

## TOOELE CITY CORPORATION

### ORDINANCE 2021-19

#### **AN ORDINANCE OF THE TOOELE CITY COUNCIL REASSIGNING THE ZONING CLASSIFICATION TO THE MR-16 MULTI-FAMILY RESIDENTIAL ZONING DISTRICT FOR APPROXIMATELY 14.3 ACRES OF PROPERTY LOCATED AT APPROXIMATELY 300 WEST 1000 NORTH.**

WHEREAS, Utah Code §10-9a-401, *et seq.*, requires and provides for the adoption of a “comprehensive, long-range plan” (hereinafter the “General Plan”) by each Utah city and town, which General Plan contemplates and provides direction for (a) “present and future needs of the community” and (b) “growth and development of all or any part of the land within the municipality”; and,

WHEREAS, the Tooele City General Plan includes various elements, including water, sewer, transportation, and land use. The Tooele City Council adopted the Land Use Element of the Tooele City General Plan, after duly-noticed public hearings, by Ordinance 2020-47, on December 16, 2020, by a vote of 5-0; and,

WHEREAS, the Land Use Element (hereinafter the “Land Use Plan”) of the General Plan establishes Tooele City’s general land use policies, which have been adopted by Ordinance 2020-47 as a Tooele City ordinance, and which set forth appropriate Use Designations for land in Tooele City (e.g., residential, commercial, industrial, open space); and,

WHEREAS, the Land Use Plan reflects the findings of Tooele City’s elected officials regarding the appropriate range, placement, and configuration of land uses within the City, which findings are based in part upon the recommendations of land use and planning professionals, Planning Commission recommendations, public comment, and other relevant considerations; and,

WHEREAS, Utah Code §10-9a-501, *et seq.*, provides for the enactment of “land use [i.e., zoning] ordinances and a zoning map” that constitute a portion of the City’s regulations (hereinafter “Zoning”) for land use and development, establishing order and standards under which land may be developed in Tooele City; and,

WHEREAS, a fundamental purpose of the Land Use Plan is to guide and inform the recommendations of the Planning Commission and the decisions of the City Council about the Zoning designations assigned to land within the City (e.g., R1-10 residential, neighborhood commercial (NC), light industrial (LI)); and,

WHEREAS, the City received an application for Zoning amendments for property located at approximately 300 West 1000 North on April 13, 2021, requesting that the Subject Property be reassigned to the MR-25 Multi-Family Residential zoning district. (see Rezone Petition and map attached as Exhibit A, and Staff Report attached as Exhibit B); and,

WHEREAS, the Subject Properties are owned by TP Tooele, LLC, and are currently

assigned the GC General Commercial zoning district; and,

WHEREAS, on June 9, 2021, the Planning Commission convened a duly noticed public hearing, accepted written and verbal comment, and voted to forward its recommendation to the City Council (see Planning Commission minutes attached as **Exhibit C**); and,

WHEREAS, on June 16, 2021, the City Council convened a duly-advertised public hearing:

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

1. this Ordinance and the zoning amendment proposed therein is in the best interest of Tooele City and its residents because it will provide increased housing options in the lower price-point range, helping to address the housing gap in Utah; and,
2. the Zoning Map is hereby amended for the 14.3 acres of property located at approximately 300 West 1000 North as requested in **Exhibit A**, attached.

This Ordinance is necessary for the immediate preservation of the peace, health, safety, or welfare of Tooele City and shall become effective immediately upon passage, 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 \_\_\_\_\_, 20\_\_.

TOOELE CITY COUNCIL

(For)

(Against)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

\_\_\_\_\_

\_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Michelle Pitt, City Recorder

S E A L

Approved as to Form:

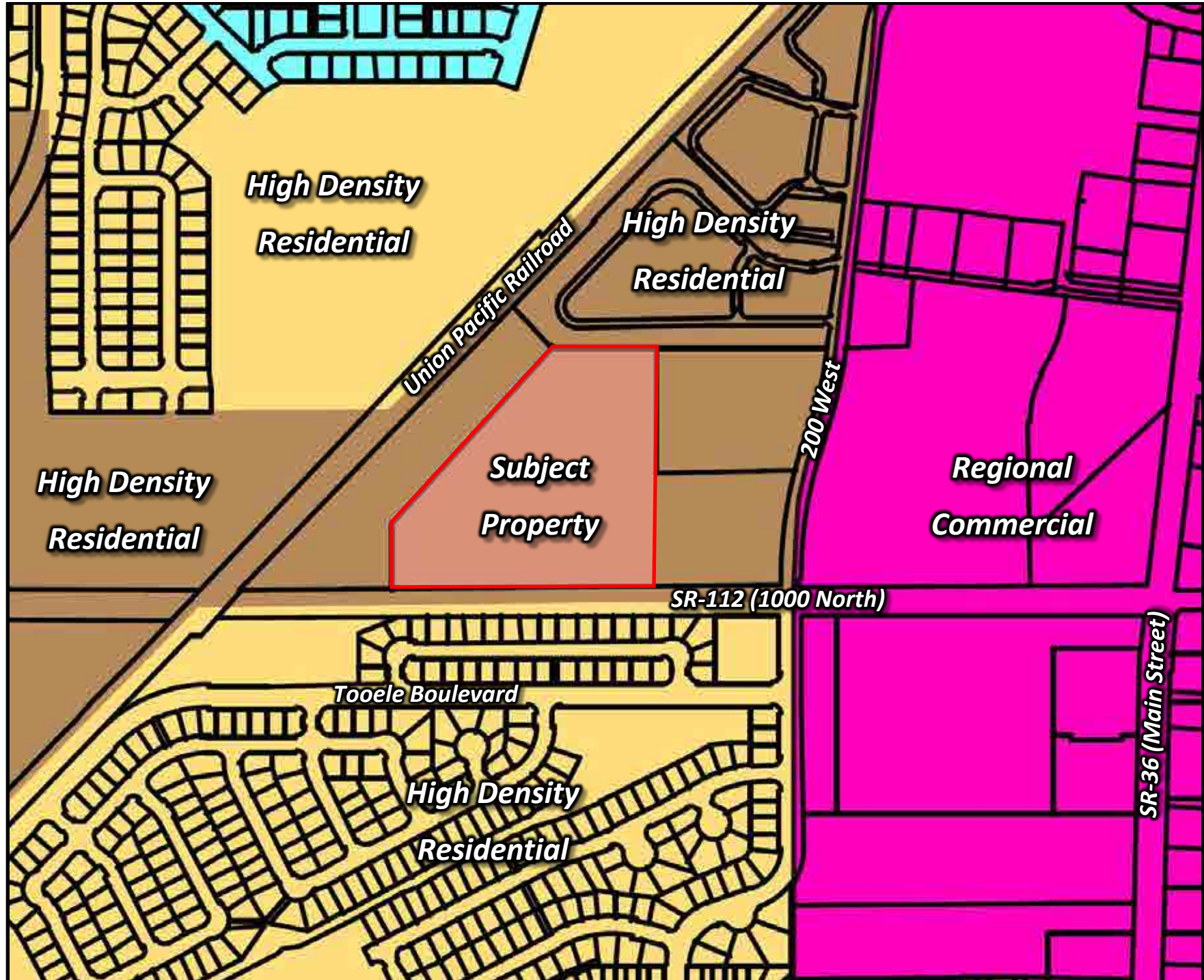
\_\_\_\_\_  
Roger Baker, Tooele City Attorney

## Exhibit A

### Petition and Mapping Pertinent to Zoning Map Amendment

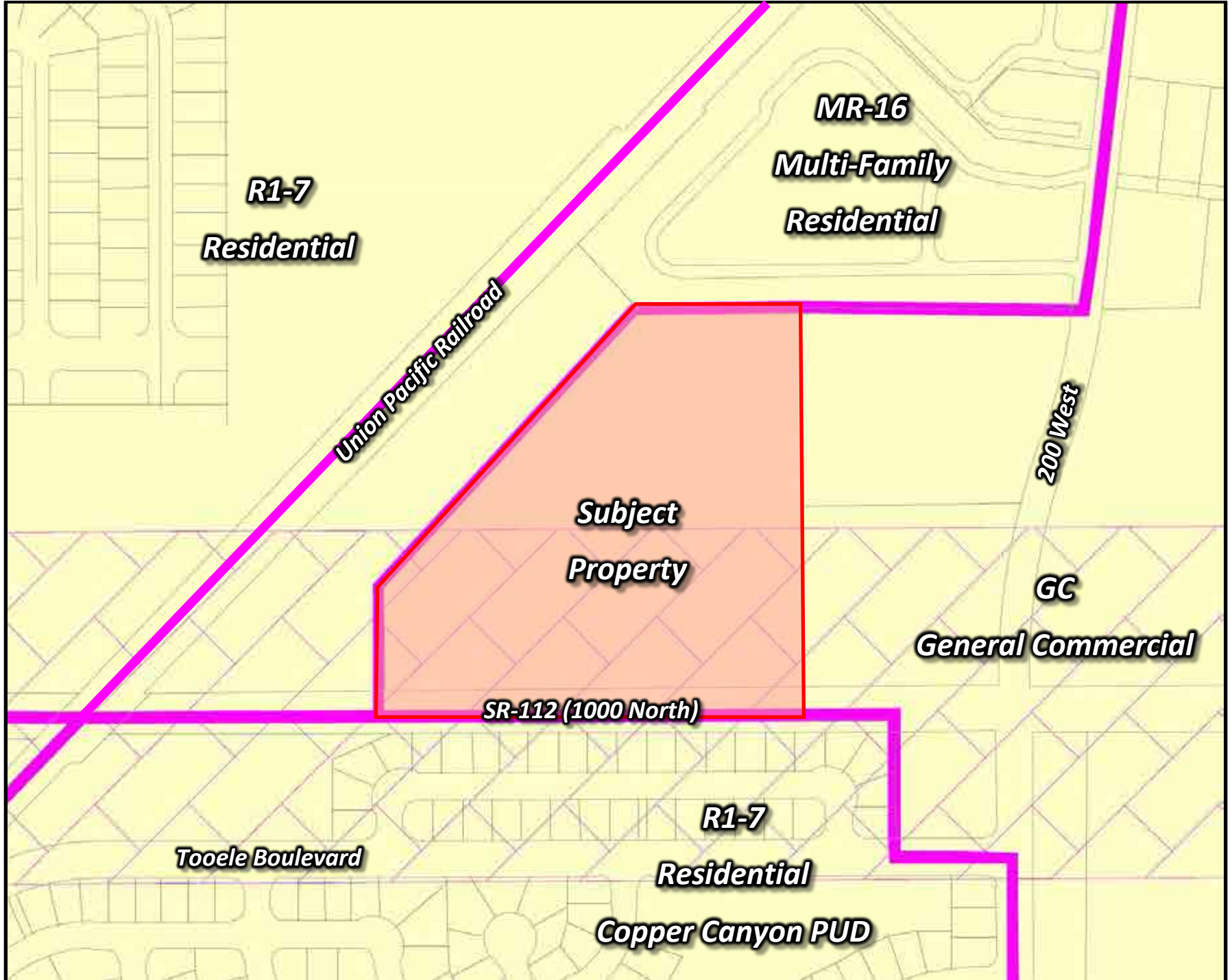


**Tooele Crossing Zoning Map Amendment**



**Land Use Map**

**Tooele Crossing Zoning Map Amendment**



**Current Zoning Map**

**Tooele Crossing Zoning Map Amendment**

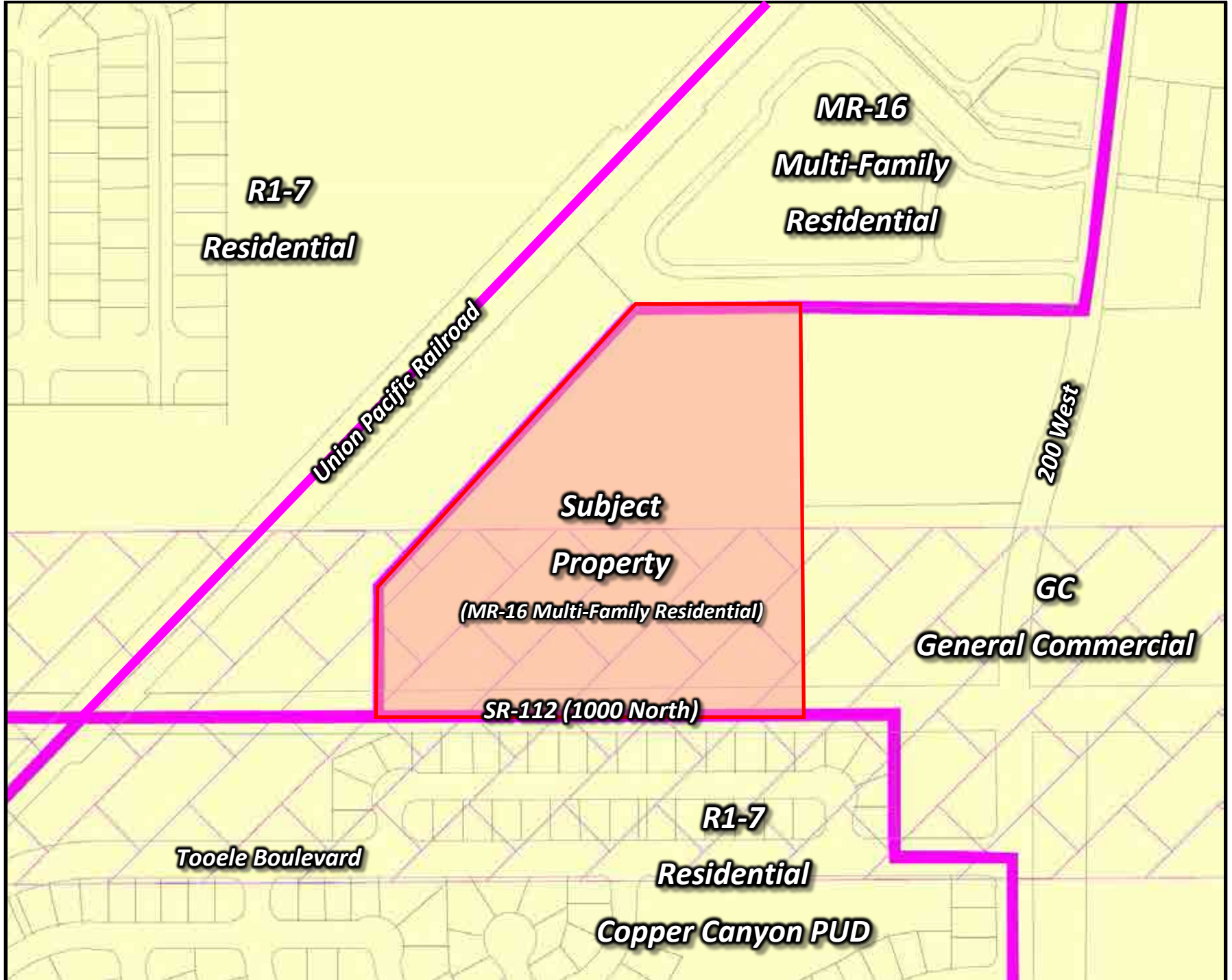




Exhibit B

Staff Report

**STAFF REPORT**

May 18, 2021

**To:** Tooele City Planning Commission  
Business Date: May 26, 2021

**From:** Planning Division  
Community Development Department

**Prepared By:** Andrew Aagard, City Planner / Zoning Administrator

**Re: Tooele Crossing – Zoning Map Amendment Request**

Application No.: P21-388  
Applicant: Jeff Weeder, representing Galloway & Company, Inc.  
Project Location: Approximately 300 West 1000 North  
Zoning: GC General Commercial Zone  
Acreage: 14.3 Acres (Approximately 622,908 ft<sup>2</sup>)  
Request: Request for approval of a Zoning Map Amendment in the GC General Commercial zone requesting re-assignment of the zoning from the GC zoning district to the MR-25 Multi-Family Residential zoning district.

**BACKGROUND**

**This item was originally heard by the Planning Commission at the May 26, 2021 meeting. The Planning Commission tabled the item to the next meeting so that the applicant could be present to address the Commission and provide additional insight into their proposals for development on the site.**

This application is a request for approval of a Zoning Map Amendment for approximately 14.3 acres located at approximately 300 West 1000 North. The property is currently zoned GC General Commercial. The applicant is requesting that a Zoning Map Amendment be approved to re-assign the zoning to the MR-25 Multi-Family Residential zoning district to facilitate the construction of multi-family residential buildings.

**ANALYSIS**

*General Plan and Zoning.* The Land Use Map of the General Plan calls for the High Density Residential land use designation for the subject property. The property has been assigned the GC General Commercial zoning classification. The GC General Commercial zoning designation is not identified by the General Plan as a preferred zoning classification for the High Density Residential land use designation. The Land Use Map of the General Plan designates the property as HDR, High Density Residential, a designation that incorporates the MR-8, MR-16 and MR-25 zoning districts. Properties to the north and west of the property are zoned MR-16 Multi-Family Residential. Properties to the east are zoned GC General Commercial. Properties to the South are zoned R1-7 Residential in the Copper Canyon PUD. Mapping pertinent to the subject request can be found in Exhibit “A” to this report.

The General Commercial (GC) District is intended and provided to encourage the establishment of a wide variety of retail commercial uses, service commercial activities, entertainment and other services and activities meeting the needs of the residents of the City. The General Commercial District (GC) allows and encourages that retail and service businesses and related uses be grouped together into commercial

centers. The uses and activities allowed in this District should enhance employment opportunities, provide for commercial activities and services required by residents of the city and surrounding areas, encourage the efficient use of land, enhance property values and add to the overall strength of the city's tax base.

The purpose of the MR-25 Multi-Family Residential district is to provide an environment and opportunities for high-density residential uses, primarily, apartments, condominiums and townhouses.

The differences between the two zoning districts is vast. The GC zone is a commercial zone with very limited residential uses such as a care taker apartment for a hotel or motel. The MR-25 zoning district caters exclusively to apartment buildings, town houses, condominiums and other multi-family residential uses. Single-family residential uses are not permitted in MR-25 zone.

If the property were to develop as it is currently zoned there is a wide range of commercial uses that could occur on the property including, but not limited to, automobile sales and repair, professional office, medical office, food services, personal services and general retail.

Development as the MR-25 zoning district would look vastly different than what is possible in the GC zone. The MR-25 zone is Tooele City's densest residential zone permitting up to 25 units per acre. Let's run some numbers, just to help understand the potential development that could occur on the property. The property is 14.3 acres or 622,908 square feet. Assuming that 20% of the property will result in roads, infrastructure and utilities that leaves approximately 498,327 square feet for development. Densities are not calculated by gross acreage but by developable acreage only. In this case 498,327 square feet equals 11.4 acres of the 14.3 acres available for density consideration. 11.4 acres of property could, potentially, yield 286 multi-family residential units. Staff uses the term potentially because there are other requirements of development that dictate final unit yield on a property such as automobile parking requirements, open space requirements, building setback and separation requirements. In other words, there is more to determining final unit yield than just gross acreage. Although the MR-25 zone permits up to 25 units per acre the zone doesn't guarantee a 25 unit per acre yield. A unit density of 18 units per acre would still require an MR-25 zoning district.

The property is also located within the Western Gateway "A" overlay district, particularly the frontage along 1000 North. The gateway overlay districts encourage unified and consistent design elements and site planning to promote an attractive and desirable streetscape for areas that are visually prominent and located at key entry points or, "gateways" to Tooele City. These gateway overlay districts encourage increase streetscape appeal with increased landscaping design, greater building architectural design, parking areas behind the buildings and ultimately, Planning Commission review and approval. The overlay does not differentiate between commercial and residential uses.

The Land Use Map element of the Tooele City General Plan designates the property as High Density Residential (HDR). The HDR designation involves three MR (multi-family residential) zoning districts. Those districts are the MR-8, MR-16 and MR-25. Each zoning district involves varying degrees of density. The MR-25 zoning district permits up to 3 times the density of the MR-8 zoning district and is obviously well suited to a multi-story apartment development where the MR-8 is more suited to a town house development. Either way, each of the three MR zoning districts complies with the HDR designation. The HDR designation does not obligate Tooele City into approving the MR-25 zoning district.

