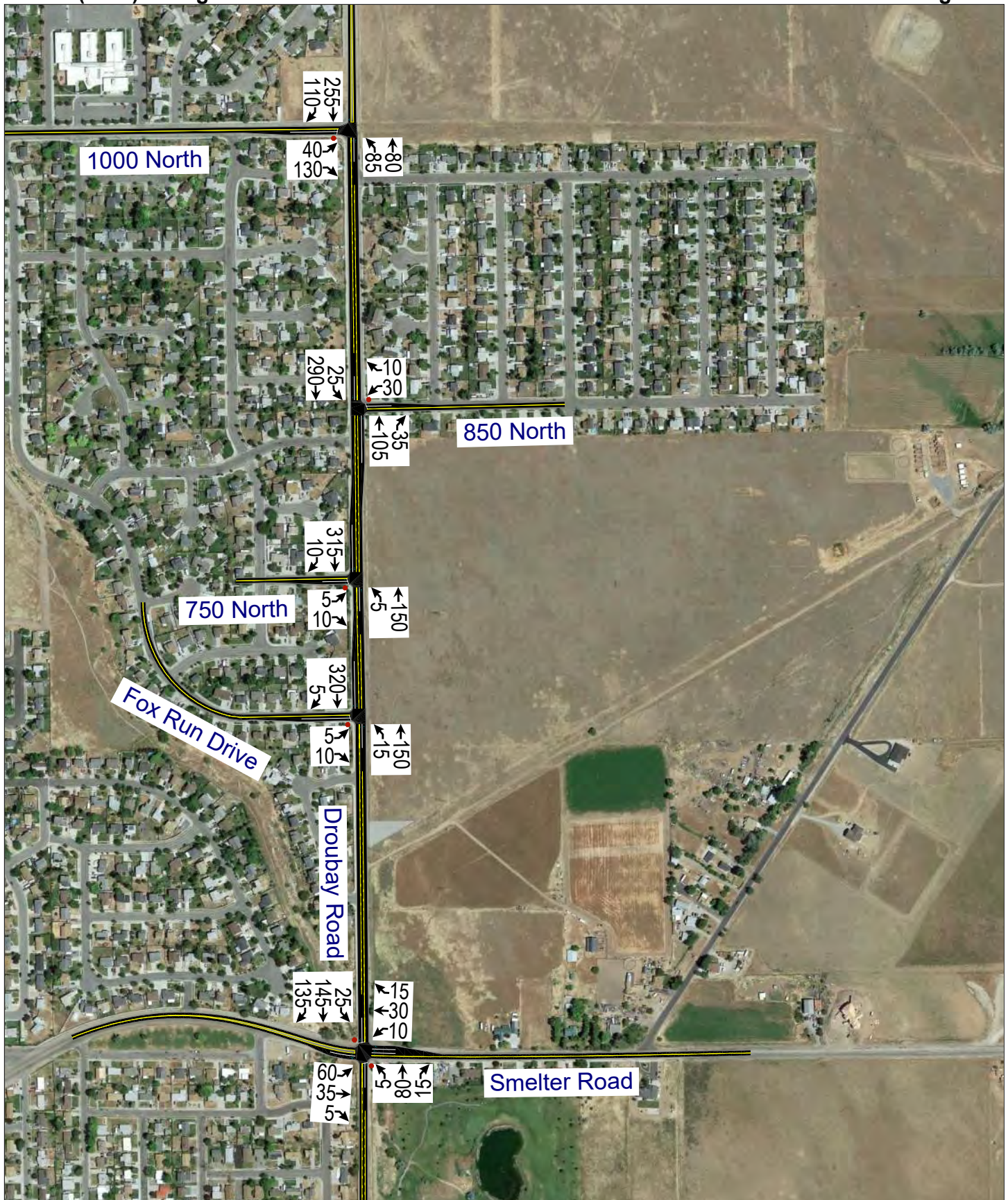
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2026) background conditions, as shown in Table 6. These results serve as a baseline condition for the impact analysis of the proposed development for future (2026) conditions.

### **E. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the evening peak hour.

### **F. Mitigation Measures**

No mitigation measures are recommended.



**Table 6: Future (2026) Background Evening Peak Hour LOS**

Intersection		Level of Service		
Description	Control	Movement <sup>1</sup>	Aver. Delay (Sec. / Veh.)	LOS <sup>2</sup>
Droubay Road / 1000 North	EB Stop	EBL	11.6	b
850 North / Droubay Road	WB Stop	WBL	6.5	a
750 North / Droubay Road	EB Stop	EBL	6.0	a
Fox Run Drive / Droubay Road	EB Stop	EBL	6.6	a
Droubay Road / Smelter Road	NB/SB Stop	SBT	8.6	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.  
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, November 2021

## VI. FUTURE (2026) PLUS PROJECT CONDITIONS

### A. Purpose

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

### B. Traffic Volumes

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

### C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2026) plus project conditions, as shown in Table 7.

**Table 7: Future (2026) Plus Project Evening Peak Hour LOS**

Intersection		Level of Service		
Description	Control	Movement <sup>1</sup>	Aver. Delay (Sec. / Veh.)	LOS <sup>2</sup>
Droubay Road / 1000 North	EB Stop	EBL	12.8	b
850 North / Droubay Road	WB Stop	WBL	6.8	a
750 North / Droubay Road	EB/WB Stop	WBL	8.2	a
Fox Run Drive / Droubay Road	EB/WB Stop	EBL	7.5	a
Droubay Road / Smelter Road	NB/SB Stop	SBT	9.0	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.  
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

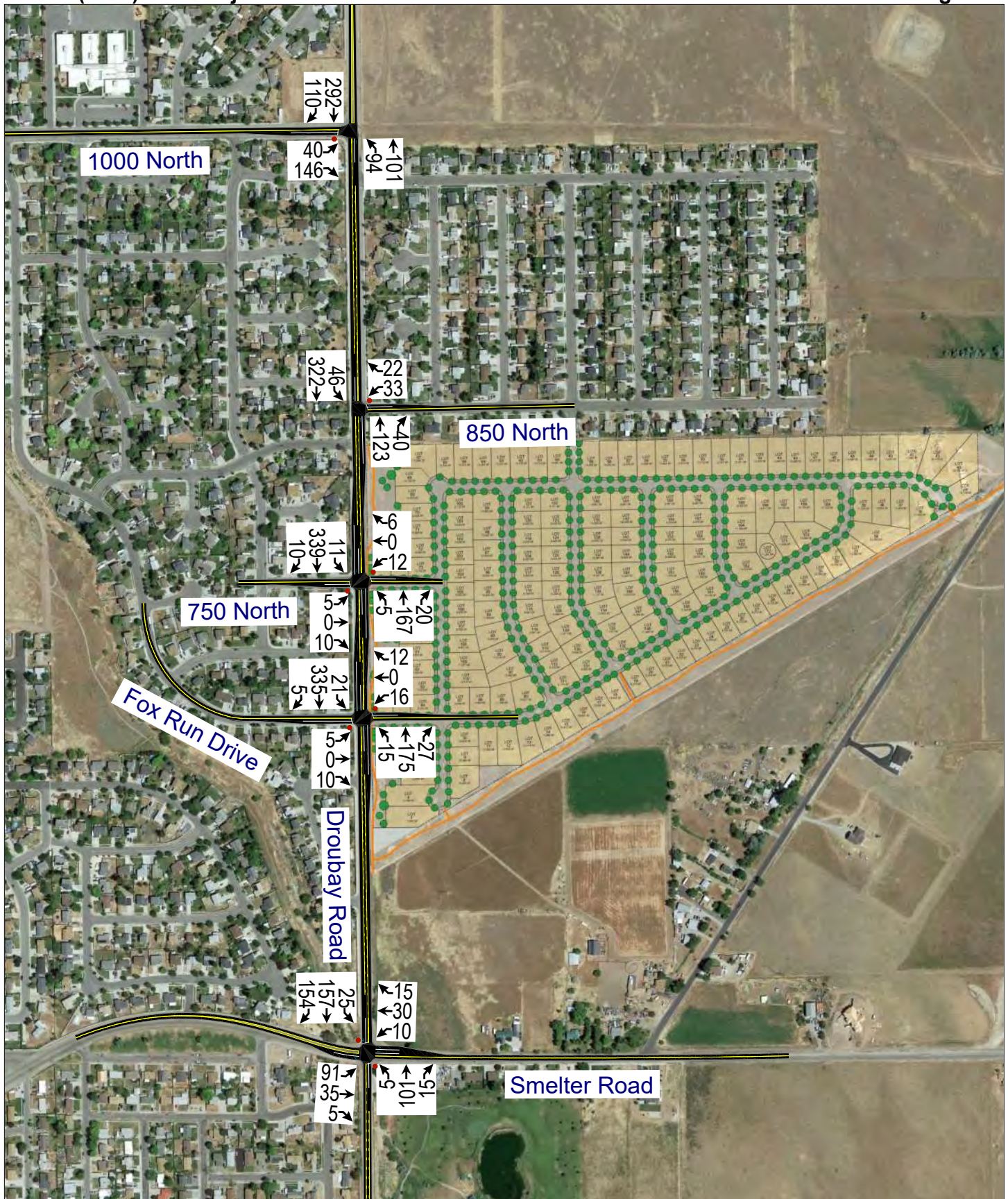
Source: Hales Engineering, November 2021

### D. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the evening peak hour.

### E. Mitigation Measures

No mitigation measures are recommended.