Site Plan Layout. A site plan has not been submitted in conjunction with this zoning map amendment application. When a site plan is not available the discussion must focus on whether it is in the best interest of Tooele City to have this property zoned MR-25 or remain GC. The focus must be on the use

of the property.

Criteria For Approval. The criteria for review and potential approval of a Zoning Map Amendment request is found in Sections 7-1A-7 of the Tooele City Code. This section depicts the standard of review for such requests as:

- (1) No amendment to the Zoning Ordinance or Zoning Districts Map may be recommended by the Planning Commission or approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Zoning Ordinance or Zoning Districts Map amendment, the applicant shall identify, and the City Staff, Planning Commission, and City Council may consider, the following factors, among others:
  - (a) The effect of the proposed amendment on the character of the surrounding area.
  - (b) Consistency with the goals and policies of the General Plan and the General Plan Land Use Map.
  - (c) Consistency and compatibility with the General Plan Land Use Map for adjoining and nearby properties.
  - (d) The suitability of the properties for the uses proposed viz. a. viz. the suitability of the properties for the uses identified by the General Plan.
  - (e) Whether a change in the uses allowed for the affected properties will unduly affect the uses or proposed uses for adjoining and nearby properties.
  - (f) The overall community benefit of the proposed amendment.

## **REVIEWS**

Planning Division Review. The Tooele City Planning Division has completed their review of the Zoning Map Amendment submission and has issued the following comments:

1. Three MR Multi-Family Residential zoning districts comply with the HDR designation of the Land Use Map. The MR-8, MR-16, and the MR-25 zoning districts. Each zone has varying degrees of densities and residential intensity from least intensity with the MR-8 up to the highest intensity with the MR-25. All three zones comply with the HDR designation and the HDR designation does not guarantee an MR-25 zoning district.
2. The MR-25 zoning district could yield a unit count of approximately 286 multi-family residential units (gross calculation only and does not consider parking area, open space and building setback requirements).

Engineering Review. The Tooele City Engineering and Public Works Divisions have not issued any comments in regards to this zoning map amendment application.

Building Division Review. The Tooele City Building Division has have not issued any comments in regards to this zoning map amendment application.

Noticing. The applicant has expressed their desire to rezone the subject property and do so in a manner which is compliant with the City Code. As such, notice has been properly issued in the manner outlined in the City and State Codes.

## **STAFF RECOMMENDATION**

Staff recommends the Planning Commission carefully weigh this request for a Land Use Map

Amendment according to the appropriate tenets of the Utah State Code and the Tooele City Code, particularly Section 7-1A-7(1) and render a decision in the best interest of the community with any conditions deemed appropriate and based on specific findings to address the necessary criteria for making such decisions.

Potential topics for findings that the Commission should consider in rendering a decision:

1. The effect of the proposed application on the character of the surrounding area.
2. The degree to which the proposed application is consistent with the intent, goals, and objectives of any applicable master plan.
3. The degree to which the proposed application is consistent with the intent, goals, and objectives of the Tooele City General Plan.
4. The degree to which the proposed application is consistent with the requirements and provisions of the Tooele City Code.
5. The suitability of the properties for the uses proposed.
6. The degree to which the proposed application will or will not be deleterious to the health, safety, and general welfare of the general public or the residents of adjacent properties.
7. The degree to which the proposed application conforms to the general aesthetic and physical development of the area.
8. Whether a change in the uses allowed for the affected properties will unduly affect the uses or proposed uses for adjoining and nearby properties.
9. The overall community benefit of the proposed amendment.
10. Whether or not public services in the area are adequate to support the subject development.
11. Other findings the Commission deems appropriate to base their decision upon for the proposed application.

### **MODEL MOTIONS**

Sample Motion for a Positive Recommendation – “I move we forward a positive recommendation to the City Council for the Tooele Crossing Zoning Map Amendment Request by Jeff Weeder, representing Galloway & Company, Inc. for the purpose of reassigning the zoning for 14.3 acres located at approximately 300 West 1000 North to the MR-25 Multi-Family Residential zoning district, application number P21-388, based on the findings listed in the Staff Report dated May 18, 2021:”

1. List any additional findings and conditions...

Sample Motion for a Negative Recommendation – “I move we forward a negative recommendation to the City Council for the Tooele Crossing Zoning Map Amendment Request by Jeff Weeder, representing Galloway & Company, Inc. for the purpose of reassigning the zoning for 14.3 acres located at approximately 300 West 1000 North to the MR-25 Multi-Family Residential zoning district, application number P21-388, based on the following findings:”

1. List findings...

**EXHIBIT A**

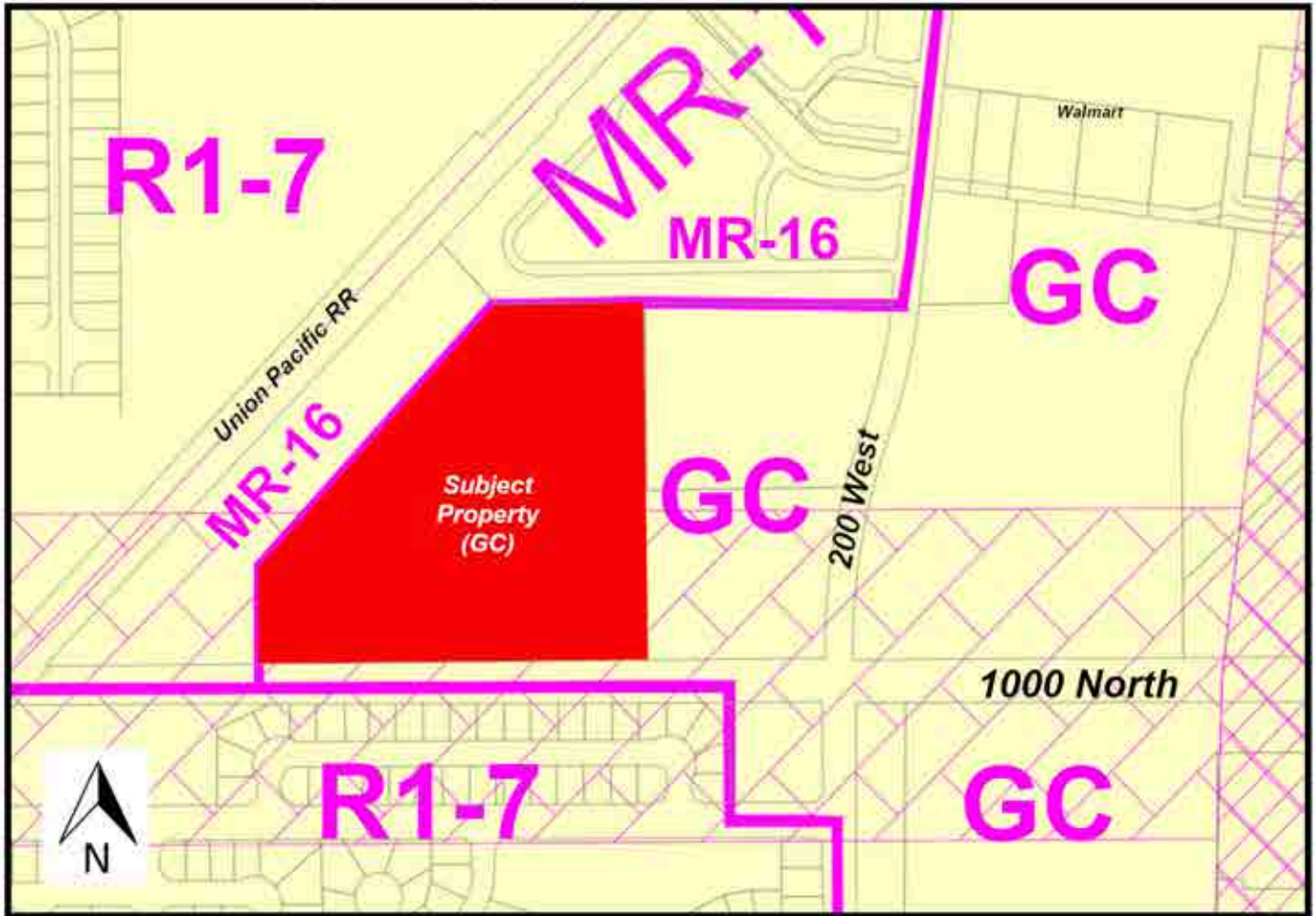
**MAPPING PERTINENT TO THE TOOELE CROSSING ZONING MAP AMENDMENT**

***Tooele Crossing Zoning Map Amendment***



***Aerial View***

# Tooele Crossing Zoning Map Amendment



Current Zoning

**EXHIBIT B**

**APPLICANT SUBMITTED INFO**



# Zoning, General Plan, & Master Plan Map Amendment Application

Community Development Department  
90 North Main Street, Tooele, UT 84074  
(435) 843-2132 Fax (435) 843-2139  
[www.tooelecity.org](http://www.tooelecity.org)



*Notice:* The applicant must submit copies of the map amendment proposal to be reviewed by the City in accordance with the terms of the Tooele City Code. Once plans for a map amendment proposal are submitted, the plans are subject to compliance reviews by the various city departments and may be returned to the applicant for revision if the plans are found to be inconsistent with the requirements of the City Code and all other applicable City ordinances. All submitted map amendment proposals shall be reviewed in accordance with the Tooele City Code. Submission of a map amendment proposal in no way guarantees placement of the application on any particular agenda of any City reviewing body. It is **strongly** advised that all applications be submitted well in advance of any anticipated deadlines.

Project Information					
Date of Submission: <u>4/13/2021</u>	Current Map Designation: GC - Gen Comm	Proposed Map Designation: MR-25 - Residential	Parcel #(s): 02-126-0-0032		
Project Name: Tooele Crossing - Residential			Acres: 14.329		
Project Address: Unaddressed Parcel #:02-126-0-0032 ( <u>200-600 W 1000 N</u> )					
Proposed for Amendment: <input type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input checked="" type="checkbox"/> Master Plan: <u>Zoning Map</u>					
Brief Project Summary:  Map amendment to rezone the western 14.329 acres of parcel # 02-126-0-0032 from commercial zoning to MR-25 to comply with the future land use map in the General Plan.					
Property Owner(s): TP Tooele, LLC			Applicant(s): Galloway & Company, Inc		
Address: 5469 Walker Estates Circle			Address: 6162 S Willow Drive, Ste 320		
City: Salt Lake City	State: UT	Zip: 84117	City: Greenwood Village	State: CO	Zip: 80111
Phone: 801-634-8000			Phone: 303-770-8884		
Contact Person: Jeff Weeder			Address: 6162 S Willow Drive, Ste 320		
Phone: 303-770-8884			City: Greenwood Village	State: CO	Zip: 80111
Cellular: 303-912-3939	Fax:	Email: jeffweeder@gallowayus.com			

\*The application you are submitting will become a public record pursuant to the provisions of the Utah State Government Records Access and Management Act (tGRAMA). You are asked to furnish the information on this form for the purpose of identification and to expedite the processing of your request. This information will be used only so far as necessary for completing the transaction. If you decide not to supply the requested information, you should be aware that your application may take a longer time or may be impossible to complete. If you are an "at-risk government employee" as defined in Utah Code Ann. § 63-2-302.5, please inform the city employee accepting this information. Tooele City does not currently share your private, controlled or protected information with any other person or government entity.

### Note to Applicant:

Zoning and map designations are made by ordinance. Any change of zoning or map designation is an amendment the ordinance establishing that map for which the procedures are established by city and state law. Since the procedures must be followed precisely, the time for amending the map may vary from as little as 2½ months to 6 months or more depending on the size and complexity of the application and the timing.

2210351

For Office Use Only			
Received By:	Date Received: <u>4-13-21</u>	Fees: <u>\$2,432.00</u>	App #: <u>00400450</u>



6162 S. Willow Drive, Suite 320  
 Greenwood Village, CO 80111  
 303.770.8884 • [GallowayUS.com](http://GallowayUS.com)

April 7, 2021

Andrew Aagard  
 Tooele City – Community Development Department  
 90 North Main Street  
 Tooele, UT 84074

RE: Map Amendment  
 Tooele Crossing - Residential

**General Information:**

<b>PARCEL #</b>	02-126-0-0032
<b>CURRENT ZONING</b>	GC – General Commercial
<b>PROPOSED ZONING</b>	MR-25 – Multi-Family Residential
<b>PARCEL AREA</b>	624,165 SF (14.329 Acres)

**Project Discussion:**

The owner is requesting a map amendment (rezoning) of a certain parcel of land in order to bring the parcel in compliance the future land use plan within Tooele City's adopted General Plan. Graphic depictions of the land area are included in Figure A.

What is the present zoning of the property?

The parcel is currently vacant land that is presently zoned GC – General Commercial.

Explain how the proposed zoning is consistent with the current land use designation?

The proposed zone district MR-25 complies with the future land use plan of High Density Residential that is indicated in Tooele City's General Plan. See Figure B for graphic from the General Plan.

Explain how the proposed zoning is similar or compatible to the current zoning in the surrounding area?

Per the current Tooele City zoning map, residentially zoned properties abut the parcel to the north, west and south. Multi-family zoning abuts to the north and the west, single family abuts to the south. The General Commercial zoning to its east is appropriate as it lies along and adjacent to Main Street and adjacent to existing commercially utilized properties. See Figure C for enlargement of the area from the city's current zoning map.

Explain how the proposed zoning is suitable for existing uses of the subject property(s).

The existing land use for the subject parcel is unused/vacant. High density multi-family residential zoning on this parcel allow for the residents of Tooele City to live near where they work, shop and provide tax base for the city. Multi-family residential zoning would provide for a buffer between the single family uses and the nearby commercially zoned and used land farther to the east and north of the subject parcel.



Explain how the proposed zoning promotes the goals and objectives of Tooele City.

*Goal #1- Recognize Tooele's role as a community having an assortment of commerce and housing opportunities.*

- The proposed MR-25 zone district is not currently represented in the immediate area surrounding this subject parcel. The proposed map amendment would comply with the General Plan's call for high density residential in this area, while also providing an opportunity for a different type of housing than what is currently represented.

*Goal #2- Coordinate land uses affecting regional networks (mobility, economic, and open space) with adjacent jurisdictions to maintain the integrity and efficiency of these networks.*

- Although not located on the fringes of the municipal boundary, the proposed MR-25 zone district for this parcel will allow for development of a typically more affordable type of housing in an area near to where employment opportunities, additional citizen amenities and regional transportation corridors (Main Street) already reside.

*Goal #3- Develop land use patterns that are compatible with and support a variety of mobility opportunities, choices, and service provisions.*

- The proposed MR-25 zone district for this parcel will allow for development of a typically more affordable type of housing in an area near to where employment opportunities, additional citizen amenities and regional transportation corridors (Main Street) already reside. The adjacent open and operating commercial development is located near enough that future residents can walk or bicycle to their destination instead of travelling via automobile.

*Goal #4- Maintain a balance of land uses that support a high quality of life, a diverse economic base, and a rich mixture of housing and leisure opportunities.*

- The proposed MR-25 zone district provides for a housing opportunity that is currently under-represented in the area and would provide needed density ("rooftops") to feed adjacent commercial development, both new and existing. It is expected that future development would comply with any applicable development restrictions/guidelines and that those guidelines provide the appropriate leisure opportunities.

*Goal #5- Promote land use patterns that conserve resources such as land, clean air, water, and energy and serve all people within the community.*

- The proposed MR-25 zone district for the subject property follows the future high-density residential land use identified in the General Plan. In as such, the ultimate land use pattern contemplated during the approval of the General Plan allowed for the high-density development.

*Goal #6- Encourage the transition of land uses from more intense regional and city-wide activity areas to less intense land uses within local neighborhoods.*

- The proposed MR-25 zone district provides for a transition from nearby commercial uses to the adjacent vacant lands to the west (railroad R.O.W. located to the west of the Tooele City owned parcel) and the adjacent MR-16 and R1-7 zoned land to the north and south, respectively.

*Goal #7- Encourage land uses that create a sense of community among those who work, live, and play within local neighborhoods.*



## Exhibit C

### Planning Commission Minutes

**Tooele City Planning Commission  
Business Meeting Minutes**

**Date:** Wednesday, May 26, 2021

**Time:** 7:00 p.m.

**Place:** Tooele City Hall Council Chambers  
90 North Main Street, Tooele Utah

**Commission Members Present:**

Tyson Hamilton  
Dave McCall  
Shaunna Bevan  
Matt Robinson  
Paul Smith  
Chris Sloan  
Nathan Thomas  
Weston Jensen

**Commission Members Excused:**

Melanie Hammer

**City Employees Present:**

Andrew Aagard, City Planner  
Jim Bolser, Community Development Director  
Roger Baker, City Attorney

Minutes prepared by Katherin Yei

Chairman Hamilton called the meeting to order at 7:00 p.m.

**1. Pledge of Allegiance**

The Pledge of Allegiance was led by Chairman Robinson.

**2. Roll Call**

Tyson Hamilton, Present  
Dave McCall, Present  
Shauna Bevan, Present  
Matt Robinson, Present  
Paul Smith, Present  
Chris Sloan, Present  
Nathan Thomas, Present  
Weston Jensen, Present

Melanie Hammer, Excused

**3. Public Hearing and Recommendation on the Tooele Crossing Zoning Map Amendment Request by Jeff Weeder, Representing Galloway & Company, Inc, to Reassign the Zoning for 14.3 Acres Located at Approximately 300 West 1000 North to the MR-25 Multi-Family Residential Zoning District.**

**Presented by: Andrew Aagard**

Mr. Aagard stated the applicant is requesting the property be changed to MR25 zoning to facilitate higher residential usage with the combination of apartments and or townhomes. He stated the developer has not submitted any plans at this time. He stated a reminder that the request relates to site plan and not land use. He stated the City has no management over the right-away or the road; the developer will have to work with UDOT.

Commissioner Thomas asked if there has been an effort from the applicant to work with UDOT. Chairman Hamilton stated that the responsibility is the applicants.

Commissioner Smith asked if this is the property with the drainage issue. Mr. Aagard stated it is the next item on the agenda.

Chairman Hamilton opened for public comment.

Kathleen Harts stated her concern is about the busy traffic on the 1000 north. She stated she did send an email, which reads as follows:

*PLEASE do not consider rezoning the property located at approximately 300 W 1000 N, from general commercial o multi-family residential!*

*Traffic along 1000 North is already out of control! The more industrial business coming into the valley, it appears a majority of that traffic uses 1000 North. With the traffic comes increased incidents, resulting in minor to critical injuries; these incidents occur, on the average 2-3 times per month. I have personally registered complaints to the police department. My home “backs up” to 1000 North. I work out of our home. It is not the “normal” traffic that is an issue. It is the “modified” cars, the semis and their air brakes. And vehicles exceeding the speed limit that becomes a hinderance. I truly would not be surprised to have a vehicle end up in my backyard one day. The speed limit needs to be reduced and law enforcement needs to enforce!*

*Another Concern is with a liquor establishment, (Pins & Ales), being so close. This appears to be crime just waiting to happen!*

*PLEASE, PLEASE, PLEASE DO NOT consider rezoning the property located at approximately 300 W 1000 North from general commercial to multi-family residential!*

*Thank you so much!*

Mr. Baker expressed his desire to share with the Commission his perspectives of the history and context of the MR-25 zoning district. He stated the time the zoning district was proposed, it was proposed as a targeted solution in a small part of town to work for what the City needed. He

stated the zoning district is not intended to be a default as a high density or popular zoning district, it is the least used and requires the most study.

Commissioner Smith stated the parcel of land is a natural buffer from the railroad. He asked if the City goes through with this change for a residential area, where would the commercial area be moved to. He stated it is currently zoned for what it should be.

Commissioner McCall stated the developer should bring this to commission after he has brought this to UDOT.

Mr. Bolser stated UDOT has sole control of SR-36 and SR-112, meaning that applicants have to go to UDOT for any access and for improvements they would require along those frontages. He stated the applicant is basically guaranteed an access point at 300 West where it is identified in corridor access agreement. He stated that only a portion of the parcel on the back-side of the property is being asked to be rezone so it would also have access onto 200 West through the remainder of the property. He stated the property in question is not prime commercial because there is not great access from 1000 North.