# **APPENDIX A**

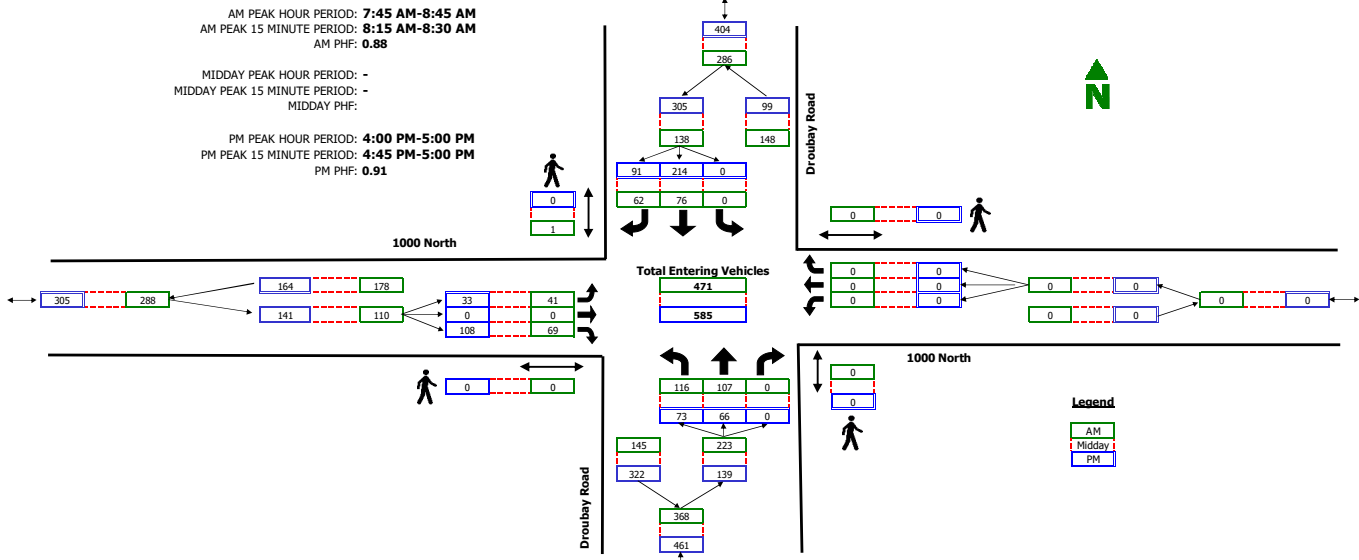
## Turning Movement Counts

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## Intersection Turning Movement Summary

Intersection: Droubay Road / 1000 North  
North/South: Droubay Road  
East/West: 1000 North  
Jurisdiction: Tooele  
Project Title: Canyon Springs TIS  
Project No: UT21-2056  
Weather: Clear

Date: 11-9-21, Tue  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0



RAW COUNT SUMMARIES	Droubay Road Northbound				Droubay Road Southbound				1000 North Eastbound				1000 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
<b>AM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	15	26	0	0	0	9	11	1	6	0	7	0	0	0	0	0	74
7:15 - 7:30	16	29	0	0	0	5	11	0	5	0	5	0	0	0	0	0	71
7:30 - 7:45	23	28	0	0	0	13	16	0	12	0	6	0	0	0	0	0	98
7:45 - 8:00	21	26	0	0	0	21	10	0	9	0	13	0	0	0	0	0	100
8:00 - 8:15	26	24	0	0	0	33	19	0	9	0	13	0	0	0	0	0	124
8:15 - 8:30	42	28	0	0	0	15	16	1	7	0	26	0	0	0	0	0	134
8:30 - 8:45	27	29	0	0	0	7	17	0	16	0	17	0	0	0	0	0	113
8:45 - 9:00	16	15	0	0	0	11	16	0	1	2	7	0	0	0	0	0	68
<b>MIDDAY PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	27	18	0	0	0	47	11	0	8	0	25	0	0	0	0	0	137
16:15 - 16:30	13	16	0	0	0	55	31	0	10	0	32	0	0	0	0	0	157
16:30 - 16:45	15	11	0	0	0	45	24	0	6	0	29	0	0	0	0	0	130
16:45 - 17:00	18	21	0	0	0	67	25	0	9	0	21	0	0	0	0	0	161
17:00 - 17:15	17	14	0	0	0	48	21	0	7	0	28	0	0	0	0	0	135
17:15 - 17:30	21	18	0	0	0	42	17	0	10	0	18	0	0	0	0	0	126
17:30 - 17:45	18	13	0	0	0	53	17	0	11	0	16	0	0	0	0	0	128
17:45 - 18:00	15	10	0	0	0	24	8	0	4	5	25	0	0	0	0	0	91

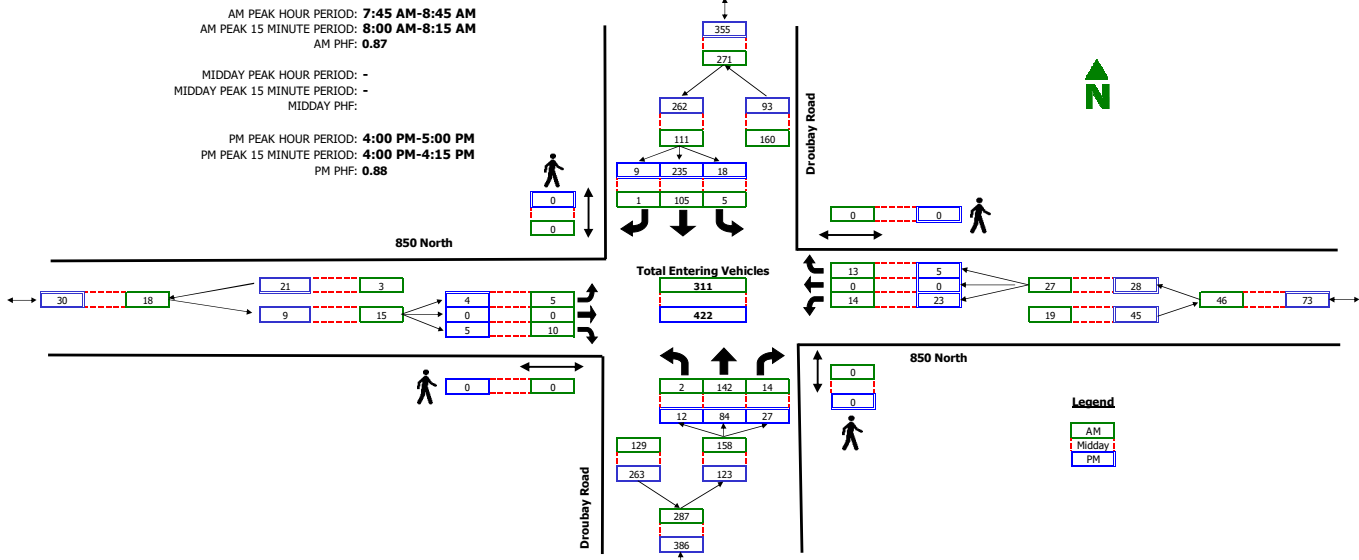
# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

Intersection: Droubay Road / 850 North  
North/South: Droubay Road  
East/West: 850 North  
Jurisdiction: Tooele  
Project Title: Canyon Springs TIS  
Project No: UT21-2056  
Weather: Clear