Commissioner Robinson stated his concern is the parcel becoming MR-25 because of the lack of a concept plan and would like to see a discussion between the applicant and the staff.

Mr. Bolser stated there has not been a discussion with the applicant yet, though the General Plan does identify the long range use of the area as multi-family residential, the Planning Commission does not have an obligation to change it.

Commissioner Thomas asked Commissioner Robinson if he would be more comfortable if the applicant asked for MR16 instead of MR25. Commissioner Robinson stated he would be more comfortable, but with the lack of detail and a full understanding, is it the right time and right zoning?

Commissioner Smith stated the applicant might want to change zoning to get it as high as it can be, then re-sell it. He stated he does not want to vote for it because the applicant is not there to answer questions.

Commissioner Sloan stated rooftops come before commercial. He stated the road is a state highway, which means with growth comes transit and walking communities. He stated without homes to put their employees in, the commercial won't come.

Mr. Bolser stated the Planning Commission does not have to make a recommendation on the amendment during the meeting but can choose to table it and wait for the applicant to be at the meeting to answer their questions.

Commissioner Sloan stated he would be comfortable tabling it.

**Commissioner Sloan moved to table the Tooele Crossing Zoning Map Amendment until the developer can be present.** Commissioner McCall seconded the motion. The vote was as

follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Commissioner Smith, “Aye”, Chairman Hamilton, “Aye”.

**4. Public Hearing and Decision on a Conditional Use Permit Request by Haasen Tara to Authorize the Use of “Warehouse” and “Accessory Outside Storage” for Approximately 54 Acres Located at Approximately 1188 West Utah Avenue in the Light Industrial Zoning District.**

**Presented by: Andrew Aagard**

Mr. Aagard stated the property is currently light industrial; the applicant would like to use it as a warehouse and storage on the property. He stated it is a public hearing, but no comments or concerns have been registered. He stated there is a storm drain issue on the property, but has little knowledge about it.

Mr. Baker stated a recommendation for the letter to be entered in the minutes and as part of the public hearing record. He stated the purpose of the letter is not to object to the project but to have a clear record of the asserting its prescriptive storm water easements on the property. He stated there is a need for storm drainage to be re-established.

Commissioner Robinson stated the letter was from 2019 and asked if the applicant was aware of the drainage issue. Mr. Baker stated the letter was sent to then-current owner in 2019, the current applicant has not been notified of the letter by Mr. Baker.

Commissioner Sloan stated it has to be disclosed to all potential buyers.

Commissioner Jensen asked if this was the ditch that goes through settlement canyon.

Mr. Baker stated there are storm water channels on both North and South sides of Utah Avenue, each of which cross the railroad through culverts, with the current application being for the North side.

Commissioner Jensen stated the proposed turning area is not strike. He asked if it is the city or developer who is responsible.

Mr. Hansen stated the site plan is under review and consideration with a request on a traffic study, striking is not there today but it will be apart of the site plan and approval.

**Commissioner Sloan moved to add the letter to the minutes.** Commissioner Thomas seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, Commissioner Smith, “Aye”, and Chairman Hamilton, “Aye”.

Chairman Hamilton opened to the public comment.

Commissioner Smith stated he would like the applicant to be here to answer any questions.



**Commissioner Sloan moved to approve the conditional use permit for warehouse and accessory outside storage with the emphasis it is not to be used as a truck route and the conditions in the letter regarding the drainage be met.** Commissioner Bevan seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, Commissioner Smith, “Naye”, and Chairman Hamilton, “Aye”.

**5. Recommendation on the Gateway Business Park Phase 1, 2nd Amendment, Subdivision Plat Amendment Request by Randy Hunt to Amend Lot 2 of the Existing Gateway Business Park Phase 1 Subdivision Plat Located at Approximately 2400 North 470 East in the IS Industrial Service Zoning District on Approximately 2.1 acres.**

**Presented by: Andrew Aagard**

Mr. Aagard stated the applicant proposes to divide the parcel by taking lot two and splitting it into four half acres lots, with basic conditions listed in the Planning Commission’s report.

**Commissioner Bevan moved to forward a positive recommendation to the City Council.** Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,” and Chairman Hamilton, “Aye”.

**6. City Council Reports**

Council Member Hansen stated the City Council tabled ordinance 2021-16, adopted ordinance 2021-17, and approved ordinance 2021-18. He stated they also talked about the budget and upcoming street projects.

**7. Review and Approval of Planning Commission Minutes for Meeting held on May 12, 2021.**

Chairman Hamilton asked for any changes or additions in the minutes for May 12.

**Commissioner Robinson moved to approve May 12, 2021 minutes.** Commissioner Bevan seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, Commissioner Smith, “Aye” and Chairman Hamilton, “Aye”.

**8. Adjourn**

**Chairman Hamilton adjourned the meeting at 8:03 p.m.**

*The content of the minutes is not intended, nor are they submitted, as a verbatim transcription of the meeting. These minutes are a brief overview of what occurred at the meeting.*

Approved this 9th day of June, 2021

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Tyson Hamilton, Tooele City Planning Commission Chair

**Tooele City Planning Commission  
Business Meeting Minutes**

**Date:** Wednesday, June 9, 2021

**Time:** 7:00 p.m.

**Place:** Tooele City Hall Council Chambers  
90 North Main Street, Tooele Utah

**Council Members Present:**

Tyson Hamilton  
Dave McCall  
Melanie Hammer  
Shaunna Bevan  
Matt Robinson  
Chris Sloan  
Nathan Thomas  
Paul Smith  
Weston Jensen

**City Employees Present:**

Andrew Aagard, City Planner  
Jim Bolser, Community Development Director

Minutes prepared by Katherin Yei

Chairman Hamilton called the meeting to order at 7:00 p.m.

**1. Pledge of Allegiance**

The Pledge of Allegiance was led by Chairman Hamilton.

**2. Roll Call**

Tyson Hamilton, Present  
Dave McCall, Present  
Melanie Hammer, Present  
Shaunna Bevan, Present  
Matt Robinson, Present  
Paul Smith, Present  
Chris Sloan, Present  
Nathan Thomas, Present  
Weston Jensen, Present

**3. Public Hearing and Decision on a Conditional Use Permit to Allow the Use of “Commercial Day-Care” on Property Located at 251 North First Street, in the Former Harris Elementary School, by DeAnn Christensen in the MR-8 Multi-Family Residential Zoning District.**

*Presented by: Andrew Aagard*

Commissioner Sloan declared he helped the applicants find and purchase the property and currently serves as a volunteer on the Friends Board of the entity that will operate the day care.

Mr. Aagard stated the property is zoned as MR-8 with 8 units per acre. He stated the surrounding properties are single-family residentials. He stated the permit would allow a daycare on the property with approximately 26 children. He stated the applicant included a site plan that showed 20 parking spaces south of the building.

Chairman Hamilton opened to public comment.

**Commissioner Robinson moved to approve the conditional use permit to allow the use of “Commercial Day-Care” on the property.** Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye”, and Chairman Hamilton, “Aye”.

**4. Recommendation on the Tooele Crossing Zoning Map Amendment Request by Jeff Weeder, Representing Galloway & Company, Inc, to Reassign the Zoning for 14.3 Acres Located at Approximately 300 West 1000 North to the MR-25 Multi-Family Residential Zoning District (Continued from the May 26th Planning Commission Meeting).**

*Presented by: Andrew Aagard*

Mr. Aagard stated this topic was tabled during the last meeting because the Planning Commission wanted the applicant to be there to answer questions. He stated the applicant is requesting the property be changed to MR-25 zoning to facilitate higher residential usage with the combination of apartments and or townhomes. He stated this is not a public hearing, but comments were provided after the public hearing closed during the May 26<sup>th</sup> meeting.

The applicant stated high density makes sense for the given area with the benefits being less water usage for the landscape, being closer to major road ways for traffic, lower infrastructure and maintenance cost. He stated it encourage a walkable community. He stated because 1000 North and Main Street are UDOT owned, the city is not burdened with maintenance of those roads. He stated there is a corridor agreement with UDOT to designate multiple routes coming in and out of the property. He stated sales tax revenue would go up from more people moving in and by having higher density, would allow more jobs.

Commissioner Robinson stated it is a great place for high density housing, but his concern is the difference between MR-16 and MR-25 units per acre. He stated this property is surrounded by MR-16 and asked the applicant how the MR-25 would blend in.

The Applicant stated the property would fit right in to the community because it accomplishes many of the same goals. He stated it allows a place for the work force to live, meets the goals faster, and meets all the requirements with little notice to the difference between MR-16 and MR-25.

Commissioner Robinson stated it is a drastic increase and would like to see continuous zoning.

Commissioner Smith asked if the units are rental units or privately owned. He stated if the applicant does not have a plan for property, what is stopping them from selling to a third party.

The applicant stated they are involved in the process, but he is a representative for the owner and builders and cannot speak for them.

Commissioner Smith disagrees that it is not far enough out of town because it will increase traffic to the already overcrowded roadways. The applicant stated the roads coming from the development are UDOT's responsibility.

Commissioner Thomas stated the look is important and has the potential to be an asset to the City. He stated with any development the City allows, there will be more traffic.

Commissioner McCall stated the applicant answered his questions and concerns regarding UDOT. He stated he does have a concern for the additional traffic on 1000 North because it is already a mess. He stated he does not want this project to look like the Stansbury project because it looks cheap and there is no parking.

The applicant stated a traffic study could be done and UDOT would be obligated to put a light.

Commissioner Bevan stated putting another light in does not help the amount of people on the roads. She stated the property would be better as high density, but MR16 is a good size because it flows better, there are fewer people, and it still helps with the housing issue.

Commissioner Hammer stated she is not in favor because it allows more developments to come in and change the plans.

Commissioner Sloan stated during the budget discussion at the City Council meeting, it was stated Tooele City has a serious revenue problem. He stated the reality is the people cannot stay within the City because there is no affordable housing and that is why the city wants retail. He stated the reality is that retail needs have changed and places don't need big box retailers. He stated Transit is all over walkable communities; the City doesn't get transit until it has roof tops. He stated traffic is bad, but UDOT can only do what they can do; Midvalley highway will be

here by the end of the year. He stated the Planning Commission has to make the hard decisions and look at the future.

Commissioner Thomas stated there is an opportunity to allow the Planning Commission to decide on a look and feel of what they like and decide later.

Chairman Hamilton stated the Planning Commission has some control over what the product could be.

Commissioner Hammer asked when the Planning Commission looked at the master plan and decided MR16, what was the reason they didn't make it MR25.

Commissioner Thomas stated it had the possibility to be a commercial property.

Commissioner Hammer stated it was more appropriate further west when looking and talking about the master plan.

Commissioner McCall stated the concern is how everything would fit without negatively affecting the citizens. He stated the City needs rooftops to bring in the businesses; the state is reactive and someone needs to be proactive. He stated the road needs to be wide enough to accommodate the added rooftops.

The applicant stated there are not very many places that have a designated commercial area. He stated this is an opportunity for the next generation to stay and grow up in Tooele.

Commissioner Sloan stated this is the eighth or ninth high density application for MR16 to MR25. He stated there is no other places to go within the City.

Mr. Bolser stated there are four options for a motion. They are as follows: recommend the City Council deny application altogether, motion for a positive recommendation to the City Council for the MR-25 which is what the applicant requested, motion for a positive recommendation to the City Council for a different specific zone, and an option to continue the discussion for further discussion.

**Commissioner Thomas motioned to recommend the Tooele Crossing Zoning Map Amendment as MR25.** Commissioner Sloan seconded the motion. The vote was as follows: Commissioner McCall, "Naye", Commissioner Robinson, "Naye", Commissioner Bevan, "Naye", Commissioner Hammer, "Naye", Commissioner Sloan, "Aye", Commissioner Thomas, "Aye," and Chairman Hamilton, "Aye".

The motion did not receive a positive recommendation.

**Commissioner Sloan motioned to recommend the Tooele Crossing Zoning Map**

**Amendment as MR16.** Commissioner Robinson seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Naye,”, and Chairman Hamilton, “Naye”.

**5. Recommendation on a Subdivision Plat Amendment Request to Amend Lot 1 of the Oristruts Minor Subdivision by Off-Road Innovations, Inc., Located at Approximately 2400 North 600 East in the GC General Commercial Zoning District on 8.81 Acres.**

*Presented by: Andrew Aagard*

Mr. Aagard stated the property north of the fish food plant and East of the Lydiard Home Furnishing store. He stated the property is currently zoned for GC, general commercial with research and development to the North. He stated the subdivision plat amendment request is to divide the existing lot into 5 individual lots ranging in size from 1.5 acres to 2.1 acres. He stated each lot exceeds the minimum requirements for lot size and lot width as required by the general commercial zone and front of improvements will be required and installed as individual lots develop.

**Commissioner Bevan motioned for a positive recommendation for subdivision plat**

**amendment request.** Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

**6. Decision on Site Plan Design Review Request for the Lex Apartments Development by the Lex Apartments, LLC, Located at Approximately 1200 North Franks Drive in the MR-16 Multi-Family Residential Zoning District on 10.66 Acres.**

*Presented by: Andrew Aagard*

Mr. Aagard stated the ten-acre parcel is located approximately 1200 North Franks Drive in a MR-16 zone. He stated the site plan proposes development as MR-14. He stated there is no access from Franks Drive. He stated the site meets the requirements for open space and required trees/shrubs, building architecture with brick, stucco, and siding, and design standards. He stated the applicant is proposing a pool house with additional details in the staff report.

**Commissioner Robinson moved to approve the site plan design review request for the Lex**

**Apartments Development.** Commissioner Bevan seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan,

“Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

**7. Recommendation on a Minor Subdivision Request by Green River, LLC, for the Green Rock Minor Subdivision, to Subdivide an Existing Parcel of Record Located at 353 East 500 North in the R1-7 Residential Zoning District on 0.41 Acres.**

*Presented by: Andrew Aagard*

Mr. Aagard stated the subject property is located at 353 East 500 North in the R1-7, residential zoning district. He stated it does have an existing home on the property; the applicant proposes to divide the property into two lots and build a home on the second lot while keeping the original house on the other lot.

**Commissioner Bevan moved to a positive recommendation on a minor subdivision request by Green River, LLC.** Chairman Hamilton seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

**8. Recommendation on a Subdivision Preliminary Plan Request by DR Horton, Inc., for Western Acres Phase 1 Located at Approximately 1900 North Copper Canyon Drive in the MR-16 PUD Multi-Family Zoning District on 12.5 Acres.**

*Presented by: Andrew Aagard*

Mr. Aagard stated the subject property is a part of the MR-16 zoning, developed largely with single-family homes and some townhomes. He stated there would be 130 townhouse lots creating frontages, amenity areas, and roads which will be private roads maintained by the HOA. He stated phase 1 meets the parking requirements and is undergoing the site plan reviews.

Commissioner Hammer asked if the design is a later discussion.

Commissioner Thomas asked when the amenities will be coming in.

David Lewis, the applicant, stated phase one takes care of many of the utilities and drainage; phase two is when the amenities will be focused one, and phase three will be the main area with courts.

Commissioner Thomas asked if the applicant or Commissioner McCall wanted to address the site plan of Stansbury because DR Horton also did the Stansbury project. Mr. Lewis stated the



project was picked up after it was designed but this specific project can be done in more depth and detail to what the City wants.

**Commissioner Sloan moved for a positive recommendation on a subdivision preliminary plan request by DR Horton.** Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

## **9. City Council Reports**

*Presented by: Council Member Manzione*

Council Member Manzione stated there was nothing to report from the City Council that pertained to the Planning Commission. She stated there is a national accredited main street program that is coming to Utah with the pilot program being in Brigham City and Price. The program helps the revise and rejuvenate the downtown area by building a diverse economic base. She stated it helps decide what or town really needs and find different avenues for funding.

Chairman Hamilton stated the City could benefit from this; UDOT sits on the board.

Commissioner Hammer asked who was on the committee.

Chairman Hamilton stated it is an informal committee of local business owners and citizens. He stated if someone wanted to get involved to reach out to Jared Steward.

Commissioner Sloan asked if the City Council could review the budget regarding what they needed to get a head of.

Council Member Manzione stated they did have a budget hearing last meeting and would recommend to read through the budget. She stated next City Council meeting will adopt the budget.

## **10. Review and Approval of Planning Commission Minutes for Meeting held on May 26, 2021.**

Commissioner Hammer stated she was listed in the motions, though she was excused from the previous meeting.

**Commissioner Hammer moved to approve the May 26th minutes with the changes listed above.** Commissioner Thomas seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner

Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

**11. Planning Commission Training on a 2021 General Legislative Session Update.**

*Presented by Jim Bolser*

Mr. Bolser stated the training was about the changes to state law resulting from this year’s legislative session. There were three significant bills related to land use and building which were House Bill 82 regarding single-family housing modifications, House Bill 409 regarding municipal and county land use and developments, and House bill 98 in regards to local government building regulations.

He reviewed the following passed bills:

HB 19, HB 23, HB 28, HB 52, HB 83, HB 107, HB 115, HB 151, HB 171, HB 256, HB 297, HB 368, HB 433, SB 65, SB 72, SB 113, SB 125, SB 130, SB 164, SB 194, SB 201, SB 217, SB 240, and SB 243.

He stated some interim issues are expected to include billboards similar to SB 61 and SB 144 and the Utah Lake Authority similar to HB 364 which were all defeated in the general session.

**12. Adjourn**

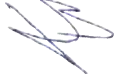
**Chairman Hamilton adjourned the meeting at 9:28 p.m.**

*The content of the minutes is not intended, nor are they submitted, as a verbatim transcription of the meeting. These minutes are a brief overview of what occurred at the meeting.*

Approved this \_\_\_\_\_ day of June, 2021

\_\_\_\_\_  
Tyson Hamilton, Tooele City Planning Commission Chair

MEMORANDUM

To: Tooele City Council  
Cc: Debbie Winn, Mayor  
Michelle Pitt, City Recorder  
From: Jim Bolser, AICP, Director   
Date: January 27, 2022  
Re: Tooele Crossing Zoning Map Amendment Continuation

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Subject:

During the City Council meeting of June 16, 2021, the City Council held a public hearing and heard testimony and discussion regarding Ordinance 2021-19 to amend the Tooele City Zoning Map for 14.3 acres of property at 300 West 1000 North, excerpts of the minutes for that meeting can be found in Exhibit "C" to this memo. This review followed the Planning Commission's positive recommendation, by a 5-2 vote, on June 9, 2021, excerpts of the minutes for that meeting can be found in Exhibit "B" to this memo. During that meeting the Council voted to continue the review to a future meeting by a 4-1 vote. As a part of that continuation, the Council requested the applicant have a traffic study conducted as well as receiving feedback from UDOT regarding the intersections with State Road 112 (1000 North) and submit a more details concept plan to examine the potential impact of the conceptual development of the subject property should the Zoning Map Amendment be approved. In the time since, the applicant has commissioned that traffic study and submitted that work to the City for review. The staff has reviewed the study and determined that it has examined the scope of review requested by the Council. The study submitted can be found in Exhibit "D" to this memo.

As a part of the Planning Commission's consideration of this application, the Commission initially reviewed the application on May 26, 2021, excerpts of the minutes for that meeting can be found in Exhibit "A" to this memo, following which the Commission unanimously voted to table their consideration. One of the primary points of consideration for the Commission was the appropriate zoning district to which the subject property should be assigned. During their June 9, 2021 meeting the Commission initially voted to forward a negative recommendation, by a 4-3 vote, on the application's initial request to be assigned to the MR-25 Multi-Family Residential zoning district. Following that vote, the Commission opted to have additional discussion where the positive recommendation noted above was determined to include assignment to the MR-16 Multi-Family Residential zoning district. Through the work and discussions in the time since the Council voted to continue your review, the applicant has identified intent to continue forward with the application seeking assignment to the MR-16 Multi-Family Residential zoning district.

As always, should you have any questions or concerns please feel free to contact me at any time.