Date: 11-9-21, Tue  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0



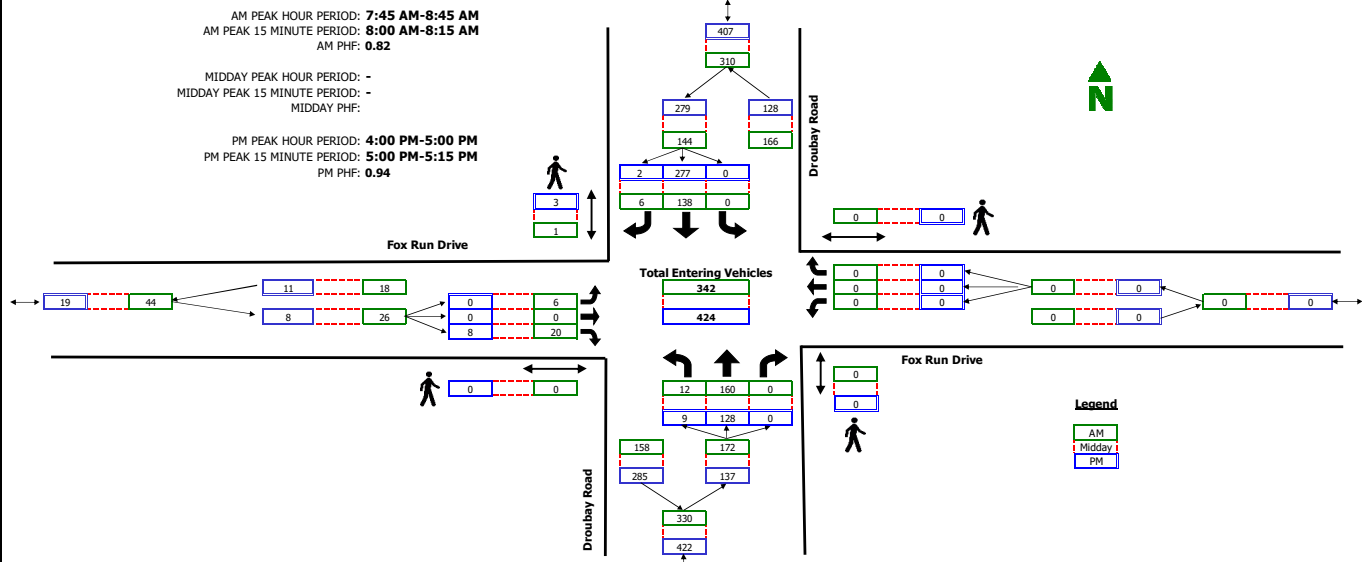
RAW COUNT SUMMARIES	Droubay Road Northbound				Droubay Road Southbound				850 North Eastbound				850 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
<b>AM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	29	1	0	0	10	0	0	0	0	0	1	4	0	2	0	46
7:15 - 7:30	2	24	4	0	1	6	0	0	0	0	6	0	7	0	1	0	51
7:30 - 7:45	1	33	4	0	0	10	0	0	1	0	5	0	6	0	2	0	62
7:45 - 8:00	0	35	3	0	1	20	0	0	1	0	2	0	5	0	1	0	68
8:00 - 8:15	1	41	5	0	0	33	1	0	0	0	2	0	5	0	1	0	89
8:15 - 8:30	1	32	3	0	1	29	0	0	1	0	2	0	3	0	5	0	77
8:30 - 8:45	0	34	3	0	3	23	0	0	3	0	4	0	1	0	6	0	77
8:45 - 9:00	0	29	1	0	2	15	0	0	0	0	3	0	1	0	3	0	54
<b>MIDDAY PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	4	22	5	0	4	74	4	0	1	0	0	0	5	0	1	0	120
16:15 - 16:30	3	24	6	0	5	50	2	0	0	0	2	0	6	0	2	0	100
16:30 - 16:45	4	21	8	0	5	57	2	0	0	0	1	0	9	0	1	0	108
16:45 - 17:00	1	17	8	0	4	54	1	0	3	0	2	0	3	0	1	0	94
17:00 - 17:15	2	28	8	0	2	63	5	0	0	0	3	0	1	0	1	0	113
17:15 - 17:30	1	22	8	0	2	46	0	0	0	0	0	0	4	0	3	0	86
17:30 - 17:45	2	29	5	0	1	44	2	0	2	0	3	0	4	0	2	0	94
17:45 - 18:00	2	24	5	0	1	51	2	0	0	0	2	0	8	0	4	0	99



## Intersection Turning Movement Summary

Intersection: Droubay Road / Fox Run Drive  
North/South: Droubay Road  
East/West: Fox Run Drive  
Jurisdiction: Tooele  
Project Title: Canyon Springs TIS  
Project No: UT21-2056  
Weather: Clear

Date: 11-9-21, Tue  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

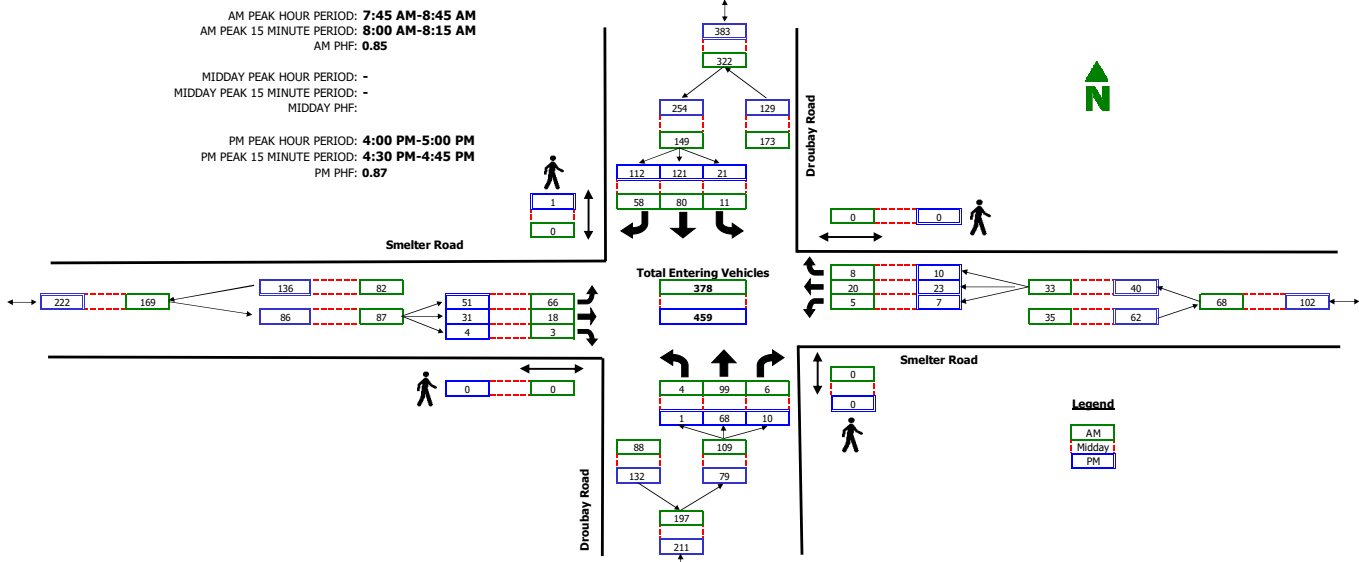


RAW COUNT SUMMARIES	Droubay Road Northbound				Droubay Road Southbound				Fox Run Drive Eastbound				Fox Run Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
<b>AM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	33	0	0	0	16	0	1	0	0	2	0	0	0	0	0	52
7:15 - 7:30	0	31	0	0	0	18	0	0	0	0	6	0	0	0	0	0	55
7:30 - 7:45	2	39	0	0	0	20	0	1	0	0	6	0	0	0	0	0	67
7:45 - 8:00	1	33	0	0	0	26	1	0	1	0	5	0	0	0	0	0	67
8:00 - 8:15	6	47	0	0	0	42	2	0	1	0	6	0	0	0	0	0	104
8:15 - 8:30	2	40	0	0	0	38	0	0	3	0	5	0	0	0	0	0	88
8:30 - 8:45	3	40	0	0	0	32	3	1	1	0	4	0	0	0	0	0	83
8:45 - 9:00	2	31	0	0	0	17	0	0	0	0	5	0	0	0	0	0	55
<b>MIDDAY PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	3	24	0	0	0	76	1	1	0	0	2	0	0	0	0	0	106
16:15 - 16:30	2	43	0	0	0	64	1	0	0	0	2	0	0	0	0	0	112
16:30 - 16:45	4	30	0	0	0	62	0	2	0	0	3	0	0	0	0	0	99
16:45 - 17:00	0	31	0	0	0	75	0	0	0	0	1	0	0	0	0	0	107
17:00 - 17:15	4	43	0	0	0	62	0	0	1	0	3	0	0	0	0	0	113
17:15 - 17:30	6	32	0	0	0	56	1	0	2	0	2	0	0	0	0	0	99
17:30 - 17:45	1	30	0	0	0	44	1	0	0	0	4	0	0	0	0	0	80
17:45 - 18:00	1	27	0	0	0	57	0	0	0	0	1	0	0	0	0	0	86

## Intersection Turning Movement Summary

Intersection: Droubay Road / Smelter Road  
North/South: Droubay Road  
East/West: Smelter Road  
Jurisdiction: Tooele  
Project Title: Canyon Springs TIS  
Project No: UT21-2056  
Weather: Clear

Date: 11-9-21, Tue  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0



RAW COUNT SUMMARIES	Droubay Road Northbound				Droubay Road Southbound				Smelter Road Eastbound				Smelter Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
<b>AM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	15	1	0	1	10	9	0	19	1	0	1	1	1	0	0	58
7:15 - 7:30	0	17	0	0	0	14	16	0	10	2	0	0	0	2	1	0	62
7:30 - 7:45	1	27	0	0	0	13	16	0	11	4	1	0	4	4	4	0	85
7:45 - 8:00	0	24	1	0	1	17	12	0	11	3	0	0	2	2	0	0	73
8:00 - 8:15	2	31	2	0	5	28	16	0	19	2	0	0	0	2	4	0	111
8:15 - 8:30	2	26	0	0	3	18	18	0	15	4	1	0	1	7	1	0	96
8:30 - 8:45	0	18	3	0	2	17	12	0	21	9	2	1	2	9	3	0	98
8:45 - 9:00	2	12	2	1	3	10	14	0	14	7	2	1	2	8	6	0	82
<b>MIDDAY PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	16	3	0	4	32	42	0	10	8	1	0	1	5	3	0	125
16:15 - 16:30	0	23	1	0	5	32	22	0	19	7	2	0	2	7	4	0	124
16:30 - 16:45	1	16	4	0	6	37	30	0	15	10	1	0	4	7	1	0	132
16:45 - 17:00	0	13	2	0	6	20	18	1	7	6	0	0	0	4	2	0	78
17:00 - 17:15	1	5	1	0	1	9	5	0	9	2	0	0	0	0	1	0	34
17:15 - 17:30	2	17	1	0	5	19	25	0	15	12	1	0	2	15	1	0	115
17:30 - 17:45	0	20	1	0	5	14	25	0	17	8	1	0	1	11	3	0	106
17:45 - 18:00	2	13	4	0	0	36	20	0	13	11	0	0	2	10	1	0	112

# **APPENDIX B**

## **LOS Results**

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## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Existing (2021) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & 1000 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	68	93	4.8	A
	T	66	66	100	2.0	A
	Subtotal	139	134	96	3.4	A
SB	T	214	213	100	1.8	A
	R	91	93	102	0.7	A
	Subtotal	305	306	100	1.5	A
<b>EB</b>	<b>L</b>	<b>33</b>	<b>33</b>	<b>99</b>	<b>8.1</b>	<b>A</b>
	R	108	111	103	4.0	A
	Subtotal	141	144	102	4.9	A
<b>Total</b>		586	584	100	2.8	A

**Intersection:** Droubay Road & 850 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	100	97	97	0.3	A
	R	27	28	104	0.3	A
	Subtotal	127	125	98	0.3	A
SB	L	18	16	90	2.7	A
	T	304	308	101	0.8	A
	Subtotal	322	324	101	0.9	A
<b>WB</b>	<b>L</b>	<b>23</b>	<b>22</b>	<b>96</b>	<b>6.4</b>	<b>A</b>
	R	5	7	133	2.6	A
	Subtotal	28	29	104	5.5	A
<b>Total</b>		477	478	100	1.0	A



## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Existing (2021) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & 750 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	2.0	A
	T	125	124	99	0.2	A
	Subtotal	129	127	98	0.2	A
SB	T	266	269	101	0.4	A
	R	6	8	128	0.2	A
	Subtotal	272	277	102	0.4	A
EB	<b>L</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>7.2</b>	<b>A</b>
	R	6	6	96	3.2	A
	Subtotal	8	7	88	3.8	A
<b>Total</b>		409	411	100	0.4	A

**Intersection:** Droubay Road & Fox Run Drive  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	<b>L</b>	<b>10</b>	<b>9</b>	<b>88</b>	<b>4.6</b>	<b>A</b>
	T	128	126	99	1.9	A
	Subtotal	138	135	98	2.1	A
SB	T	270	273	101	0.4	A
	R	2	2	100	0.3	A
	Subtotal	272	275	101	0.4	A
EB	L	1	1	100	4.3	A
	R	9	8	86	2.9	A
	Subtotal	10	9	90	3.1	A
<b>Total</b>		420	419	100	1.0	A

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Existing (2021) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & Smelter Road  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	4.2	A
	T	68	66	97	7.6	A
	R	10	13	127	2.8	A
	Subtotal	79	80	101	6.8	A
SB	L	21	21	101	7.1	A
	<b>T</b>	<b>146</b>	<b>148</b>	<b>101</b>	<b>8.2</b>	<b>A</b>
	R	112	112	100	4.5	A
	Subtotal	279	281	101	6.6	A
EB	L	51	50	98	1.9	A
	T	31	31	100	0.3	A
	R	4	6	150	0.2	A
	Subtotal	86	87	101	1.2	A
WB	L	7	8	110	1.9	A
	T	23	21	91	0.2	A
	R	10	11	107	0.2	A
	Subtotal	40	40	100	0.5	A
<b>Total</b>		485	488	101	5.2	A

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Existing (2021) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & 1000 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	82	84	102	5.4	A
	T	87	87	100	2.1	A
	Subtotal	169	171	101	3.7	A
SB	T	251	237	94	1.8	A
	R	91	91	100	0.8	A
	Subtotal	342	328	96	1.5	A
<b>EB</b>	<b>L</b>	<b>33</b>	<b>30</b>	<b>90</b>	<b>9.7</b>	<b>A</b>
	R	124	121	98	4.7	A
	Subtotal	157	151	96	5.7	A
<b>Total</b>		669	650	97	3.1	A

**Intersection:** Droubay Road & 850 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	118	122	103	0.3	A
	R	32	33	102	0.3	A
	Subtotal	150	155	103	0.3	A
SB	L	39	36	92	2.7	A
	T	336	322	96	0.9	A
	Subtotal	375	358	95	1.1	A
<b>WB</b>	<b>L</b>	<b>26</b>	<b>26</b>	<b>100</b>	<b>6.3</b>	<b>A</b>
	R	17	16	96	2.6	A
	Subtotal	43	42	98	4.9	A
<b>Total</b>		568	555	98	1.1	A

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Existing (2021) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & 750 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	2.6	A
	T	142	149	105	0.3	A
	R	20	22	111	0.2	A
	Subtotal	166	174	105	0.3	A
SB	L	11	8	71	2.5	A
	T	290	282	97	0.5	A
	R	6	6	96	0.4	A
	Subtotal	307	296	96	0.6	A
<b>EB</b>	<b>L</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>7.2</b>	<b>A</b>
	R	6	7	112	3.3	A
	Subtotal	8	8	100	3.8	A
WB	L	12	10	82	6.4	A
	R	6	6	96	2.2	A
	Subtotal	18	16	89	4.8	A
<b>Total</b>		500	494	99	0.7	A

**Intersection:** Droubay Road & Fox Run Drive  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	4.1	A
	T	153	158	103	2.0	A
	R	27	29	107	1.7	A
	Subtotal	190	197	104	2.1	A
SB	L	21	20	96	2.1	A
	T	286	276	97	0.7	A
	R	2	1	50	0.3	A
	Subtotal	309	297	96	0.8	A
EB	L	1	1	100	3.0	A
	R	9	10	108	3.1	A
	Subtotal	10	11	110	3.1	A
<b>WB</b>	<b>L</b>	<b>16</b>	<b>15</b>	<b>95</b>	<b>6.5</b>	<b>A</b>
	R	12	15	122	2.7	A
	Subtotal	28	30	107	4.6	A
<b>Total</b>		536	535	100	1.5	A

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Existing (2021) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & Smelter Road  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	89	94	105	8.0	A
	R	10	12	117	2.9	A
	Subtotal	100	106	106	7.4	A
SB	L	21	18	87	8.0	A
	<b>T</b>	<b>158</b>	<b>157</b>	<b>99</b>	<b>8.4</b>	<b>A</b>
	R	131	124	95	5.0	A
	Subtotal	310	299	96	7.0	A
EB	L	82	85	104	2.1	A
	T	31	30	97	0.4	A
	R	4	5	125	0.7	A
	Subtotal	117	120	103	1.6	A
WB	L	7	6	83	1.8	A
	T	23	23	100	0.5	A
	R	10	11	107	0.3	A
	Subtotal	40	40	100	0.6	A
<b>Total</b>		568	565	100	5.5	A