# TOOELE CROSSING

## 224 DELUXE CONDOMINIUMS

256 WEST 1000 NORTH TOOELE, UTAH

LOCATED IN THE SOUTHEAST & THE SOUTHWEST QUARTERS  
OF SECTION 16 TOWNSHIP 3 SOUTH, RANGE 4 WEST, SALT LAKE BASE AND MERIDIAN  
TOOELE CITY, TOOELE COUNTY

Crescent Court Condominiums Owners  
Crescent Court Townhomes, LLC  
Will Jones 11075 South State Sandy, Utah 84070  
Roger Bennett 48 North 100 East Alpine, Utah 84004

Allstar Bowling and Entertainment Owner  
Brad Shepherd  
1776 West 7800 South West Jordan, Utah 84084

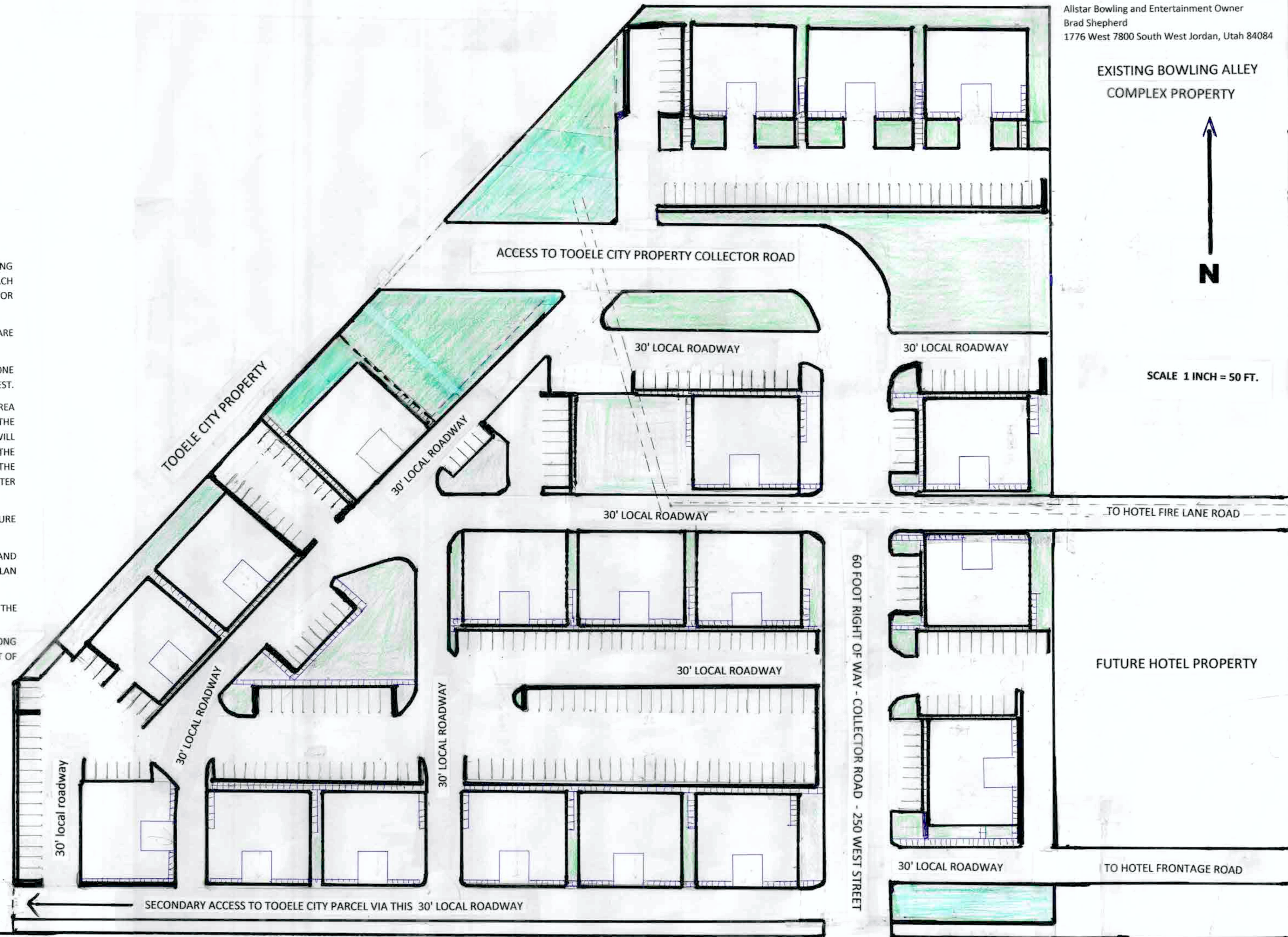
EXISTING BOWLING ALLEY  
COMPLEX PROPERTY



SCALE 1 INCH = 50 FT.

### PRELIMINARY LAYOUT NOTES

- 1- EACH SQUARE LOT OUTLINE FOR A 3- STORY, 12 DWELLING UNIT RESIDENTIAL BUILDING ALLOWS FOR SETBACKS AND SIDEWALKS FOR PEDESTRIANS TO ACCESS PARKING AREAS. EACH RESIDENTIAL BUILDING HOUSES 12 UNDERGROUND ASSIGNED PARKING STALLS WITH ONE FOR EACH RESIDENCE.
- 2- A SECOND PARKING STALL FOR EACH RESIDENCE PLUS 3 VISITOR PARKING STALLS ARE LOCATED NEARBY FOR EACH BUILDING.
- 3- LOCAL ROADWAYS WILL BE DESIGNED AS 30 FEET WIDE AS ALLOWED IN THE OVERLAY ZONE SWITH THE SOUTH, PROVIDING A SECOND ACCESS TO THE TOOELE CITY PARCEL ON THE WEST.
- 4 - THE NEW INTERSECIION OF SR 112 (J)1000 NORTH) AT 250 WEST WILL ENTER THE AREA ACCORDING TO THE FINALUDOT APPROVED LOCATION APPROXIMATELY 148 FEET WEST OF THE EAST PROPERTY LINE. THIS COLLECTORROAD WILL HAVE A 60 FOOT RIGHT OF WAY AND WILL HAVE SIDEWALKS, PARK STRIPS, AND CURB AND GUTTER, TO BEDESIGNED AND DRAWN ON THE OFFICIAL CONCEPT PLAN WHEN SUBMITTED IN THE FUTURE, IN CONJUNCTION WITH THE MAGNUS HOTEL GROUP PLANS FOR A HOTEL ON THE EAST PARCEL TO BE SUBMITTED AFTER APPROVAL OF THE MINOR SUB-DIVISION CURENTLY IN THE PROCESS.
- 5- THE TWO LOCAL ROADWAYS ON THE EAST PROPERT LINE WILL CONNECT WITH THE FUTURE FIRE LANE AND FRONTAGE ROAD FROM THE HOTEL PROPERTY WHEN APPROVED.
- 6- DETAILED DRAWINGS OF THE COLLECTOR RAD SIDEWALKS, PARKSTRIPS AND CURB AND GUTTERS WILL BE DESIGNED AND SUBMITTED AS PART OF THE FORMAL CONCEPT PLAN FORTHIS PROJECT IN THE FUTURE.
- 7- TRASH DUMPSTERS AND RECYCLE BINS WILL ALSO BE DESIGNED AND INCLUDED ON THE FORMAL CONCEPT DESIGN WHEN SUBMITTED.
- 8- PROJECT BOUNDARY 6 FOOT PRIVACY FENCING IS PROPOSED FOR THE PROJECT ALONG EXTERIOR PROPERTY LINES. THE TYPE OF FENCING MATEERIAL WILL BE SELECTED AS PART OF THE FORMAL CONCEPT PLAN SUBMISSION.



1000 NORTH STREET SR-112

FUTURE 250 WEST INTERSECTION

**FIRST HOME**  
DEVELOPERS BUILDERS  
627 East 6910 South Midvale, UT 84047  
rod.engar@yahoo.com 801-558-1657

**TOOELE CROSSING**  
FAMILY CONDOMINIUMS

224 - 2 & 3 BEDROOM UNITS

PRELIMINARY CONCEPT DRAWINGS FOR MR-16 ZONING

# TOOELE CROSSING

## 224 DELUXE CONDOMINIUMS

256 WEST 1000 NORTH TOOELE, UTAH

### POSSIBLE FUTURE ELEVATIONS

EXTERIOR FINISH MATERIALS MAY VARY TO BE

IN LINE WITH CURRENT TOOELE CITY GUIDELINES

A THIRD LEVEL MAY BE INCLUDED IN ACTUAL PLANS



### SOUTH ELEVATION

NOTE: NORTH ELEVATION IS MIRROR

SCALE: 1/4" = 1'-0"



### EAST ELEVATION

SCALE: 1/4" = 1'-0"

**FIRST HOME**  
**DEVELOPERS BUILDERS**  
 627 East 6910 South Midvale, UT 84047  
 rod.engar@yahoo.com 801-558-1657

**TOOELE CROSSING**  
**FAMILY CONDOMINIUMS**

224 - 2 & 3 BEDROOM UNITS

PRELIMINARY CONCEPT DRAWINGS FOR MR. 16 ZONING

SHEET TITLE

BUILDING ELEVATIONS

A 1

BLDG.

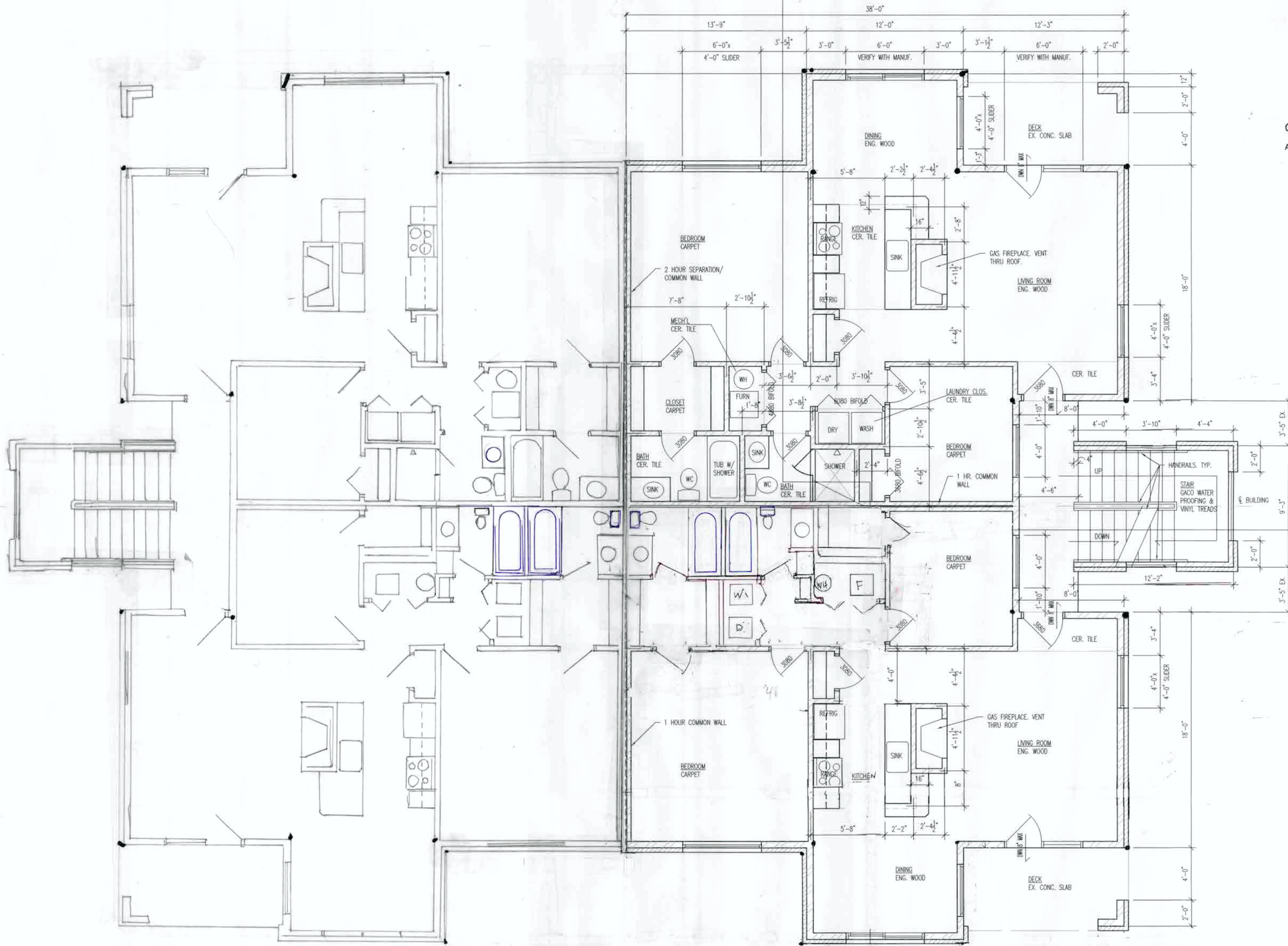
# TOOELE CROSSING

## 224 DELUXE CONDOMINIUMS

256 WEST 1000 NORTH TOOELE, UTAH

ONE POSSIBLE BUILDING PLAN FOR THE FUTURE CONDO PROJECT  
ACTUAL FLOOR PLANS MAY HAVE 2 BEDROOM, 3 BEDROOM AND STUDIO OPTIONS

**FIRST HOME**  
**DEVELOPERS BUILDERS**  
627 East 6910 South Midvale, UT 84047  
rod.engar@yahoo.com 801-558-1657



SCALE: 1/4" = 1'-0"



Bldg  
NEW

# TOOELE CROSSING

## FAMILY CONDOMINIUMS

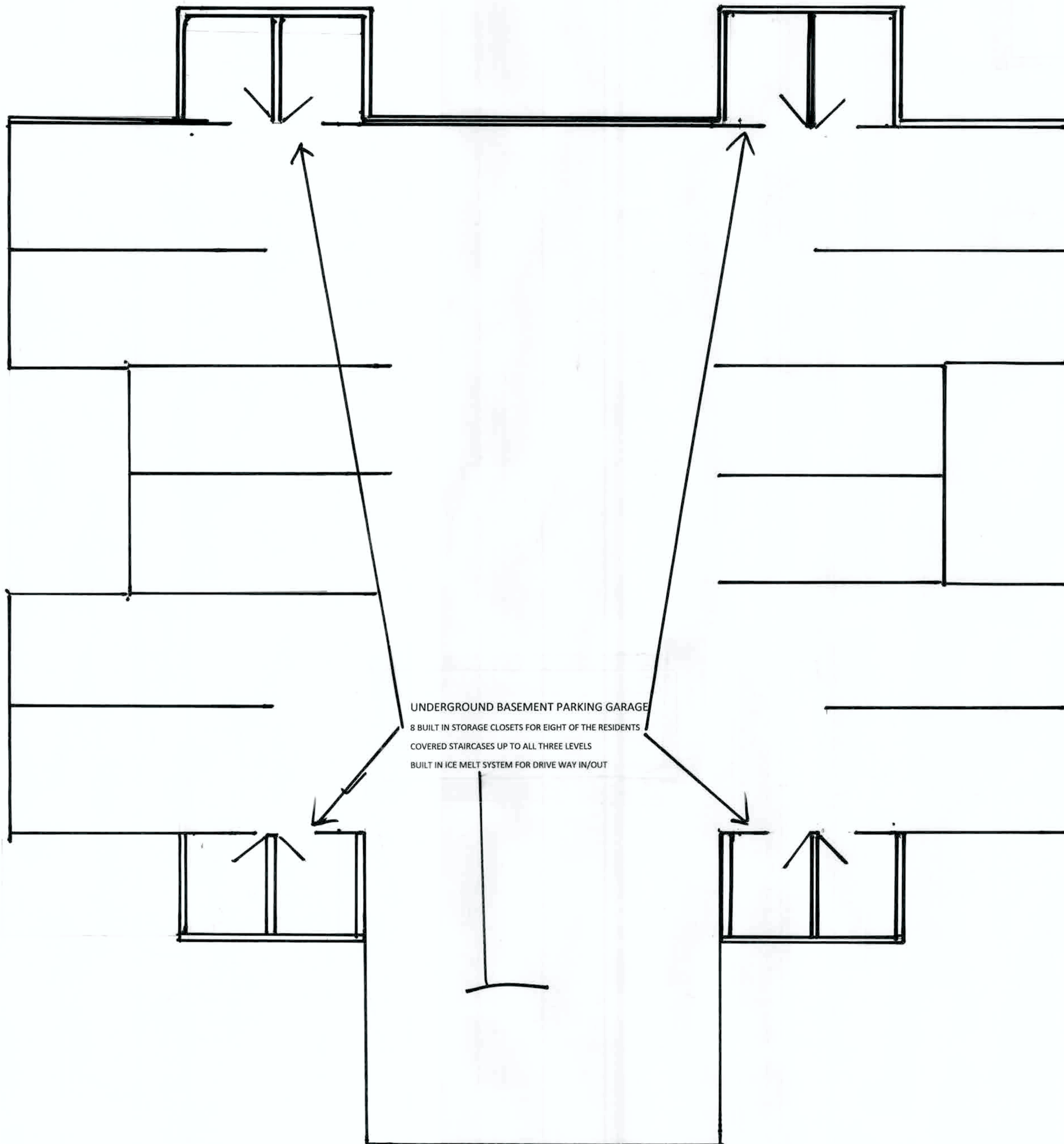
224 - 2 & 3 BEDROOM UNITS

PRELIMINARY CONCEPT DRAWINGS FOR MR.-16 ZONING

# TOOELE CROSSING

224 DELUXE CONDOMINIUMS

256 WEST 1000 NORTH TOOELE, UTAH



UNDERGROUND BASEMENT PARKING GARAGE  
8 BUILT IN STORAGE CLOSETS FOR EIGHT OF THE RESIDENTS  
COVERED STAIRCASES UP TO ALL THREE LEVELS  
BUILT IN ICE MELT SYSTEM FOR DRIVE WAY IN/OUT

**FIRST HOME**  
DEVELOPERS BUILDERS  
627 East 6910 South Midvale, UT 84047  
rod.engar@yahoo.com 801-558-1657

**TOOELE CROSSING**  
**FAMILY CONDOMINIUMS**  
224 - 2 & 3 BEDROOM UNITS

PRELIMINARY CONCEPT DRAWINGS FOR MR.-16 ZONING

UNDERGROUND PARKING  
12 STALLS

**EXHIBIT A**

**MAY 26, 2021 PLANNING COMMISSION MINUTES EXCERPTS**



Melanie Hammer, Excused

**3. Public Hearing and Recommendation on the Tooele Crossing Zoning Map Amendment Request by Jeff Weeder, Representing Galloway & Company, Inc, to Reassign the Zoning for 14.3 Acres Located at Approximately 300 West 1000 North to the MR-25 Multi-Family Residential Zoning District.**

**Presented by: Andrew Aagard**

Mr. Aagard stated the applicant is requesting the property be changed to MR25 zoning to facilitate higher residential usage with the combination of apartments and or townhomes. He stated the developer has not submitted any plans at this time. He stated a reminder that the request relates to site plan and not land use. He stated the City has no management over the right-away or the road; the developer will have to work with UDOT.

Commissioner Thomas asked if there has been an effort from the applicant to work with UDOT. Chairman Hamilton stated that the responsibility is the applicants. Commissioner Smith asked if this is the property with the drainage issue. Mr. Aagard stated it is the next item on the agenda.

Chairman Hamilton opened for public comment.