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Future (2026) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & 1000 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	82	96	5.3	A
	T	80	79	99	0.5	A
	Subtotal	165	161	98	2.9	A
SB	T	255	250	98	2.1	A
	R	110	111	101	1.0	A
	Subtotal	365	361	99	1.8	A
<b>EB</b>	<b>L</b>	<b>40</b>	<b>43</b>	<b>107</b>	<b>11.6</b>	<b>B</b>
	R	130	128	99	4.8	A
	Subtotal	170	171	101	6.5	A
<b>Total</b>		700	693	99	3.2	A

**Intersection:** Droubay Road & 850 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	120	119	99	0.3	A
	R	35	35	99	0.3	A
	Subtotal	155	154	99	0.3	A
SB	L	25	23	92	3.0	A
	T	360	355	99	1.0	A
	Subtotal	385	378	98	1.1	A
<b>WB</b>	<b>L</b>	<b>30</b>	<b>33</b>	<b>110</b>	<b>6.5</b>	<b>A</b>
	R	10	11	107	2.6	A
	Subtotal	40	44	110	5.5	A
<b>Total</b>		580	576	99	1.2	A

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Future (2026) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & 750 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	2.9	A
	T	150	150	100	0.2	A
	Subtotal	155	155	100	0.3	A
SB	T	315	317	101	0.5	A
	R	10	10	98	0.3	A
	Subtotal	325	327	101	0.5	A
<b>EB</b>	<b>L</b>	<b>5</b>	<b>4</b>	<b>76</b>	<b>6.0</b>	<b>A</b>
	R	10	10	98	3.4	A
	Subtotal	15	14	93	4.1	A
<b>Total</b>		496	496	100	0.5	A

**Intersection:** Droubay Road & Fox Run Drive  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	88	4.3	A
	T	150	152	102	1.7	A
	Subtotal	165	165	100	1.9	A
SB	T	321	323	101	0.4	A
	R	5	5	95	0.1	A
	Subtotal	326	328	101	0.4	A
<b>EB</b>	<b>L</b>	<b>5</b>	<b>4</b>	<b>76</b>	<b>6.6</b>	<b>A</b>
	R	10	10	98	3.6	A
	Subtotal	15	14	93	4.5	A
<b>Total</b>		506	507	100	1.0	A

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Future (2026) Background  
**Time Period:** Evening Peak Hour

**Project #:** UT21-2056

**Intersection:** Droubay Road & Smelter Road  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	5.7	A
	T	80	79	99	7.8	A
	R	15	16	108	2.8	A
	Subtotal	100	99	99	6.9	A
SB	L	25	25	100	7.2	A
	<b>T</b>	<b>170</b>	<b>168</b>	<b>99</b>	<b>8.6</b>	<b>A</b>
	R	135	137	101	5.2	A
	Subtotal	330	330	100	7.1	A
EB	L	60	61	101	2.1	A
	T	35	33	94	0.5	A
	R	5	5	95	0.3	A
	Subtotal	100	99	99	1.5	A
WB	L	10	9	88	2.0	A
	T	30	32	107	0.5	A
	R	15	15	102	0.4	A
	Subtotal	55	56	102	0.7	A
<b>Total</b>		586	584	100	5.5	A



## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Future (2026) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & 1000 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	94	90	95	6.0	A
	T	101	102	101	0.6	A
	Subtotal	195	192	98	3.1	A
SB	T	292	295	101	2.2	A
	R	110	110	100	1.1	A
	Subtotal	402	405	101	1.9	A
<b>EB</b>	<b>L</b>	<b>40</b>	<b>40</b>	<b>99</b>	<b>12.8</b>	<b>B</b>
	R	146	150	103	5.4	A
	Subtotal	186	190	102	7.0	A
<b>Total</b>		783	787	100	3.4	A

**Intersection:** Droubay Road & 850 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	138	136	98	0.3	A
	R	40	40	99	0.3	A
	Subtotal	178	176	99	0.3	A
SB	L	46	45	98	3.3	A
	T	392	399	102	1.1	A
	Subtotal	438	444	101	1.3	A
<b>WB</b>	<b>L</b>	<b>33</b>	<b>33</b>	<b>99</b>	<b>6.8</b>	<b>A</b>
	R	22	22	101	2.7	A
	Subtotal	55	55	100	5.2	A
<b>Total</b>		672	675	100	1.4	A

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Future (2026) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

**Intersection:** Droubay Road & 750 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	3.0	A
	T	168	169	100	0.3	A
	R	20	18	91	0.2	A
	Subtotal	193	191	99	0.3	A
SB	L	11	11	98	2.2	A
	T	339	344	102	0.6	A
	R	10	10	98	0.4	A
	Subtotal	360	365	101	0.6	A
EB	L	5	4	76	6.0	A
	R	10	10	98	3.4	A
	Subtotal	15	14	93	4.1	A
<b>WB</b>	<b>L</b>	<b>12</b>	<b>11</b>	<b>90</b>	<b>8.2</b>	<b>A</b>
	R	6	6	96	2.5	A
	Subtotal	18	17	94	6.2	A
<b>Total</b>		<b>588</b>	<b>587</b>	<b>100</b>	<b>0.8</b>	<b>A</b>

**Intersection:** Droubay Road & Fox Run Drive  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	88	4.6	A
	T	175	172	98	1.8	A
	R	27	29	107	1.9	A
	Subtotal	217	214	99	2.0	A
SB	L	21	18	87	2.7	A
	T	336	341	101	0.5	A
	R	5	6	114	0.3	A
	Subtotal	362	365	101	0.6	A
<b>EB</b>	<b>L</b>	<b>5</b>	<b>4</b>	<b>76</b>	<b>7.5</b>	<b>A</b>
	R	10	10	98	3.4	A
	Subtotal	15	14	93	4.6	A
WB	L	16	14	89	7.2	A
	R	12	13	106	2.8	A
	Subtotal	28	27	96	5.1	A
<b>Total</b>		<b>623</b>	<b>620</b>	<b>100</b>	<b>1.4</b>	<b>A</b>

## SimTraffic LOS Report

**Project:** Tooele Canyon Springs TIS  
**Analysis Period:** Future (2026) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2056**

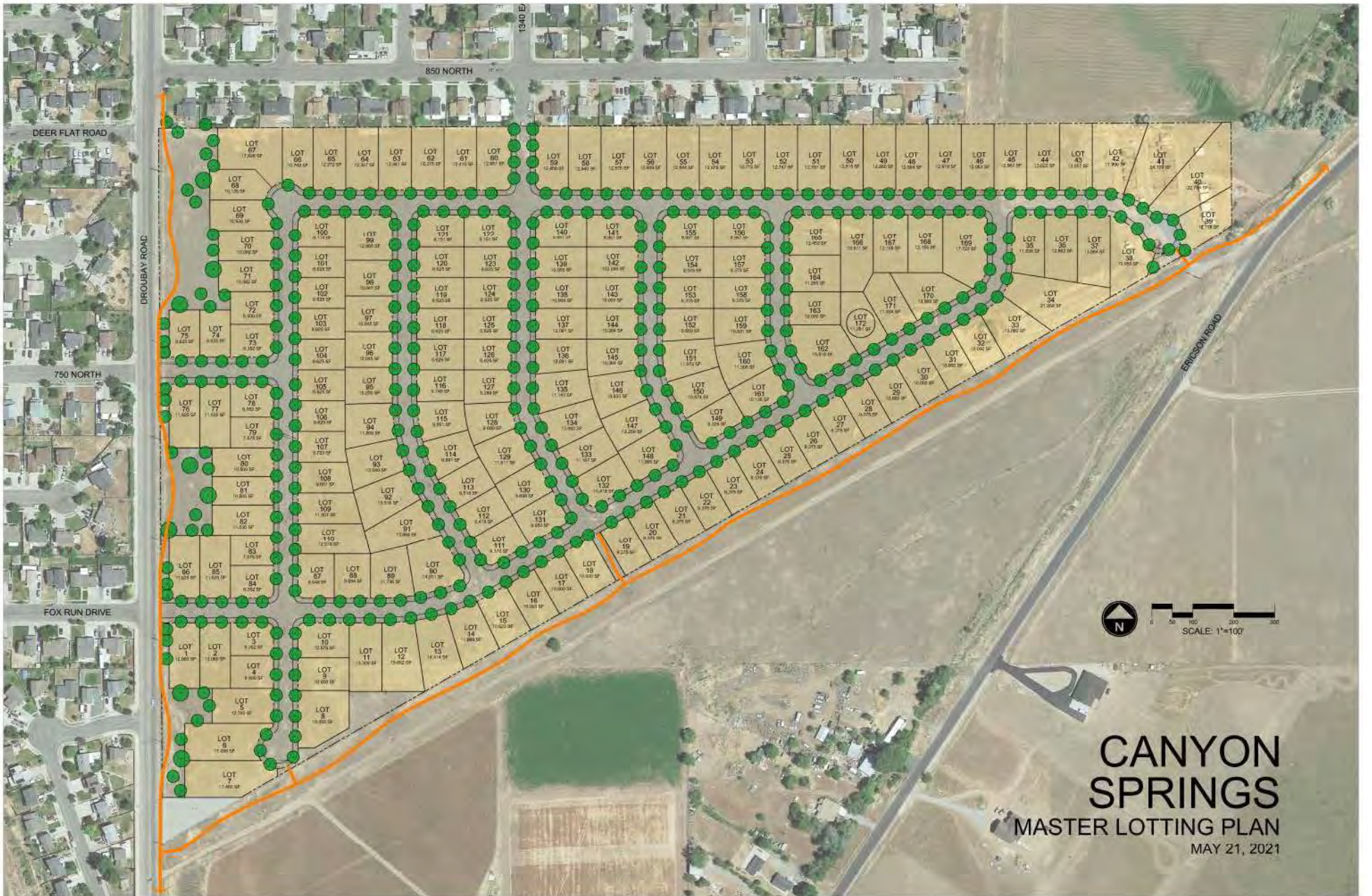
**Intersection:** Droubay Road & Smelter Road  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	5.9	A
	T	101	100	99	8.4	A
	R	15	18	122	3.1	A
	Subtotal	121	122	101	7.5	A
SB	L	25	24	96	8.1	A
	<b>T</b>	<b>182</b>	<b>184</b>	<b>101</b>	<b>9.0</b>	<b>A</b>
	R	154	156	101	5.6	A
	Subtotal	361	364	101	7.5	A
EB	L	91	91	100	2.2	A
	T	35	37	105	0.6	A
	R	5	6	114	0.5	A
	Subtotal	131	134	102	1.7	A
WB	L	10	8	78	1.9	A
	T	30	31	103	0.5	A
	R	15	15	102	0.3	A
	Subtotal	55	54	98	0.7	A
<b>Total</b>		669	674	101	5.8	A

# **APPENDIX C**

## **Site Plan**





# CANYON SPRINGS

MASTER LOTTING PLAN  
MAY 21, 2021

# **APPENDIX D**

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



## SimTraffic Queueing Report

Project: Tooele Canyon Springs TIS

Analysis: Existing (2021) Background

Time Period: Evening Peak Hour

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



Project #: UT21-2056

Intersection	NB		SB			EB			WB	
	LT	LTR	L	LTR	TR	L	R	TR	L	R
01: Droubay Road & 1000 North	75					75	75			
02: Droubay Road & 850 North									50	
03: Droubay Road & 750 North										
04: Droubay Road & Fox Run Drive										
05: Droubay Road & Smelter Road		75		100						

## SimTraffic Queueing Report

Project: Tooele Canyon Springs TIS

Analysis: Existing (2021) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT21-2056

Intersection	NB		SB				EB				WB		
	LT	LTR	L	LT	LTR	TR	L	LT	R	TR	L	LT	R
01: Droubay Road & 1000 North	75						75		75				
02: Droubay Road & 850 North			50								50		50
03: Droubay Road & 750 North												50	
04: Droubay Road & Fox Run Drive												50	50
05: Droubay Road & Smelter Road		75			100		50						



## SimTraffic Queueing Report

Project: Tooele Canyon Springs TIS

Analysis: Future (2026) Background

Time Period: Evening Peak Hour

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



Project #: UT21-2056

Intersection	NB		SB		EB			WB	
	L	TR	L	TR	L	R	TR	L	R
01: Droubay Road & 1000 North	75				75	75			
02: Droubay Road & 850 North								50	50
03: Droubay Road & 750 North						25			
04: Droubay Road & Fox Run Drive									
05: Droubay Road & Smelter Road		75	50	100					

## SimTraffic Queueing Report

Project: Tooele Canyon Springs TIS

Analysis: Future (2026) Plus Project

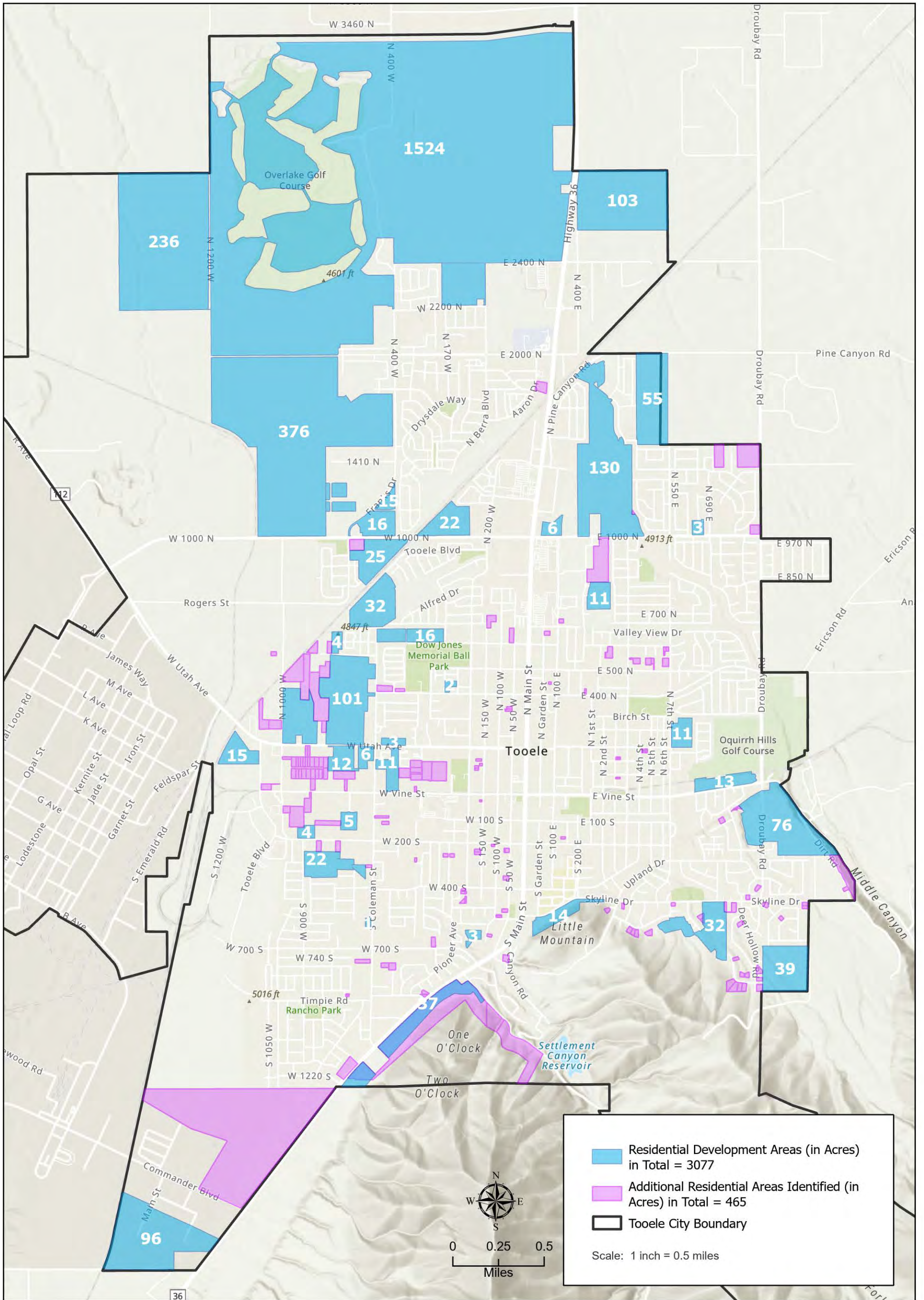
Time Period: Evening Peak Hour

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



Project #: UT21-2056

Intersection	NB			SB		EB				WB			
	L	R	TR	L	TR	L	LT	R	TR	L	LT	R	T
01: Droubay Road & 1000 North	75					75		75					
02: Droubay Road & 850 North				50						50		50	
03: Droubay Road & 750 North								25			50		
04: Droubay Road & Fox Run Drive								50			50	50	
05: Droubay Road & Smelter Road			75	50	100	50							



**APPENDIX C  
TOOELE CITY GENERAL PLAN  
RESIDENTIAL DEVELOPMENT AREAS**

DRAFTED NOVEMBER 8, 2023



Contact:  
Tooele City Recorder  
90 North Main  
Tooele, UT 84074  
(435) 843-2113

Affected Parcel(s): 03-032-0-0014

## CANYON SPRINGS ANNEXATION AGREEMENT

TOOELE EAST LLC (“**Petitioner**”), a Utah limited liability company, and TOOELE CITY CORPORATION (“**Tooele**”), a Utah municipality and political subdivision of the State of Utah, and a Utah charter city (collectively the “**Parties**”), hereby make and enter into this Canyon Springs Annexation Agreement (“**Agreement**”) in connection with and to govern the annexation of the 61.16-acre Canyon Springs property (“**Property**”).