Kathleen Harts stated her concern is about the busy traffic on the 1000 north. She stated she did send an email, which reads as follows:

*PLEASE do not consider rezoning the property located at approximately 300 W 1000 N, from general commercial o multi-family residential!*  
*Traffic along 1000 North is already out of control! The more industrial business coming into the valley, it appears a majority of that traffic uses 1000 North. With the traffic comes increased incidents, resulting in minor to critical injuries; these incidents occur, on the average 2-3 times per month. I have personally registered complaints to the police department. My home “backs up” to 1000 North. I work out of our home. It is not the “normal” traffic that is an issue. It is the “modified” cars, the semis and their air brakes. And vehicles exceeding the speed limit that becomes a hinderance. I truly would not be surprised to have a vehicle end up in my backyard one day. The speed limit needs to be reduced and law enforcement needs to enforce!*  
*Another Concern is with a liquor establishment, (Pins & Ales), being so close. This appears to be crime just waiting to happen!*  
*PLEASE, PLEASE, PLEASE DO NOT consider rezoning the property located at approximately 300 W 1000 North from general commercial to multi-family residential!*  
*Thank you so much!*

Mr. Baker expressed his desire to share with the Commission his perspectives of the history and context of the MR-25 zoning district. He stated the time the zoning district was proposed, it was proposed as a targeted solution in a small part of town to work for what the City needed. He

stated the zoning district is not intended to be a default as a high density or popular zoning district, it is the least used and requires the most study.

Commissioner Smith stated the parcel of land is a natural buffer from the railroad. He asked if the City goes through with this change for a residential area, where would the commercial area be moved to. He stated it is currently zoned for what it should be.

Commissioner McCall stated the developer should bring this to commission after he has brought this to UDOT.

Mr. Bolser stated UDOT has sole control of SR-36 and SR-112, meaning that applicants have to go to UDOT for any access and for improvements they would require along those frontages. He stated the applicant is basically guaranteed an access point at 300 West where it is identified in corridor access agreement. He stated that only a portion of the parcel on the back-side of the property is being asked to be rezone so it would also have access onto 200 West through the remainder of the property. He stated the property in question is not prime commercial because there is not great access from 1000 North.

Commissioner Robinson stated his concern is the parcel becoming MR-25 because of the lack of a concept plan and would like to see a discussion between the applicant and the staff.

Mr. Bolser stated there has not been a discussion with the applicant yet, though the General Plan does identify the long range use of the area as multi-family residential, the Planning Commission does not have an obligation to change it.

Commissioner Thomas asked Commissioner Robinson if he would be more comfortable if the applicant asked for MR16 instead of MR25. Commissioner Robinson stated he would be more comfortable, but with the lack of detail and a full understanding, is it the right time and right zoning?

Commissioner Smith stated the applicant might want to change zoning to get it as high as it can be, then re-sell it. He stated he does not want to vote for it because the applicant is not there to answer questions.

Commissioner Sloan stated rooftops come before commercial. He stated the road is a state highway, which means with growth comes transit and walking communities. He stated without homes to put their employees in, the commercial won't come.

Mr. Bolser stated the Planning Commission does not have to make a recommendation on the amendment during the meeting but can choose to table it and wait for the applicant to be at the meeting to answer their questions.

Commissioner Sloan stated he would be comfortable tabling it.

**Commissioner Sloan moved to table the Tooele Crossing Zoning Map Amendment until the developer can be present.** Commissioner McCall seconded the motion. The vote was as

follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Commissioner Smith, “Aye”, Chairman Hamilton, “Aye”.

**4. Public Hearing and Decision on a Conditional Use Permit Request by Haasen Tara to Authorize the Use of “Warehouse” and “Accessory Outside Storage” for Approximately 54 Acres Located at Approximately 1188 West Utah Avenue in the Light Industrial Zoning District.**

**Presented by: Andrew Aagard**

Mr. Aagard stated the property is currently light industrial; the applicant would like to use it as a warehouse and storage on the property. He stated it is a public hearing, but no comments or concerns have been registered. He stated there is a storm drain issue on the property, but has little knowledge about it.

Mr. Baker stated a recommendation for the letter to be entered in the minutes and as part of the public hearing record. He stated the purpose of the letter is not to object to the project but to have a clear record of the asserting its prescriptive storm water easements on the property. He stated there is a need for storm drainage to be re-established.

Commissioner Robinson stated the letter was from 2019 and asked if the applicant was aware of the drainage issue. Mr. Baker stated the letter was sent to then-current owner in 2019, the current applicant has not been notified of the letter by Mr. Baker.

Commissioner Sloan stated it has to be disclosed to all potential buyers.

Commissioner Jensen asked if this was the ditch that goes through settlement canyon.

Mr. Baker stated there are storm water channels on both North and South sides of Utah Avenue, each of which cross the railroad through culverts, with the current application being for the North side.

Commissioner Jensen stated the proposed turning area is not strike. He asked if it is the city or developer who is responsible.

Mr. Hansen stated the site plan is under review and consideration with a request on a traffic study, striking is not there today but it will be apart of the site plan and approval.

**Commissioner Sloan moved to add the letter to the minutes.** Commissioner Thomas seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, Commissioner Smith, “Aye”, and Chairman Hamilton, “Aye”.

Chairman Hamilton opened to the public comment.

Commissioner Smith stated he would like the applicant to be here to answer any questions.

**EXHIBIT B**

**JUNE 9, 2021 PLANNING COMMISSION MINUTES EXCERPTS**

**3. Public Hearing and Decision on a Conditional Use Permit to Allow the Use of “Commercial Day-Care” on Property Located at 251 North First Street, in the Former Harris Elementary School, by DeAnn Christensen in the MR-8 Multi-Family Residential Zoning District.**

*Presented by: Andrew Aagard*

Commissioner Sloan declared he helped the applicants find and purchase the property and currently serves as a volunteer on the Friends Board of the entity that will operate the day care.

Mr. Aagard stated the property is zoned as MR-8 with 8 units per acre. He stated the surrounding properties are single-family residential. He stated the permit would allow a daycare on the property with approximately 26 children. He stated the applicant included a site plan that showed 20 parking spaces south of the building.

Chairman Hamilton opened to public comment.

**Commissioner Robinson moved to approve the conditional use permit to allow the use of “Commercial Day-Care” on the property.** Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye”, and Chairman Hamilton, “Aye”.

**4. Recommendation on the Tooele Crossing Zoning Map Amendment Request by Jeff Weeder, Representing Galloway & Company, Inc, to Reassign the Zoning for 14.3 Acres Located at Approximately 300 West 1000 North to the MR-25 Multi-Family Residential Zoning District (Continued from the May 26th Planning Commission Meeting).**

*Presented by: Andrew Aagard*

Mr. Aagard stated this topic was tabled during the last meeting because the Planning Commission wanted the applicant to be there to answer questions. He stated the applicant is requesting the property be changed to MR-25 zoning to facilitate higher residential usage with the combination of apartments and or townhomes. He stated this is not a public hearing, but comments were provided after the public hearing closed during the May 26<sup>th</sup> meeting.

The applicant stated high density makes sense for the given area with the benefits being less water usage for the landscape, being closer to major road ways for traffic, lower infrastructure and maintenance cost. He stated it encourage a walkable community. He stated because 1000 North and Main Street are UDOT owned, the city is not burdened with maintenance of those roads. He stated there is a corridor agreement with UDOT to designate multiple routes coming in and out of the property. He stated sales tax revenue would go up from more people moving in and by having higher density, would allow more jobs.

Commissioner Robinson stated it is a great place for high density housing, but his concern is the difference between MR-16 and MR-25 units per acre. He stated this property is surrounded by MR-16 and asked the applicant how the MR-25 would blend in.

The Applicant stated the property would fit right in to the community because it accomplishes many of the same goals. He stated it allows a place for the work force to live, meets the goals faster, and meets all the requirements with little notice to the difference between MR-16 and MR-25.

Commissioner Robinson stated it is a drastic increase and would like to see continuous zoning.

Commissioner Smith asked if the units are rental units or privately owned. He stated if the applicant does not have a plan for property, what is stopping them from selling to a third party.

The applicant stated they are involved in the process, but he is a representative for the owner and builders and cannot speak for them.

Commissioner Smith disagrees that it is not far enough out of town because it will increase traffic to the already overcrowded roadways. The applicant stated the roads coming from the development are UDOT's responsibility.

Commissioner Thomas stated the look is important and has the potential to be an asset to the City. He stated with any development the City allows, there will be more traffic.

Commissioner McCall stated the applicant answered his questions and concerns regarding UDOT. He stated he does have a concern for the additional traffic on 1000 North because it is already a mess. He stated he does not want this project to look like the Stansbury project because it looks cheap and there is no parking.

The applicant stated a traffic study could be done and UDOT would be obligated to put a light.

Commissioner Bevan stated putting another light in does not help the amount of people on the roads. She stated the property would be better as high density, but MR16 is a good size because it flows better, there are fewer people, and it still helps with the housing issue.

Commissioner Hammer stated she is not in favor because it allows more developments to come in and change the plans.

Commissioner Sloan stated during the budget discussion at the City Council meeting, it was stated Tooele City has a serious revenue problem. He stated the reality is the people cannot stay within the City because there is no affordable housing and that is why the city wants retail. He stated the reality is that retail needs have changed and places don't need big box retailers. He stated Transit is all over walkable communities; the City doesn't get transit until it has roof tops. He stated traffic is bad, but UDOT can only do what they can do; Midvalley highway will be

here by the end of the year. He stated the Planning Commission has to make the hard decisions and look at the future.

Commissioner Thomas stated there is an opportunity to allow the Planning Commission to decide on a look and feel of what they like and decide later.

Chairman Hamilton stated the Planning Commission has some control over what the product could be.

Commissioner Hammer asked when the Planning Commission looked at the master plan and decided MR16, what was the reason they didn't make it MR25.

Commissioner Thomas stated it had the possibility to be a commercial property.

Commissioner Hammer stated it was more appropriate further west when looking and talking about the master plan.

Commissioner McCall stated the concern is how everything would fit without negatively affecting the citizens. He stated the City needs rooftops to bring in the businesses; the state is reactive and someone needs to be proactive. He stated the road needs to be wide enough to accommodate the added rooftops.

The applicant stated there are not very many places that have a designated commercial area. He stated this is an opportunity for the next generation to stay and grow up in Tooele.

Commissioner Sloan stated this is the eighth or ninth high density application for MR16 to MR25. He stated there is no other places to go within the City.

Mr. Bolser stated there are four options for a motion. They are as follows: recommend the City Council deny application altogether, motion for a positive recommendation to the City Council for the MR-25 which is what the applicant requested, motion for a positive recommendation to the City Council for a different specific zone, and an option to continue the discussion for further discussion.

**Commissioner Thomas motioned to recommend the Tooele Crossing Zoning Map Amendment as MR25.** Commissioner Sloan seconded the motion. The vote was as follows: Commissioner McCall, "Naye", Commissioner Robinson, "Naye", Commissioner Bevan, "Naye", Commissioner Hammer, "Naye", Commissioner Sloan, "Aye", Commissioner Thomas, "Aye," and Chairman Hamilton, "Aye".

The motion did not receive a positive recommendation.

**Commissioner Sloan motioned to recommend the Tooele Crossing Zoning Map**

**Amendment as MR16.** Commissioner Robinson seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Naye,”, and Chairman Hamilton, “Naye”.

**5. Recommendation on a Subdivision Plat Amendment Request to Amend Lot 1 of the Oristruts Minor Subdivision by Off-Road Innovations, Inc., Located at Approximately 2400 North 600 East in the GC General Commercial Zoning District on 8.81 Acres.**

*Presented by: Andrew Aagard*

Mr. Aagard stated the property north of the fish food plant and East of the Lydiard Home Furnishing store. He stated the property is currently zoned for GC, general commercial with research and development to the North. He stated the subdivision plat amendment request is to divide the existing lot into 5 individual lots ranging in size from 1.5 acres to 2.1 acres. He stated each lot exceeds the minimum requirements for lot size and lot width as required by the general commercial zone and front of improvements will be required and installed as individual lots develop.

**Commissioner Bevan motioned for a positive recommendation for subdivision plat**

**amendment request.** Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

**6. Decision on Site Plan Design Review Request for the Lex Apartments Development by the Lex Apartments, LLC, Located at Approximately 1200 North Franks Drive in the MR-16 Multi-Family Residential Zoning District on 10.66 Acres.**

*Presented by: Andrew Aagard*

Mr. Aagard stated the ten-acre parcel is located approximately 1200 North Franks Drive in a MR-16 zone. He stated the site plan proposes development as MR-14. He stated there is no access from Franks Drive. He stated the site meets the requirements for open space and required trees/shrubs, building architecture with brick, stucco, and siding, and design standards. He stated the applicant is proposing a pool house with additional details in the staff report.

**Commissioner Robinson moved to approve the site plan design review request for the Lex**

**Apartments Development.** Commissioner Bevan seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan,



**EXHIBIT C**

**JUNE 16, 2021 CITY COUNCIL MEETING MINUTES EXCERPTS**

6. **Public Hearing and Motion on Resolution 2021-70 A Resolution of the Tooele City Council Adopting a Final Budget for Tooele City for Fiscal Year 2021-2022**  
*Presented by Shannon Wimmer, Finance Director*

Ms. Wimmer stated it is the final hearing to adopt the budget. She stated the adjustments that were made were given to the City Council, but overall, it is the same budget that was presented in May.

Chairman Gochis opened to the public.

**Council Member Manzione motioned to approve Resolution 2021-70, adopting the final budget.** Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Brady, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

Mayor Winn stated her gratitude for the staff and Ms. Wimmer for putting together the budget. She stated the budget book will be put online and a printed version will be available for the public to view.

7. **Public Hearing & Motion on Ordinance 2021-19 An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the MR-25 Multi-Family Residential Zoning District for Approximately 14.3 Acres of Property Located at Approximately 300 West 1000 North**  
*Presented by Jim Bolser, Community Development Director*

Mr. Bolser stated the applicant is requesting the property be changed to MR-25 zoning to facilitate higher residential usage with the combination of apartments and or townhomes although a concept plan has not been provided. He stated the Planning Commission shared their concerns for MR-25 and forwarded a positive recommendation to make the zone MR-16 with a split vote of five to two.

Mr. Bolser stated the Council had three options to move forward. He stated option one was to consider the applicants request of MR-25 and approve or deny it. He stated option two is to consider the Planning Commission's recommendation and move forward with MR-16 by tabling this review and allowing the applicant to revise his application to a request for that zoning. He stated option three was to table the ordinance and discuss it further.

Council Member Brady asked for clarification on access points.

Mr. Bolser stated through the corridor agreement, there was a right-in, right-out only at 300 West. Council Member Brady stated most of the traffic from the development would

go to 200 West. Council Member Hansen asked what UDOT is doing to the roads when they close them for construction in June. Mayor Winn stated UDOT would not be adding any lanes, only repairing the roads.

Council Member Manzione stated much of the discussion at the Planning Commission meeting was around not knowing what would actually be put there. She stated MR-16 is big enough and not having a concept plan, it is hard to allow anything bigger.

Council Member Hansen stated the Council has some room to help guide the project upon approvals.

Council Member Brady stated his concern is for the traffic on the road.

Boyd Pries, the applicant, stated they are happy to bring back a concept plan, but he wants to make sure they are going in the same direction. He stated they want to work with Tooele City's ideas. He stated the rezone makes sense for MR-25 and high density because it attracts retail and commercial, increases sales tax Main Street and 1000 North allows people to get in and out of the neighborhood without disrupting other neighborhoods, less traffic that is generated per person, develops walkable community, lower infrastructure costs to City, and it's a great location for public transit. He stated it provides a work, live, and play atmosphere within the community.

Council Member Hansen asked if there was a possibility for access at 250 West and 300 West.

Mr. Pries stated the exhibit he has, has an exit at 250 West and a possibility of a light at 300 West.

Mr. Bolser stated he pulled the corridor agreement which has allowance at 250 West access only if there is spacing. He stated there currently is not any spacing there.

Council Member Manzione stated during the Planning Commission meeting it was stated they do not have a builder yet. Mr. Pries stated they wanted to sell to just a builder but stay involved in the process.

Council Member Brady asked if the plan is apartments and or townhomes.

Mr. Pries stated it would most likely be condominiums but does not have a site plan currently.

Chairman Gochis opened the public hearing.

Jace Bakehead stated there is opportunity for retailers like TJ Maxx, Hobby Lobby, etc. to come in if Tooele has higher density. He stated retailers look at the density. He stated he wants the City to be excited for the project which will be developed in phases as they work together.

Greg Shields, retail broker, stated Tooele City is special to him. He stated he is the guy that sits in the room and finds out what it takes to bring in the commercial including zoning at MR-16 or MR-25.

Mr. Bolser stated there were public comments received for the Planning Commission hearing which were provided to the Council as a part of their packet.

Chairman Gochis stated she has concern on a walkable community because the possibility of 350 units on 14 acres brings in many children. She stated her fear for children being near the busy road and walking. She stated she would like to see a study of how it will impact area.

Council Member Manzione asked if walking paths can be added to the traffic study. Mr. Bolser stated the walking paths can be added as an pedestrian element of traffic study.

Council Member Graf stated they are not able to change the railroad tracks, location, etc., so he doesn't see it as a feasibility for MR-25. He stated his proposal would be to table for MR-16 consideration.

Mr. Bolser stated the Council could table and discuss MR-25 further with the requested study information or table and suggest the applicant revise to MR-16, but if the applicant does not want that, they make a circle back to where they are now.

Council Member Manzione stated she is not a fan of MR-25, but is not opposed for further discussion to be fair to the applicant.

**Council Member Manzione motioned to table Ordinance 2021-19 for further discussion with a concept plan, traffic study, and water study being presented.**

Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Naye," Council Member Brady, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

8. **Resolution 2021-65 A Resolution of the Tooele City Council Authorizing the Tooele City Purchasing Agent to Dispose of Surplus Personal Property (Finance)**  
*Presented by Michelle Pitt, Tooele City Recorder*

Ms. Pitt stated the City Council declare two Yamaha Scooters surplus and allow them to go to outside auction.

Council Member Hansen asked where they take them to auction.

Ms. Pitt stated the fleet manager takes them to TNT auction.

Council Member Graf asked what the scooters were used for.

**EXHIBIT D**

**APPLICANT SUBMITTED TRAFFIC STUDY & INFORMATION**

# Zoning, General Plan, & Master Plan Map Amendment Application

Community Development Department  
90 North Main Street, Tooele, UT 84074  
(435) 843-2132 Fax (435) 843-2139  
[www.tooelecity.org](http://www.tooelecity.org)



*Notice:* The applicant must submit copies of the map amendment proposal to be reviewed by the City in accordance with the terms of the Tooele City Code. Once plans for a map amendment proposal are submitted, the plans are subject to compliance reviews by the various city departments and may be returned to the applicant for revision if the plans are found to be inconsistent with the requirements of the City Code and all other applicable City ordinances. All submitted map amendment proposals shall be reviewed in accordance with the Tooele City Code. Submission of a map amendment proposal in no way guarantees placement of the application on any particular agenda of any City reviewing body. It is **strongly** advised that all applications be submitted well in advance of any anticipated deadlines.

Project Information					
Date of Submission: <b>October 20, 2021</b>		Current Map Designation: <b>GC-General Comm</b>		Proposed Map Designation: <b>MR - 16 Residential</b>	
Project Name: <b>Tooele Crossing - Residential</b>			Parcel #(s): <b>02-126-0-0032</b>		
Project Address: <b>256 West 1000 North Tooele</b>			Acres: <b>14.329</b>		
Proposed for Amendment: <input type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input checked="" type="checkbox"/> Master Plan: <b>Zoning Map</b>					
Brief Project Summary:  <b>AMENDMENT TO ORIGINAL APPLICATION ONLY. REQUEST FOR MR-16 ONLY. FEE PAID ON ORIGINAL APPLICATION.</b> Map amendment to rezone the Western 14.329 acres of parcel # 02-126-0-0032 from commercial zoning to MR -16 to comply with the future land use map in the General Plan.					
Property Owner(s): <b>TP Tooele, LLC</b>			Applicant(s): <b>Rod Engar</b>		
Address: <b>6465 South 3000 East, Ste.104</b>			Address: <b>627 East 6910 South</b>		
City: <b>Salt Lake City</b>	State: <b>UT</b>	Zip: <b>84121</b>	City: <b>Midvale</b>	State: <b>UT</b>	Zip: <b>84047</b>
Phone: <b>801-634-8000</b>			Phone: <b>801-558-1657</b>		
Contact Person: <b>Rod Engar</b>			Address: <b>627 East 6910 South</b>		
Phone: <b>801-558-1657</b>			City: <b>Midvale</b>	State: <b>UT</b>	Zip: <b>84047</b>
Cellular: <b>801-558-1657</b>	Fax:		Email: <b>rod.engar@yahoo.com</b>		

\*\*The application you are submitting will become a public record pursuant to the provisions of the Utah State Government Records Access and Management Act (GRAMA). You are asked to furnish the information on this form for the purpose of identification and to expedite the processing of your request. This information will be used only so far as necessary for completing the transaction. If you decide not to supply the requested information, you should be aware that your application may take a longer time or may be impossible to complete. If you are an "at-risk government employee" as defined in Utah Code Ann. § 63-2-302.5, please inform the city employee accepting this information. Tooele City does not currently share your private, controlled or protected information with any other person or government entity.

### Note to Applicant:

Zoning and map designations are made by ordinance. Any change of zoning or map designation is an amendment the ordinance establishing that map for which the procedures are established by city and state law. Since the procedures must be followed precisely, the time for amending the map may vary from as little as 2½ months to 6 months or more depending on the size and complexity of the application and the timing.

For Office Use Only			
Received By:	Date Received:	Fees:	App. #:

**FIRST HOME**  
**DEVELOPERS BUILDERS**  
627 East 6910 South Midvale, UT 84047  
rod.engar@yahoo.com 801-558-1657

AMENDMENT TO EXISTING APPLICATION FOR REZONING - Zoning Map Questions

1. What is the present zoning of the property? General Commercial

2. Explain how the proposed zoning is consistent with the current land use designation.

The current land use in the general area is single and multifamily residential land, West of 200 West with the exception of the Bowling Alley Entertainment Center, and the 4 - acre (approx.)

Currently being subdivided from this parcel in question.

3. Explain how the proposed zoning is similar or compatible with the current zoning in the area.

All nearby parcels to the North, West and South of this parcel are Residential zones, with MR-16 zones immediately North, West and further West of the railroad tracks.

4. Explain how the proposed zoning is suitable for the existing uses of the subject property.

The subject property is a vacant lot, surrounded on three sides by residential developments, and therefore is suitable for similar use.

5. Explain how the proposed zoning promotes the goals and objectives of Tooele City.

The master plan of the City shows a goal for additional residential development in this area, which growth supports the growing commercial development in the vicinity such as Walmart and the other stores and commercial services already available in this part of town, with additional growth in the immediate area, just East of this parcel in the near future.

# Crossing Condos

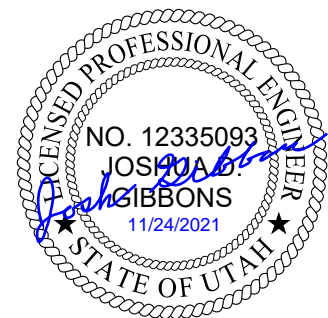
## Traffic Impact Study



## Tooele, Utah

November 24, 2021

UT21-2002





## EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Crossing Condos development located in Tooele, Utah. The Crossing Condos development is located west of the 200 West / 1000 North (S.R. 112) intersection.

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 morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

**Table ES-1: Morning and evening Peak Hour Level of Service Results**

Intersection		Level of Service							
		Existing (2021)				Future (2026)			
		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM
1	200 West / 1000 North (S.R.112)	A	B	A	B	A	B	B	B
2	250 West / 1000 North (S.R. 112)	a	a	a	a	a	a	a	b
3	South Access / 200 West	a	c	a	c	a	c	a	c
4	North Access / 200 West	a	b	a	b	a	b	a	b

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. Background (without project traffic), Plus Project (with project traffic)  
 Source: Hales Engineering, November 2021

**Table ES-2: Recommended Storage Length**

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	200 West / 1000 North (S.R.112)	100	125	-	-	100	150	-	150	220	-	-	-	220	-	-	-
2	250 West / 1000 North (S.R. 112)	-	-	-	-	-	-	-	100	-	100	-	-	-	-	-	100
3	South Access / 200 West	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	North Access / 200 West	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-

1. Storage lengths are based on 2026 95th percentile queue lengths and do not include required deceleration / taper distances  
 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable  
 Source: Hales Engineering, November 2021

**SUMMARY OF KEY FINDINGS & RECOMMENDATIONS**

**Project Conditions**

- The development will consist of 224 residential condo units
- The project is anticipated to generate approximately 1,220 weekday daily trips, including 81 trips in the morning peak hour, and 99 trips in the evening peak hour

2021		
	Background	Plus Project
<b>Assumptions</b>	<ul style="list-style-type: none"> <li>• Tooele Hotel &amp; Commercial TIS (Hales, 2021) trip volumes added in background                             <ul style="list-style-type: none"> <li>◦ 250 West was assumed to be constructed with this project</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <b>250 West / 1000 North (S.R. 112):</b> left-turn and right-turn deceleration lanes required based on R930-6 requirements. Acceleration lanes are not required.</li> </ul>
<b>Findings</b>	<ul style="list-style-type: none"> <li>• Acceptable LOS at all study intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Acceptable LOS at all study intersections</li> </ul>
2026		
	Background	Plus Project
<b>Assumptions</b>	<ul style="list-style-type: none"> <li>• <b>200 West / 1000 North (S.R. 112):</b> Installed southbound right-turn lane per background recommendations in the Tooele Hotel &amp; Commercial TIS (Hales 2021)</li> </ul>	<ul style="list-style-type: none"> <li>• Same as existing (2021) Plus Project assumptions</li> </ul>
<b>Findings</b>	<ul style="list-style-type: none"> <li>• Acceptable LOS at all study intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Acceptable LOS at all study intersections</li> </ul>
<b>Mitigations</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• <b>250 West / 1000 North (S.R. 112):</b> Install separate southbound left-turn and right-turn lanes at the intersection to separate movements</li> </ul>

**Multimodal Connectivity**

- Internal roadway widths appear adequate at the site, with pedestrian connections throughout
  - These will need to be verified by city staff upon submittal of a final site plan
- Traffic calming measures could be considered near pedestrian crossings within the development
- Pedestrian facilities along the roadways connecting to the property are recommended to tie into future development

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## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed Crossing Condos development located in Tooele, Utah. The proposed project is located west of the 200 West / 1000 North (S.R. 112) intersection. Figure 1 shows a vicinity map of the proposed Crossing Condos 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:

- 200 West / 1000 North
- 250 West / 1000 North
- North Project Access / 200 West
- South Project Access / 200 West

## **C. Analysis Methodology**

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







The *Highway Capacity Manual* (HCM), 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	 Free Flow / Insignificant Delay	≤ 10	≤ 10
B	 Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C	 Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D	 Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E	 Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F	 Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 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:

1000 North (S.R. 112) – is a state-maintained roadway (classified by UDOT access management standards as a “Regional Priority – Urban Importance” facility, or access category 5 roadway). 1000 North (S.R. 112) has one travel lane in each direction with left-turn lanes at intersections. As identified and controlled by UDOT, a “Regional Priority– Urban Importance” access classification identifies minimum signalized intersection spacing of one-half mile (2,640 feet), minimum unsignalized street spacing of 660 feet, and minimum driveway spacing of 350 feet. The posted speed limit on 1000 North (S.R. 112) is 50 mph.

200 West – is a city-maintained roadway which is classified by the Tooele Transportation Master Plan (November 2010) as a “sub-collector.” The roadway has two travel lanes in each direction with enough width for a center two-way left-turn lane (TWLTL). The posted speed limit is 25 mph in the study area.

250 West was assumed to be completed as a part of the adjacent hotel project and was included in the analysis.

### 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:

- 200 West / 1000 North

The counts were performed on Thursday, August 5, 2021. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. Although the evening peak hour volumes were approximately 115% higher than the morning peak hour volumes, both morning and evening peak hour volumes were analyzed in this study. Detailed count data are included in Appendix A.

Hales Engineering attempted to evaluate seasonal adjustments to the observed traffic volumes. No quality data from nearby UDOT automatic traffic recorders (ATR) exist. The observed traffic volumes were not adjusted for seasonality.

*The traffic counts were collected during the COVID-19 pandemic when traffic volumes were slightly reduced due to social distancing measures. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website, the traffic volumes on March 5, 2020 (pre-social distancing) were approximately 5.9% higher than those on August 5, 2021, at the intersection of 1000 North (S.R. 112) and S.R. 36. Therefore, the collected data were increased by 6% to represent normal conditions.*

Trips from the previously completed Tooele Hotel & Commercial TIS (Hales 2021) were added into the background scenarios of this study to create a baseline scenario.

Figure 2 shows the existing morning and 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 morning and evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2021) conditions.

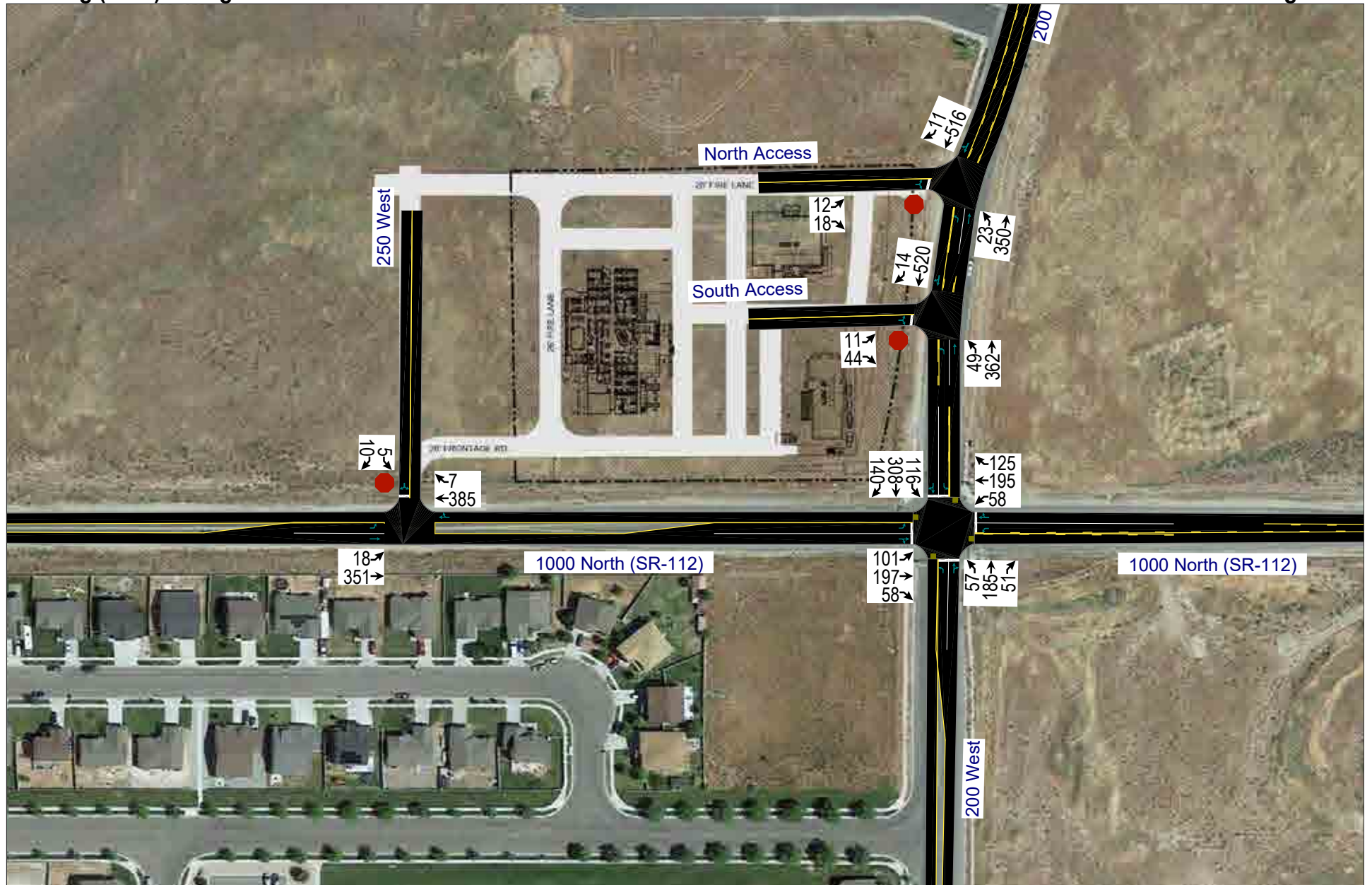
#### **E. Queuing Analysis**

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

#### **F. Mitigation Measures**

No mitigation measures are recommended.





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

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
200 West / 1000 North (S.R. 112)	Signal	A (9.0)	B (14.9)
250 West / 1000 North (SR-12)	SB Stop	a (5.4) / SBL	a (7.2) / SBL
200 West / South Access	EB Stop	a (6.2) / EBL	c (15.3) / EBL
200 West / North Access	EB Stop	a (6.1) / EBL	b (13.3) / EBL

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

### 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 Crossing Condos development is located west of the 200 West / 1000 North (S.R. 112) intersection. The development will consist of residential condo units. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 3.

**Table 3: Project Land Uses**

Land Use	Intensity
Condos	224 Units

#### C. Trip Generation

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

The total trip generation for the development is as follows:

- Daily Trips: 1,220
- Morning Peak Hour Trips: 81
- Evening Peak Hour Trips: 99

**Table 4: Trip Generation**

Trip Generation Tooele - Tooele Crossing Condos TIS									
<b>Weekday Daily</b>		# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New Daily Trips
Zoning	Land Use <sup>1</sup>								
MR-16	Multifamily Housing (Mid-Rise) (221)	224	Dwelling Units	1,220	50%	50%	610	610	1,220
<b>Morning Peak Hour</b>		# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New AM Trips
Zoning	Land Use <sup>1</sup>								
MR-16	Multifamily Housing (Mid-Rise) (221)	224	Dwelling Units	81	26%	74%	21	60	81
<b>Evening Peak Hour</b>		# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New PM Trips
Zoning	Land Use <sup>1</sup>								
MR-16	Multifamily Housing (Mid-Rise) (221)	224	Dwelling Units	99	61%	39%	60	39	99

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

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 morning and evening peak hour is shown in Table 5.

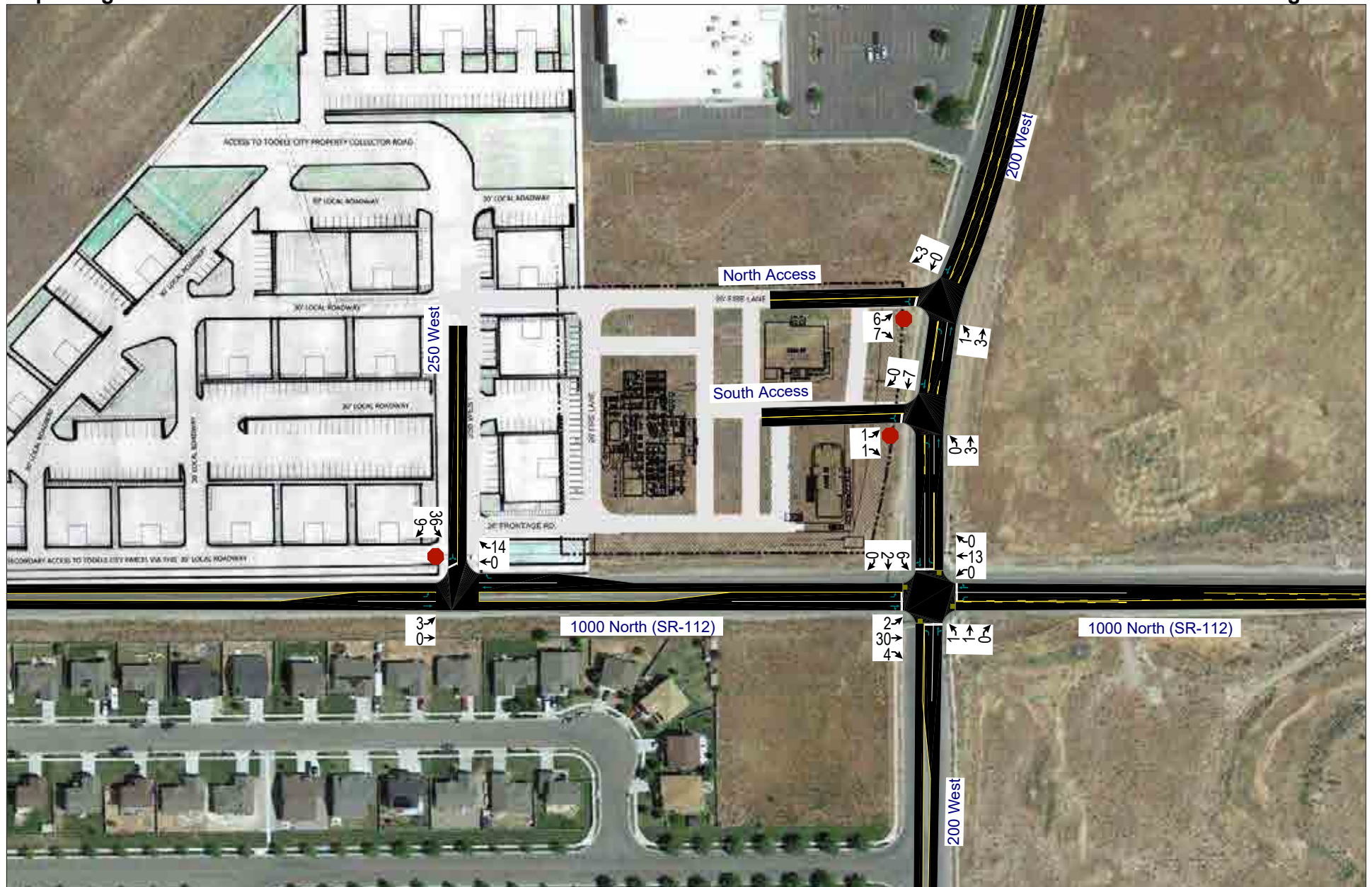
**Table 5: Trip Distribution**

Direction	% To/From Project
North	15%
South	25%
East	45%
West	15%

These trip distribution assumptions were used to assign the morning and 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.