### RECITALS

**A.** Petitioner owns the Property, which consists of approximately 61.16 contiguous acres of real property adjacent to and contiguous with Tooele (see illustration attached as **Exhibit A**).

**B.** Petitioner submitted a Petition for Annexation (“**Petition**”) on November 16, 2020, seeking annexation of the Property into Tooele.

**C.** Petitioner desires, and Tooele consents to, the annexation of the Property into Tooele’s corporate limits, subject to the terms and conditions of this Agreement.

**D.** The City Council of Tooele finds that the annexation: (i) will serve the best interests of Tooele and the welfare of its inhabitants; (ii) is consistent with Tooele’s Annexation Policy Plan; (iii) will not create islands or peninsulas of unincorporated territory; and, (iv) will not be annexed for the sole purpose of acquiring municipal revenue.

**E.** Petitioner plans, and Tooele desires, quality residential development upon the Property, while at the same time creating public benefits and amenities on, and associated with, the Property. Future development on the Property is referred to herein as **Canyon Springs**, irrespective of the final development name and configuration.

**F.** Tooele City Code (TCC) Section 7-24-3 requires an annexation agreement as a condition of every annexation approval, and Tooele desires to set forth Petitioner’s obligations concerning the annexation of the Property.

**G.** On September 1, 2021, the City Council of Tooele approved Resolution 2021-18, accepting the Petition for further consideration.

**H.** Petitioner has provided to Tooele, at Tooele's request and at Petitioner's cost, analyses of the impacts of Canyon Springs upon Tooele's utility systems, including culinary water, sanitary sewer, storm water drainage, and fiscal and tax. Tooele requested, but did not receive, analyses of the impact of Canyon Springs upon Tooele's transportation and parks and recreation facilities or police and fire response. Tooele's Mayor has provided to the City Council additional and rebuttal information.

**I.** On June 22, 2022, the Petition was presented to the Tooele Planning Commission, which recommended approval of the annexation by a vote of 6-1.

**J.** Tooele's approval of the annexation of the Property is the consideration for Petitioner's performance of the obligations set forth in this Agreement, and Tooele has no further obligations under this Agreement.

**K.** The City Council of Tooele, acting pursuant to its statutory authority under Utah law, with its authority as a Utah charter city, and in furtherance of its land use policies, goals, objectives, ordinances, resolutions, regulations, and policies, and, in the exercise of its legislative authority and discretion, has chosen to approve this Agreement.

## **AGREEMENT**

Now, therefore, in consideration of the mutual covenants, conditions, and terms of this Agreement, as set forth herein, Petitioner and Tooele hereby agree as follows:

1. **Effective Date.** This Agreement shall take effect upon the City Council's approval by at least a two-thirds (2/3) majority vote of an ordinance annexing the Property into Tooele's corporate limits, and this Agreement shall not take effect otherwise. Tooele shall have no obligation in law or equity to sign the approved annexation plat until after Petitioner has executed this Agreement.
2. **Land Use and Zoning.** Upon completion of the annexation of the Property into Tooele, the Property will possess the MDR (medium density residential) land use designation and the R1-8 zoning designation, and Petitioner agrees to these designations.
3. **No Vested Rights.** This Agreement shall not confer upon any party or parcel any land use entitlements or vested rights.
4. **Dwelling Unit Cap.** The Canyon Springs development shall not exceed 172 dwelling units.
5. **Petitioner's Obligations.** Petitioner shall perform the following obligations in consideration for Tooele approving the annexation of the Property.

- a. **Land Use Approvals.** Petitioner shall comply with all applicable Tooele laws and regulations, current as of the date of any complete land use application (e.g., subdivision plat), as a condition of land use approvals for the Property.
- b. **Dedications.** Petitioner shall dedicate and convey to Tooele all public roads, infrastructure easements, and access easements as are shown upon approved subdivision final plats, site plans, building permits, and construction drawings for land uses approved on the Property.
- c. **Water Rights.** Petitioner shall comply with TCC Chapter 7-26 regarding the conveyance of water rights for Canyon Springs, and agrees to the lawfulness of the water rights exaction. The water rights for a final subdivision phase shall be conveyed prior to approval of the plat for that phase.
- d. **Culinary Water Improvements.** Petitioner shall construct and install, at Petitioner's cost, all culinary water project improvements and system improvements required by Tooele for all Canyon Springs land use approvals. Petitioner shall follow all the recommendations of that Memorandum re "Canyon Springs Annexation Drinking Water System Review" dated April 21, 2022, by Hansen Allen & Luce, Inc. A summary of the recommendations is attached as **Exhibit B**. Inasmuch as any system improvements necessary for Canyon Springs are not included in Tooele City's current water impact fee facilities plan or impact fee analysis, Petitioner shall not be eligible for, and shall have no right to receive, impact fee credits or reimbursements for the water system improvements.
- e. **Sanitary Sewer Improvements.** Petitioner shall construct and install, at Petitioner's cost, all sanitary sewer project improvements and system improvements required by Tooele for all Canyon Springs land use approvals. Petitioner shall follow all the recommendations of that Memorandum re "Canyon Springs Annexation – Wastewater Review" dated April 26, 2022, by Hansen Allen & Luce, Inc. A summary of the recommendations is attached as **Exhibit C**. Petitioner shall not be eligible for, and shall have no right to receive, impact fee credits or reimbursements for the sewer system improvements.
- f. **Storm Water Improvements.** Petitioner shall construct and install, at Petitioner's cost, all storm water project improvements and system improvements required by Tooele for all Canyon Springs land use approvals. Petitioner shall follow all the recommendations of that Memorandum re "Canyon Springs – Drainage Review" dated April 21, 2022, by Hansen Allen & Luce, Inc. A summary of the recommendations is attached as **Exhibit D**. Notwithstanding the above, all storm water detention facilities shall be designed to be multi-functional, i.e., landscaped and improved with recreation facilities, and approved in writing by both the Public Works Director and the Parks and Recreation Director of Tooele. Storm water detention facilities shall not be eligible for reimbursement or credit from parks and recreation impact fees, and Petitioner waives all rights it might otherwise have to parks and recreation impact fee reimbursements or

credits for landscape and recreation facilities and improvements designed as part of the multi-functional storm water detention facilities.

- g. **Parks Facilities.** Petitioner shall not be required to construct any public park facilities in Canyon Springs. Canyon Springs building permits shall include the payment of park and recreation impact fees.
- h. **Parks Monetary Contribution.** Petitioner shall pay to Tooele a voluntary contribution in the sum of \$250,000 to be used by Tooele on improvements at the England Acres regional park facility, or for other parks and recreation improvements, facilities, and programs, in Tooele's sole discretion. This payment is part of the consideration for the Property's annexation, does not address the specific parks and recreation impacts of Canyon Springs on the City, and shall not entitle Petitioner to a reimbursement or credit from parks and recreation impact fees paid with Canyon Springs building permits. Petitioner waives any right to impact fee credits for the park monetary contribution. Making the first one-half of this payment shall be a condition precedent to Tooele's approval of a Canyon Springs first subdivision final plat . Making the second one-half of this payment shall be a condition precedent to Tooele's approval of a second Canyon Springs subdivision final plat.
- i. **Trail.** Petitioner shall acquire and convey (or cause the acquisition and conveyance) to Tooele County, at no cost to Tooele or Tooele County, the trail parcel illustrated on **Exhibit E**. Petitioner shall construct a trail on the trail parcel, to Tooele County standards, at no cost to Tooele or Tooele County, and shall convey the completed trail to Tooele County by legal instrument acceptable to Tooele County, e.g., deed or bill of sale. The trail shall be maintained at no cost to Tooele. The trail shall include a ten-foot-wide asphalt trail and at least three paved connections to dedicated public rights-of-way within Canyon Springs. The trail shall be available for general public use, which shall be expressly acknowledged in the trail parcel deed to Tooele County. Conveyance of the trail parcel to Tooele County shall be a condition precedent to Tooele's approval of a first Canyon Springs subdivision final plat. Full improvement of the trail, to Tooele County standards, and a conveyance of the trail improvements to Tooele County, shall be a condition precedent to Tooele's approval of either a second Canyon Springs subdivision final plat, or a first Canyon Springs subdivision plat that creates more than 50 residential lots.
- j. **Single-family Design Standards.** All Canyon Springs dwellings shall comply with Tooele's single-family design standards as codified in TCC Chapter 7-11b of the Tooele City Code, irrespective of the limitations in UCA 10-9a-530, each as amended. For the limited purpose of this Section 5.j., and for no other purpose, this Agreement shall be considered a development agreement, as defined in UCA 10-9a-103, as amended. In the alternative, Tooele and Petitioner may negotiate and execute an, separate from this Agreement, to adopt a different Canyon Springs single-family dwelling design standard. If an alternative design standard agreement has not been executed prior to Petitioner's land use application for a first final subdivision phase, then TCC Chapter 7-11b shall apply in perpetuity to Canyon Springs.