Tooele Crossing Condos TIS  
Trip Assignment

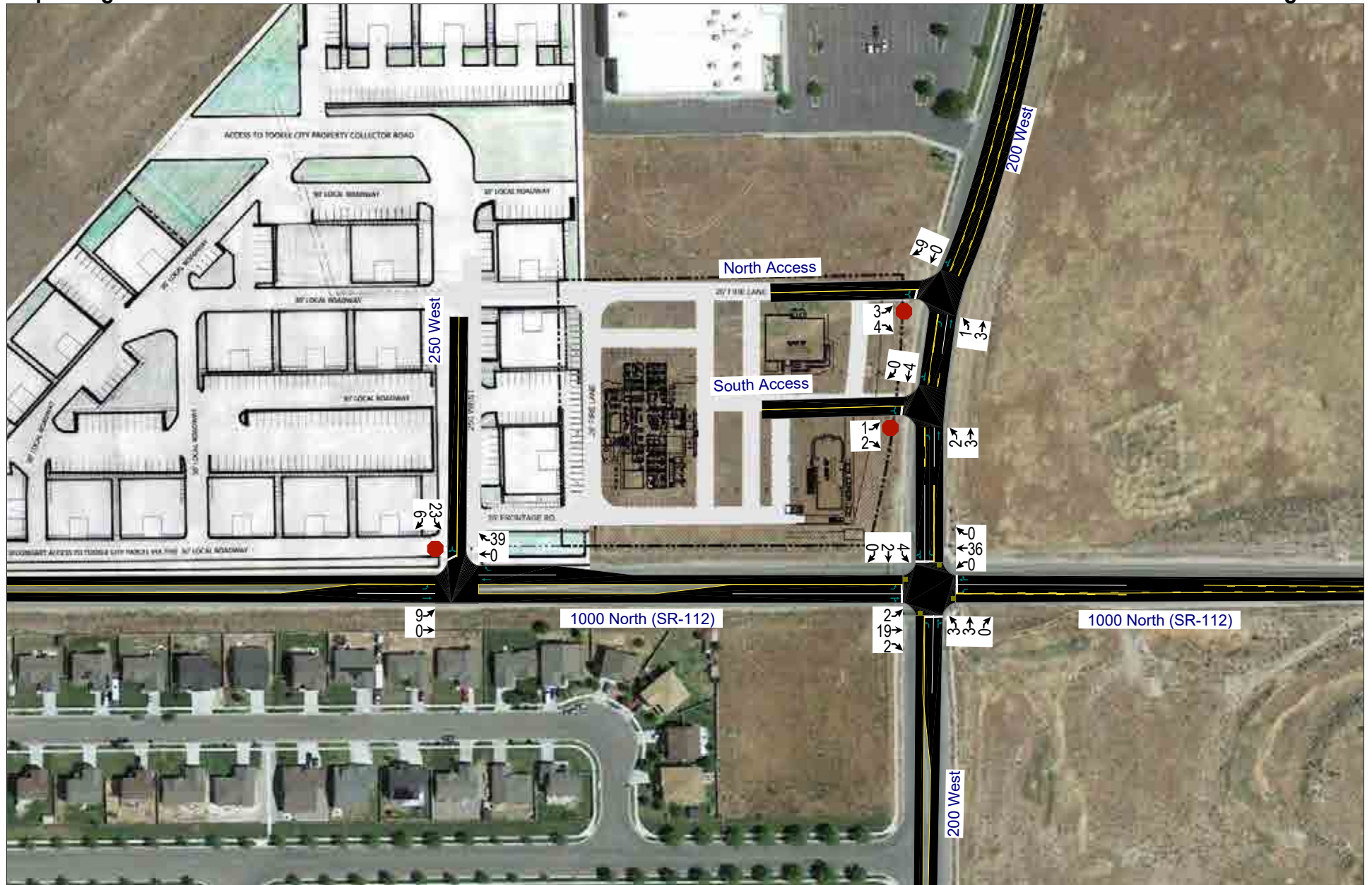
Morning Peak Hour  
Figure 3a





Tooele Crossing Condos TIS  
Trip Assignment

Evening Peak Hour  
Figure 3b



**E. Access**

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

1000 North (S.R. 112):

- 250 West will be located approximately 600 feet west of the 200 West / 1000 North (S.R. 112) intersection. It will access the project on the north side of 1000 North. This access will be shared with the Tooele Hotel and Commercial area located on the east side of the project and has been identified by UDOT as a future full-movement access in the corridor agreement. It is anticipated that the access will be stop-controlled.

200 West:

- The South Access will be located approximately 225 feet north of the 200 West / 1000 North (S.R. 112) intersection. It will access the project on the west side of 200 West. This access will be shared with the Tooele Hotel and Commercial area located on the east side of the project. It is anticipated that the access will be stop-controlled.
- The North Access will be located approximately 385 feet north of the 200 West / 1000 North (S.R. 112) intersection. It will access the project on the west side of 200 West. This access will be shared with the Tooele Hotel and Commercial area located on the east side of the project. It is anticipated that the access will be stop-controlled.

**F. Auxiliary Lane Requirements**

UDOT Administrative Rule R930-6 outlines minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes. It is anticipated that both left-turn and right-turn deceleration lanes are required for the 250 West / 1000 North (S.R. 112) access intersection, as shown in Table 6. Acceleration lanes are not required.

**Table 6: Auxiliary Lane Summary – 250 West / 1000 North (S.R. 112)**

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (EB-to-NB)	10 vph	27 vph (PM)	Yes
	Acceleration (SB-to-EB)	Safety Benefit?	-	No
Right turn	Deceleration (WB-to-NB)	25 vph	46 vph (PM)	Yes
	Acceleration (SB-to-WB)	50 vph	16 vph (PM)	No

**G. Multimodal Connectivity Analysis**

Based on the provided concept plan for the development, it is anticipated that there will be adequate pedestrian connectivity throughout and around the site to connect it to neighboring communities. Roadway widths within the development appear to be adequate for safe two-way travel. Traffic calming measures could be considered near pedestrian crossing locations to reduce

vehicle speeds. These items will have to be verified by city staff upon completion of a final site plan.

External to the development, 600 West / 400 West is listed as a future bike route in the Tooele City Transportation Master Plan (2019). Currently there are no pedestrian facilities along 600 West or 1000 North (SR-112). Hales Engineering recommends that the development provide pedestrian facilities along the roadways adjacent to their property to tie into future possible pedestrian facilities, as currently shown in the site plan.

## **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 morning and evening peak hour turning movement volumes are shown in Figure 4.

### **C. Level of Service Analysis**

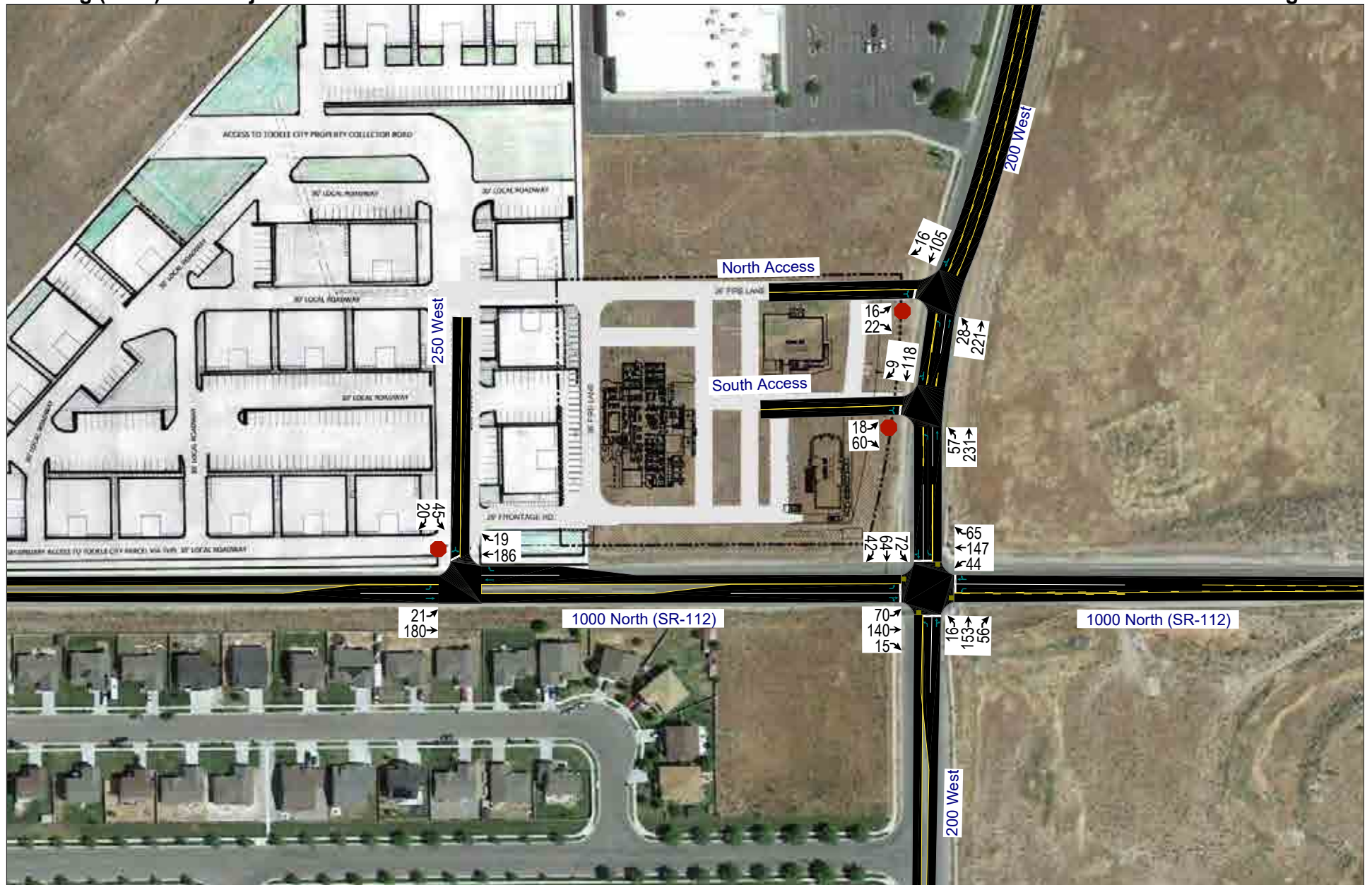
Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour with project traffic added, as shown in Table 7.

### **D. Queuing Analysis**

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

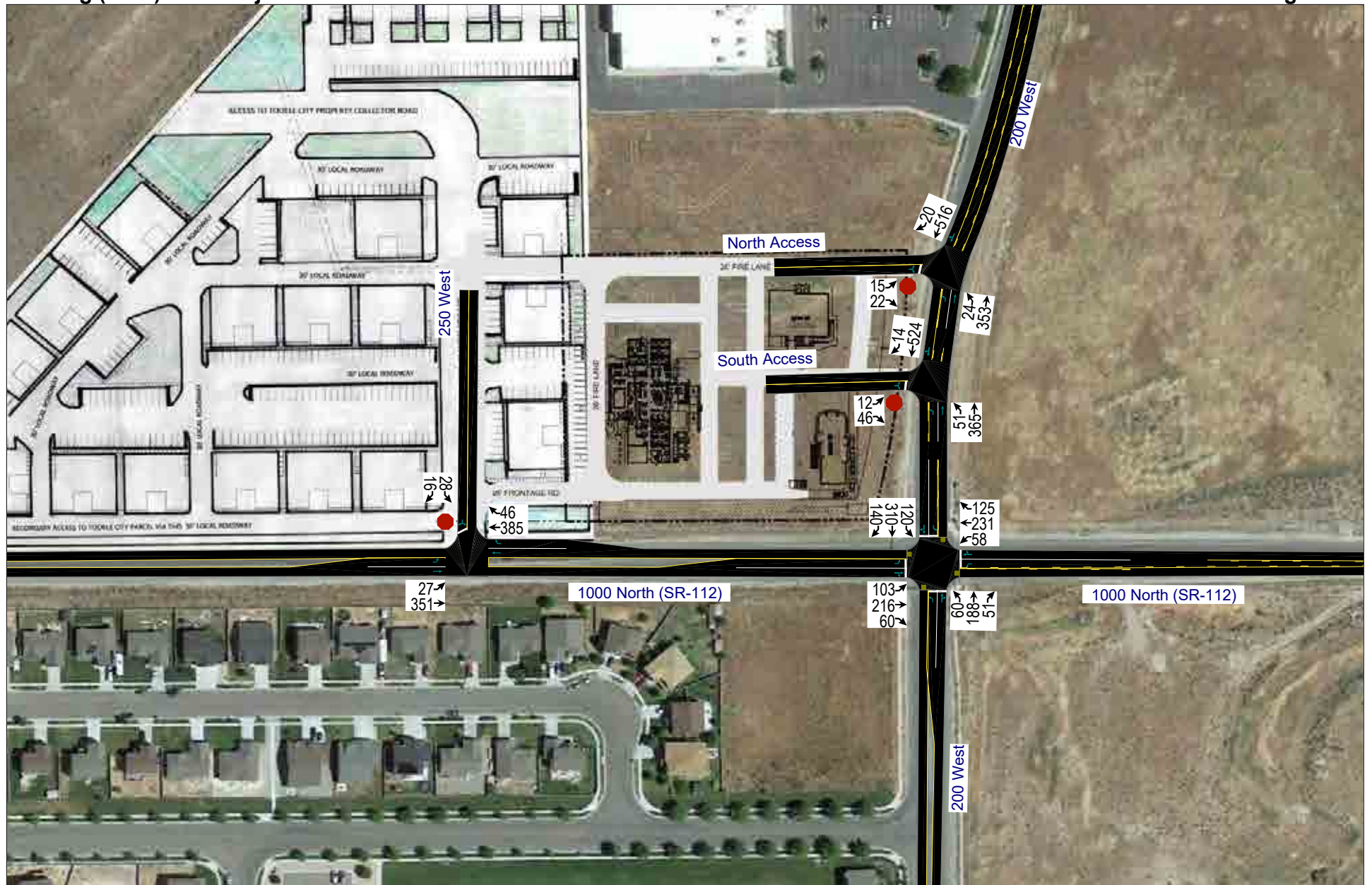
### **E. Mitigation Measures**

No mitigation measures are recommended.



Tooele Crossing Condos TIS  
Existing (2021) Plus Project

Evening Peak Hour  
Figure 4b



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

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
200 West / 1000 North (S.R. 112)	Signal	A (9.3)	B (15.3)
250 West / 1000 North (SR-12)	SB Stop	a (6.3) / SBL	a (8.2) / SBL
200 West / South Access	EB Stop	a (7.0) / EBL	c (15.6) / EBL
200 West / North Access	EB Stop	a (5.7) / EBL	b (10.5) / EBL

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

## **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 no projects planned before 2026 in the study area. Based on recommendations in the Tooele Hotel & Commercial TIS report (Hales 2021), a southbound right-turn lane was added at the 200 West / 1000 North (S.R. 112) intersection to reduce southbound queuing.

### **C. Traffic Volumes**

Hales Engineering estimated future (2026) volumes using historical AADT data on 1000 North (SR-112). From 2014 to 2019 it was observed that traffic volumes increased by approximately 17%. This equates to approximately 3.4% growth per year. Hales Engineering assumed this growth from 2021 to 2026. Additionally, project traffic was added into the background from the Tooele Hotel & Commercial TIS report (Hales 2021).

Future (2026) morning and 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 morning and evening peak hour in future (2026) background conditions, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2026) conditions.

### **E. Queuing Analysis**

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

### **F. Mitigation Measures**

No mitigation measures are recommended.







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

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
200 West / 1000 North (S.R. 112)	Signal	A (9.8)	B (16.2)
250 West / 1000 North (SR-12)	SB Stop	a (7.0) / SBL	a (9.9) / SBL
200 West / South Access	EB Stop	a (7.1) / EBL	c (17.7) / EBL
200 West / North Access	EB Stop	a (6.1) / EBL	b (15.0) / EBL

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 morning and 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 morning and evening peak hour in future (2026) plus project conditions, as shown in Table 9.

### **D. Queuing Analysis**

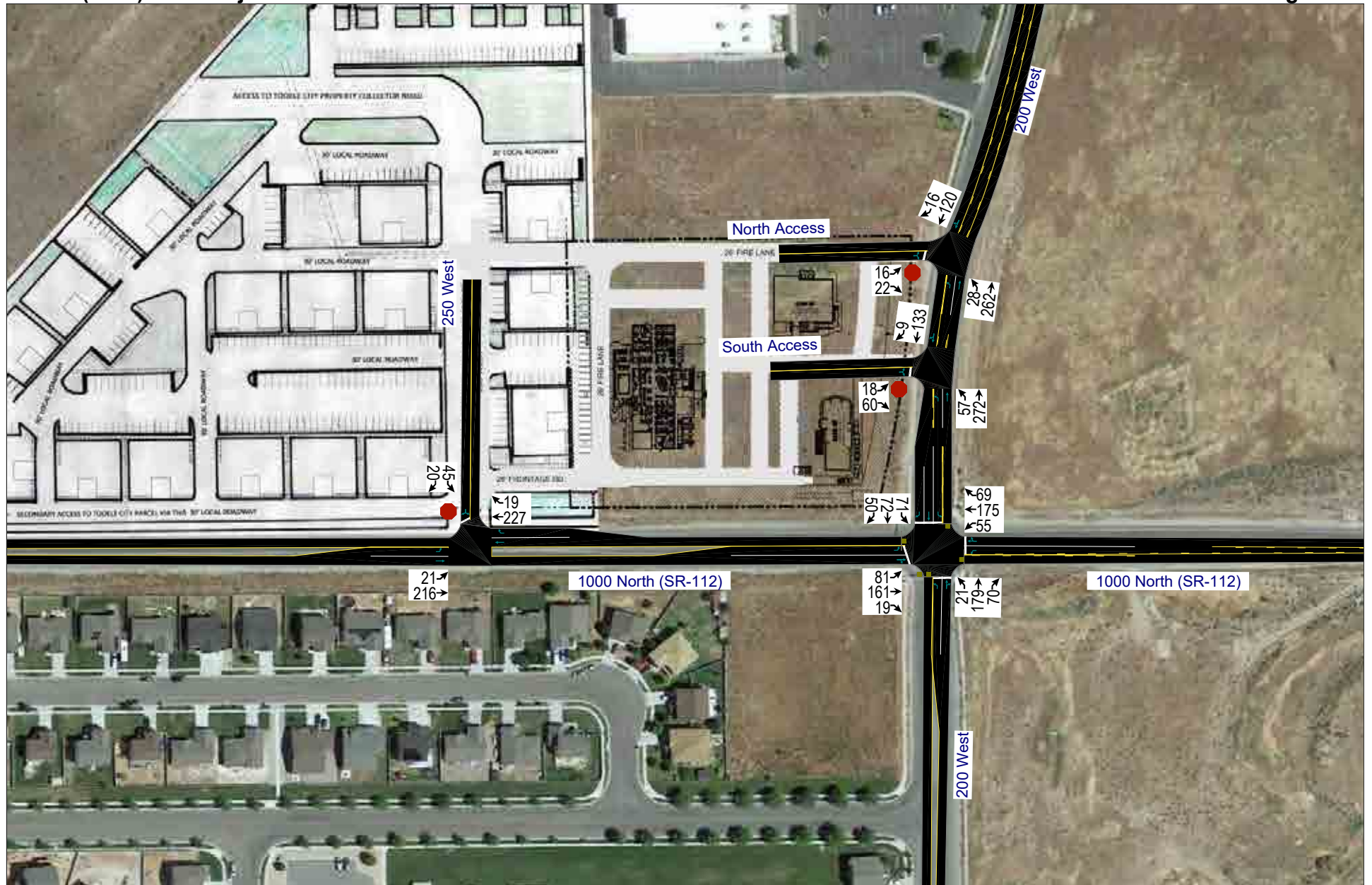
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning and evening peak hour.

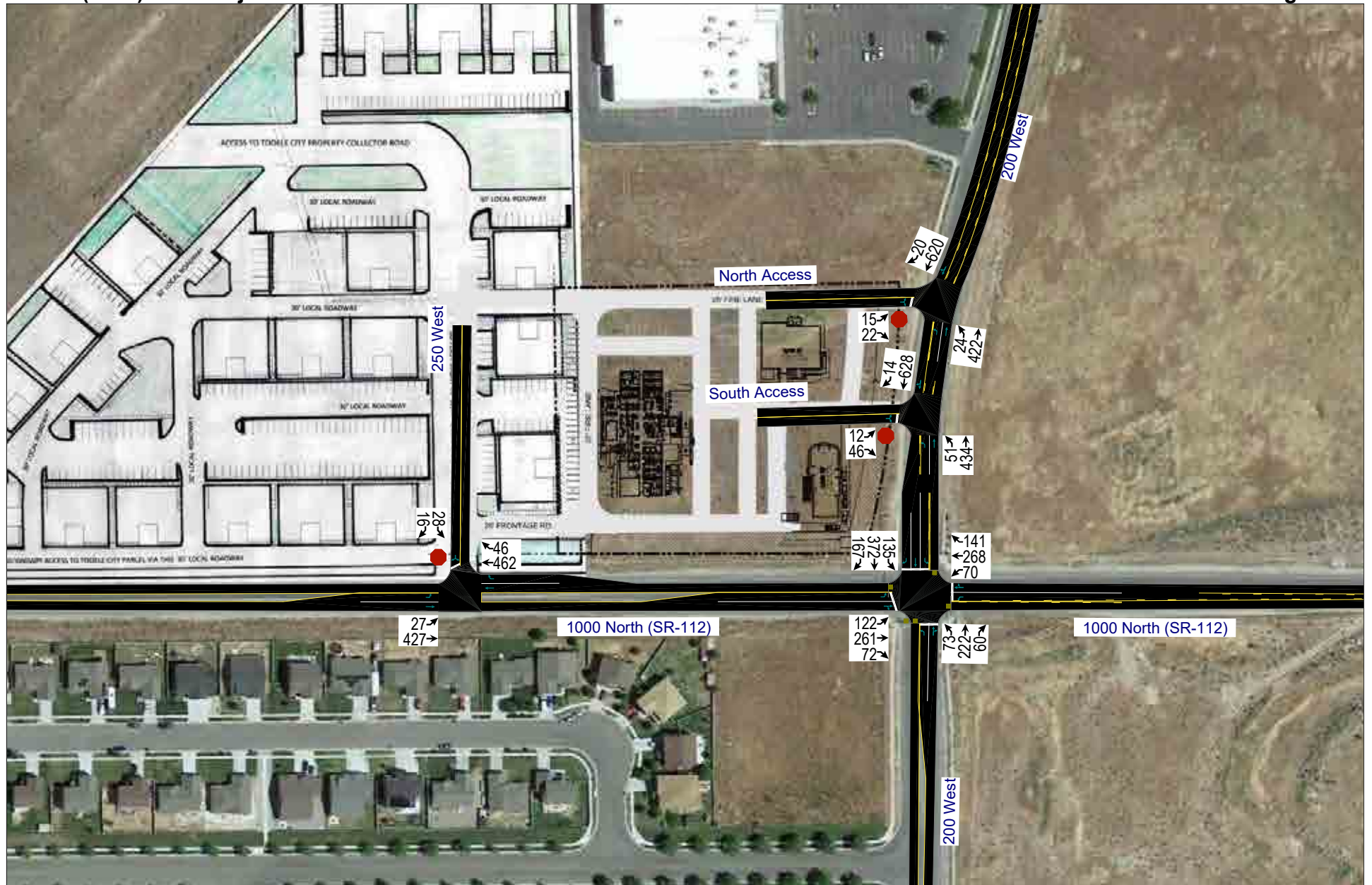
### **E. Mitigation Measures**

No mitigation measures are recommended. Based on the planned width of 250 West, Hales Engineering recommends installing separate southbound left-turn and right-turn lanes at the 250 West / 1000 North (S.R. 112) intersection to separate movements.