- k. **Affordable Housing Contribution.** As consideration for the annexation of the Property, Petitioner agrees to pay to Tooele a voluntary contribution of \$250,000 for affordable housing purposes, which may include, in Tooele's discretion, reimbursing Tooele for impact fee waivers approved for the Tooele County Housing Authority's eligible affordable housing units. Making the first one-half of this payment shall be a condition precedent to Tooele's approval of a first Canyon Springs subdivision final plat. Making the second one-half of this payment shall be a condition precedent to Tooele's approval of a second Canyon Springs subdivision final plat.

6. **General Terms and Conditions.**

- a. **Binding Effect and Assignment.** Petitioner may convey all or part of the Property to one or more purchasers. Petitioner shall remain responsible for all Petitioner's obligations under this Agreement unless all of the obligations are assigned at one time to a third party. No assignment of this Agreement and its Petitioner obligations shall be valid without Tooele's prior written consent. Tooele shall not unreasonably withhold its consent after Petitioner demonstrates that the assignee possesses the financial means to fulfill all of Petitioner's obligations under this Agreement. Any assignment must be accomplished by an assumption and assignment agreement, upon which Tooele's consenting signature is necessary for effectiveness of the assignment.
- b. **State and Federal Law.** Petitioner agrees that the obligations imposed by this Agreement comply with local, state, and federal law. The Parties agree that if any provision of this Agreement should be or become, in its performance, non-compliant with state or federal law, or should be declared invalid by a court, this Agreement shall be deemed amended to the extent necessary to make it consistent with state or federal law or the order of the court, as the case may be, and the balance of this Agreement shall remain in full force and effect.
- c. **Recitals.** The above recitals are incorporated into and made a part of this Agreement.
- d. **Exhibits.** All Exhibits referred to herein are incorporated into and made a part of this Agreement.
- e. **Headings.** The headings used in this Agreement are inserted for reference purposes only and shall not be deemed to define, limit, extend, describe, or affect in any way the meaning, scope, interpretation, or construction of any of the terms and provisions of this Agreement or the intent hereof.
- f. **No Third-Party Rights.** This Agreement does not create any joint venture, partnership, joint undertaking, or joint business arrangement between Petitioner and Tooele. Notwithstanding the Trail provision in Section 5.i., above, this Agreement does not create any rights or benefits in or to third parties.
- g. **No Waiver.** The failure by Tooele to insist upon the strict performance of any covenant, duty, agreement, or condition of this Agreement, or to exercise any right or



remedy consequent upon Petitioner's failure to perform thereof, shall not constitute a waiver by Tooele of any such failure to perform or of any other covenant, agreement, term, or condition.

- h. **Integration.** This Agreement contains the entire agreement between the Parties with respect to the subject matter hereof and integrates all prior conversations, discussions, or understandings of whatever kind or nature.
- i. **Amendment.** This Agreement may be modified only by a subsequent writing duly executed and approved by the Parties hereto.
- j. **Mutual Participation in Document Preparation.** Each party has participated materially in the negotiation and preparation of this Agreement and any related items. In the event of a dispute concerning the interpretation of any provision of this Agreement or any related item, both Parties will be deemed to have jointly drafted this document, and the rule of construction to the effect that certain ambiguities are to be construed against the party drafting a document will not apply.
- k. **Applicable Law.** Utah law shall govern this Agreement and its construction.
- l. **Venue.** Venue shall be the Third District Court, Tooele Department.
- m. **Court Costs and Attorneys Fees.** In the event of any legal action between the Parties, arising out of or related to this Agreement, the prevailing Party shall be entitled to recover costs and reasonable attorneys' fees.
- n. **Limitation of Remedies.** Petitioner's sole and exclusive remedy for any non-performance or breach of Tooele's express or implied covenants of this Agreement is declaratory relief construing this Agreement's rights and obligations and specific performance of this Agreement. Under no circumstances shall Tooele City Corporation or its agents be liable to Petitioner or Petitioner's successors-in-interest for any monetary damages, including, but not limited to, special, general, direct, indirect, delay, compensatory, expectancy, consequential, reliance, out-of-pocket, restitution, or other damages.
- o. **No Jury Trial.** To the fullest extent permitted by law, each of the Parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under, or in connection with this Agreement.
- p. **Dispute Resolution.** Tooele and Petitioner recognize and agree that it is in their mutual interest to attempt to informally resolve any disputes that may arise with respect to the interpretation of this Agreement, including as it applies to future Canyon Springs land use applications. In furtherance of that mutual interest, the Parties agree to the following dispute resolution provisions.

- i. Meet and Confer. In an attempt to resolve the issues or concerns in an expeditious and efficient manner, the Parties shall meet promptly after any Party makes a written objection to the other Party regarding any Party's performance under this Agreement.
- ii. Non-Binding Mediation. If the Parties are unable to resolve a disagreement under the Meet and Confer provision, they shall appoint a mutually acceptable mediator with knowledge of the subject matter in dispute. If the parties are unable to agree on a single acceptable mediator, they shall each appoint their own representative. These two appointees shall, between them, choose the single mediator. Petitioner and Tooele shall each pay an equal portion of the fees of the chosen mediator. The chosen mediator shall review the positions of the Parties regarding the issues in dispute and promptly attempt to mediate the conflict. If the Parties are unable to reach agreement, the mediator shall notify the Parties in writing of the resolution that the mediator proposes. The mediator's proposal shall not be binding on the Parties.
- iii. All Rights Reserved. If resolution under the Non-binding Mediation provision fails or is rejected by any Party, the Parties may pursue any and all legal and equitable remedies available except as limited under this Agreement, including specifically the Limitation of Remedies provision in Section 6.o., above.
- q. **Notices.** Any notices, requests, or demands required or desired to be given hereunder shall be in writing and shall either be delivered personally or by certified mail or express courier delivery to the parties at the following addresses:

Tooele City Corporation	Tooele East, LLC
Attention: Mayor	Attention: Howard Schmidt
90 North Main	9300 South Redwood Road
Tooele, UT 84074	West Jordan, UT 84088

A Party may change its address by giving written notice to the other Party in accordance with this provision.

- 7. **Binding Authority.** By executing this Agreement, the signatories represent and affirm that they are authorized so to do, and that their respective signatures shall have binding force upon them and upon the Parties represented by each.
- 8. **Recordation.** This Agreement shall be recorded in the office of the Tooele County Recorder.

*(Signature page follows.)*

SIGNED:

**TOOELE CITY CORPORATION**

\_\_\_\_\_  
Debra E. Winn, Mayor

ATTEST:

APPROVED AS TO FORM

\_\_\_\_\_  
City Recorder

\_\_\_\_\_  
City Attorney

**TOOELE EAST LLC**

\_\_\_\_\_  
Howard Schmidt, Managing Member

STATE OF UTAH            )  
  ) ss.  
COUNTY OF TOOELE    )

Before me, a notary public, appeared Debra E. Winn, who did affirm to me that she is the Mayor of Tooele City Corporation and that she did execute the foregoing Annexation Agreement with due authority on behalf of Tooele City Corporation this \_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Notary Public  
Residing in Tooele County, Utah

STATE OF UTAH            )  
  ) ss.  
COUNTY OF TOOELE    )

Before me, a notary public, appeared Howard Schmidt, who did affirm to me that he is the Managing Member of Tooele East LLC, and that he did execute the foregoing Annexation Agreement on behalf of Tooele East LLC with due authority this \_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Notary Public  
Residing in Tooele County, Utah

## Exhibit A

### Illustration of the Property

## Exhibit B

### Summary of Binding Culinary Water System Recommendations

## Exhibit C

### Summary of Binding Sanitary Sewer System Recommendations

## Exhibit D

### Summary of Binding Storm Water System Recommendations



## Exhibit E

### Illustration of Trail Parcel