### **F. Recommended Storage Lengths**

Hales Engineering determined recommended storage lengths based on the 95<sup>th</sup> percentile queue lengths given in the future (2026) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 10. Intersections shown in Table 10 include new intersections and existing intersections that have recommended storage length changes.





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

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
200 West / 1000 North (S.R. 112)	Signal	B (10.3)	B (17.2)
250 West / 1000 North (SR-12)	SB Stop	a (6.6) / SBL	b (11.2) / SBL
200 West / South Access	EB Stop	a (7.1) / EBL	c (19.5) / EBL
200 West / North Access	EB Stop	a (5.7) / EBL	b (14.5) / EBL

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

**Table 10: Recommended Storage Lengths**

Intersection	Recommended Storage Lengths (feet)																
	Northbound				Southbound				Eastbound				Westbound				
	LT		RT		LT		RT		LT		RT		LT		RT		
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P	
1	200 West / 1000 North (S.R.112)	100	125	-	-	100	150	-	150	220	-	-	-	220	-	-	-
2	250 West / 1000 North (S.R. 112)	-	-	-	-	-	-	-	100	-	100	-	-	-	-	-	100
3	South Access / 200 West	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	North Access / 200 West	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-

1. Storage lengths are based on 2026 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, November 2021

# **APPENDIX A**

## Turning Movement Counts

---



# TrafficCounts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

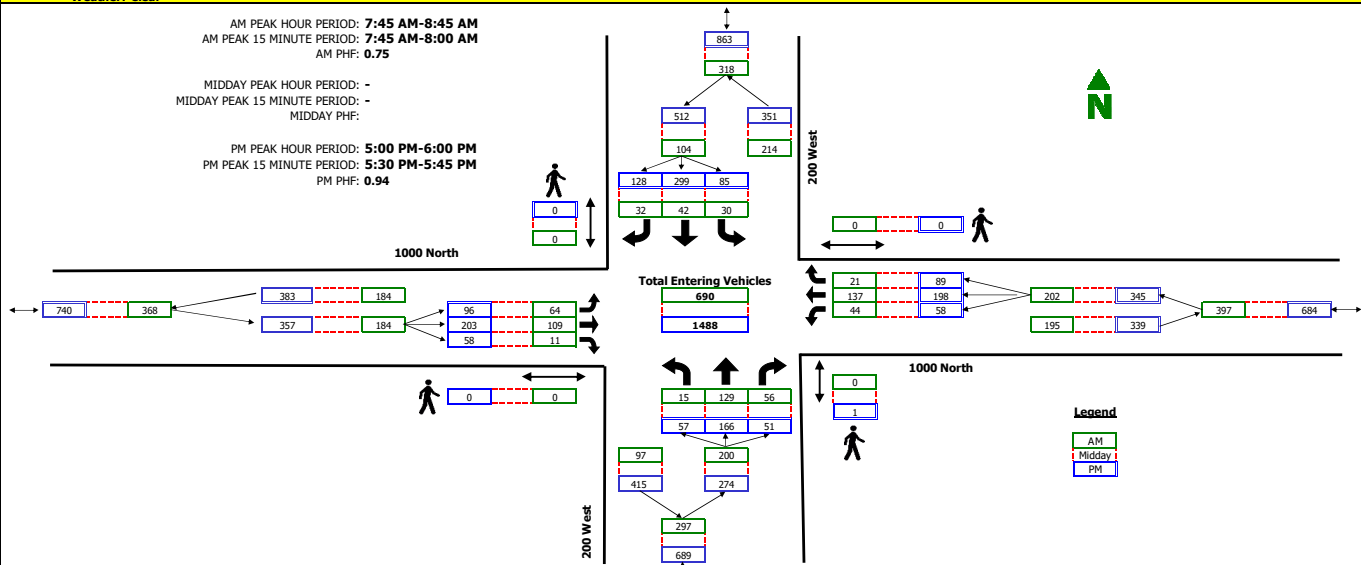
Intersection: 200 West / 1000 North  
North/South: 200 West  
East/West: 1000 North  
Jurisdiction: Tooele  
Project Title: Hotel & Commercial TIS  
Project No: UT21-1974  
Weather: Clear

Date: 8-5-21, Thu  
COVID-19 Adjustment: 93.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM  
AM PEAK 15 MINUTE PERIOD: 7:45 AM-8:00 AM  
AM PHF: 0.75

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

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



RAW COUNT SUMMARIES	200 West Northbound				200 West 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	2	27	16	0	0	4	6	0	6	29	1	0	6	37	2	0	136
7:15 - 7:30	1	27	15	0	2	4	4	0	11	23	0	0	3	40	3	0	133
7:30 - 7:45	4	26	10	0	1	5	5	0	17	34	4	0	9	42	3	0	160
7:45 - 8:00	6	58	12	0	6	15	15	0	23	32	6	0	10	40	8	0	231
8:00 - 8:15	1	30	20	0	10	10	6	0	16	26	1	0	5	37	2	0	164
8:15 - 8:30	4	18	9	0	6	8	3	0	12	20	0	0	18	25	3	0	126
8:30 - 8:45	4	23	15	0	8	9	8	0	13	31	4	0	11	35	8	0	169
8:45 - 9:00	5	25	22	0	3	14	12	0	11	25	3	0	10	44	5	0	179
<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	13	45	15	0	24	65	22	0	12	28	11	0	16	42	10	0	303
16:15 - 16:30	5	40	19	0	18	62	38	0	14	56	16	0	23	44	16	0	351
16:30 - 16:45	12	40	11	0	26	68	30	0	16	49	14	0	23	41	22	0	352
16:45 - 17:00	16	39	15	2	12	51	22	0	9	39	12	0	33	35	30	1	313
17:00 - 17:15	12	49	8	0	25	83	30	0	14	35	14	0	18	45	32	0	365
17:15 - 17:30	14	37	9	0	15	88	34	0	35	55	22	0	10	41	24	0	384
17:30 - 17:45	13	42	19	0	27	80	35	0	22	62	9	0	20	52	14	0	395
17:45 - 18:00	18	38	15	1	18	48	29	0	25	51	13	0	10	60	19	0	344

# **APPENDIX B**

## **LOS Results**

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## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Existing (2021) Background  
**Time Period:** Morning Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & 1000 North (SR-112)  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	102	13.6	B
	T	152	149	98	12.6	B
	R	56	59	105	6.8	A
	Subtotal	223	223	100	11.1	B
SB	L	66	66	100	15.9	B
	T	62	64	103	10.8	B
	R	42	46	110	4.9	A
	Subtotal	170	176	104	11.2	B
EB	L	68	66	97	9.7	A
	T	110	111	101	6.1	A
	R	11	12	107	1.8	A
	Subtotal	189	189	100	7.1	A
WB	L	44	42	95	9.2	A
	T	134	134	100	7.9	A
	R	65	66	101	3.7	A
	Subtotal	243	242	100	7.0	A
<b>Total</b>		826	830	101	9.0	A

**Intersection:** 1000 North (SR-112) & 250 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	9	9	100	5.4	A
	R	11	12	107	3.4	A
	Subtotal	20	21	105	4.3	A
EB	L	18	15	83	1.2	A
	T	180	179	99	0.4	A
	Subtotal	198	194	98	0.5	A
WB	T	186	189	102	2.2	A
	R	5	6	126	1.4	A
	Subtotal	191	195	102	2.2	A
<b>Total</b>		409	410	100	1.5	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Existing (2021) Background  
**Time Period:** Morning Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & South Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	58	101	2.7	A
	T	228	222	97	1.1	A
	Subtotal	285	280	98	1.4	A
SB	T	111	116	104	0.2	A
	R	9	8	89	0.1	A
	Subtotal	120	124	103	0.2	A
<b>EB</b>	<b>L</b>	<b>17</b>	<b>18</b>	<b>106</b>	<b>6.2</b>	<b>A</b>
	R	59	60	102	3.4	A
	Subtotal	76	78	103	4.0	A
<b>Total</b>		482	482	100	1.6	A

**Intersection:** 200 West & North Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	26	96	1.8	A
	T	218	213	97	0.2	A
	Subtotal	245	239	98	0.4	A
SB	T	105	107	102	0.4	A
	R	13	13	98	0.1	A
	Subtotal	118	120	102	0.4	A
<b>EB</b>	<b>L</b>	<b>10</b>	<b>8</b>	<b>80</b>	<b>6.1</b>	<b>A</b>
	R	15	16	108	2.8	A
	Subtotal	25	24	96	3.9	A
<b>Total</b>		388	383	99	0.6	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Existing (2021) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & 1000 North (SR-112)  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	56	98	32.1	C
	T	185	180	97	13.9	B
	R	51	54	106	8.6	A
	Subtotal	293	290	99	16.4	B
SB	L	116	112	96	19.4	B
	T	308	303	98	15.7	B
	R	140	141	101	11.1	B
	Subtotal	564	556	99	15.3	B
EB	L	101	101	100	22.1	C
	T	204	200	98	12.2	B
	R	58	63	108	6.8	A
	Subtotal	363	364	100	14.0	B
WB	L	58	57	98	19.4	B
	T	195	197	101	15.7	B
	R	125	134	107	8.8	A
	Subtotal	378	388	103	13.9	B
<b>Total</b>		1,599	1,598	100	14.9	B

**Intersection:** 1000 North (SR-112) & 250 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	5	4	80	7.2	A
	R	10	11	107	4.3	A
	Subtotal	15	15	100	5.1	A
EB	L	18	18	99	1.7	A
	T	351	353	100	0.7	A
	Subtotal	369	371	101	0.7	A
WB	T	394	396	100	2.4	A
	R	7	8	114	1.6	A
	Subtotal	401	404	101	2.4	A
<b>Total</b>		786	790	100	1.7	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Existing (2021) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & South Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	49	100	5.3	A
	T	362	366	101	1.0	A
	Subtotal	411	415	101	1.5	A
SB	T	520	514	99	1.2	A
	R	14	13	91	0.4	A
	Subtotal	534	527	99	1.2	A
<b>EB</b>	<b>L</b>	<b>11</b>	<b>10</b>	<b>89</b>	<b>15.3</b>	<b>C</b>
	R	44	46	105	9.3	A
	Subtotal	55	56	102	10.4	B
<b>Total</b>		1,000	998	100	1.8	A

**Intersection:** 200 West & North Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	23	21	90	3.7	A
	T	350	357	102	0.1	A
	Subtotal	373	378	101	0.3	A
SB	T	516	508	98	1.6	A
	R	11	14	124	1.1	A
	Subtotal	527	522	99	1.6	A
<b>EB</b>	<b>L</b>	<b>12</b>	<b>11</b>	<b>90</b>	<b>13.3</b>	<b>B</b>
	R	18	18	99	6.6	A
	Subtotal	30	29	97	9.1	A
<b>Total</b>		932	929	100	1.3	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Existing (2021) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & 1000 North (SR-112)  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	15	95	14.6	B
	T	153	154	101	13.0	B
	R	56	57	101	7.3	A
	Subtotal	225	226	100	11.7	B
SB	L	72	68	94	16.1	B
	T	64	63	98	10.9	B
	R	42	43	103	4.8	A
	Subtotal	178	174	98	11.4	B
EB	L	70	68	97	10.5	B
	T	142	141	99	6.2	A
	R	15	15	102	2.2	A
	Subtotal	227	224	99	7.2	A
WB	L	44	45	102	9.2	A
	T	147	150	102	8.3	A
	R	65	66	101	4.2	A
	Subtotal	256	261	102	7.4	A
<b>Total</b>		886	885	100	9.3	A

**Intersection:** 1000 North (SR-112) & 250 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	45	43	96	6.3	A
	R	20	18	89	3.1	A
	Subtotal	65	61	94	5.4	A
EB	L	21	22	104	1.3	A
	T	180	180	100	0.5	A
	Subtotal	201	202	100	0.6	A
WB	T	193	198	102	2.3	A
	R	19	17	89	1.6	A
	Subtotal	212	215	101	2.2	A
<b>Total</b>		479	478	100	2.0	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Existing (2021) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & South Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	56	98	2.8	A
	T	231	232	101	1.1	A
	Subtotal	288	288	100	1.4	A
SB	T	118	117	99	0.2	A
	R	9	10	111	0.1	A
	Subtotal	127	127	100	0.2	A
<b>EB</b>	<b>L</b>	<b>18</b>	<b>16</b>	<b>89</b>	<b>7.0</b>	<b>A</b>
	R	60	57	95	3.5	A
	Subtotal	78	73	94	4.3	A
<b>Total</b>		493	488	99	1.6	A

**Intersection:** 200 West & North Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	28	100	1.9	A
	T	222	222	100	0.2	A
	Subtotal	250	250	100	0.4	A
SB	T	105	105	100	0.4	A
	R	16	16	102	0.3	A
	Subtotal	121	121	100	0.4	A
<b>EB</b>	<b>L</b>	<b>16</b>	<b>17</b>	<b>108</b>	<b>5.7</b>	<b>A</b>
	R	22	22	99	3.1	A
	Subtotal	38	39	103	4.2	A
<b>Total</b>		408	410	100	0.7	A



## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Existing (2021) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & 1000 North (SR-112)  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	60	100	32.6	C
	T	188	185	98	13.9	B
	R	51	54	106	8.8	A
	Subtotal	299	299	100	16.7	B
SB	L	120	118	99	21.2	C
	T	310	307	99	16.3	B
	R	140	136	97	11.4	B
	Subtotal	570	561	98	16.1	B
EB	L	103	97	94	22.6	C
	T	223	227	102	12.7	B
	R	60	63	105	6.8	A
	Subtotal	386	387	100	14.2	B
WB	L	58	58	100	20.5	C
	T	231	233	101	15.3	B
	R	125	128	103	8.9	A
	Subtotal	414	419	101	14.1	B
<b>Total</b>		1,670	1,666	100	15.3	B

**Intersection:** 1000 North (SR-112) & 250 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	28	27	97	8.2	A
	R	16	18	111	4.3	A
	Subtotal	44	45	102	6.6	A
EB	L	27	28	105	2.1	A
	T	351	354	101	0.8	A
	Subtotal	378	382	101	0.9	A
WB	T	396	392	99	2.5	A
	R	46	49	107	2.0	A
	Subtotal	442	441	100	2.4	A
<b>Total</b>		864	868	100	2.0	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Existing (2021) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & South Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	51	52	102	4.8	A
	T	365	358	98	1.0	A
	Subtotal	416	410	99	1.5	A
SB	T	524	515	98	1.3	A
	R	14	14	98	0.5	A
	Subtotal	538	529	98	1.3	A
<b>EB</b>	<b>L</b>	<b>12</b>	<b>14</b>	<b>114</b>	<b>15.6</b>	<b>C</b>
	R	46	46	100	9.7	A
	Subtotal	58	60	103	11.1	B
<b>Total</b>		1,012	999	99	1.9	A

**Intersection:** 200 West & North Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	21	88	3.4	A
	T	354	351	99	0.2	A
	Subtotal	378	372	98	0.4	A
SB	T	516	505	98	1.6	A
	R	20	22	109	1.0	A
	Subtotal	536	527	98	1.6	A
<b>EB</b>	<b>L</b>	<b>15</b>	<b>14</b>	<b>92</b>	<b>10.5</b>	<b>B</b>
	R	22	23	103	6.3	A
	Subtotal	37	37	100	7.9	A
<b>Total</b>		951	936	98	1.3	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Future (2026) Background  
**Time Period:** Morning Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & 1000 North (SR-112)  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	12.0	B
	T	178	178	100	13.3	B
	R	70	75	108	7.5	A
	Subtotal	268	272	101	11.6	B
SB	L	65	65	100	18.6	B
	T	70	73	105	10.7	B
	R	50	50	101	3.6	A
	Subtotal	185	188	102	11.5	B
EB	L	79	72	91	11.2	B
	T	132	132	100	7.5	A
	R	15	17	115	1.8	A
	Subtotal	226	221	98	8.3	A
WB	L	55	53	96	10.0	A
	T	162	166	102	8.7	A
	R	69	69	100	5.0	A
	Subtotal	286	288	101	8.1	A
<b>Total</b>		963	969	101	9.8	A

**Intersection:** 1000 North (SR-112) & 250 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	9	9	100	7.0	A
	R	11	11	98	4.2	A
	Subtotal	20	20	100	5.5	A
EB	L	18	19	106	1.4	A
	T	216	211	98	0.5	A
	Subtotal	234	230	98	0.6	A
WB	T	227	229	101	2.3	A
	R	5	5	105	1.8	A
	Subtotal	232	234	101	2.3	A
<b>Total</b>		486	484	100	1.6	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Future (2026) Background  
**Time Period:** Morning Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & South Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	53	93	2.9	A
	T	269	267	99	1.2	A
	Subtotal	326	320	98	1.5	A
SB	T	126	130	103	0.2	A
	R	9	9	100	0.1	A
	Subtotal	135	139	103	0.2	A
<b>EB</b>	<b>L</b>	<b>17</b>	<b>18</b>	<b>106</b>	<b>7.1</b>	<b>A</b>
	R	59	56	95	3.6	A
	Subtotal	76	74	97	4.5	A
<b>Total</b>		537	533	99	1.6	A

**Intersection:** 200 West & North Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	25	93	1.9	A
	T	259	260	100	0.2	A
	Subtotal	286	285	100	0.3	A
SB	T	120	124	103	0.4	A
	R	13	14	106	0.2	A
	Subtotal	133	138	104	0.4	A
<b>EB</b>	<b>L</b>	<b>10</b>	<b>11</b>	<b>110</b>	<b>6.1</b>	<b>A</b>
	R	15	16	108	2.9	A
	Subtotal	25	27	108	4.2	A
<b>Total</b>		444	450	101	0.6	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Future (2026) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & 1000 North (SR-112)  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	71	101	34.2	C
	T	219	215	98	16.7	B
	R	60	59	98	11.2	B
	Subtotal	349	345	99	19.4	B
SB	L	131	126	96	26.4	C
	T	371	373	101	16.6	B
	R	167	159	95	5.9	A
	Subtotal	669	658	98	15.9	B
EB	L	120	122	102	25.6	C
	T	251	253	101	12.6	B
	R	70	74	105	7.4	A
	Subtotal	441	449	102	15.3	B
WB	L	70	73	104	20.5	C
	T	232	242	104	16.1	B
	R	141	141	100	10.0	A
	Subtotal	443	456	103	14.9	B
<b>Total</b>		1,902	1,908	100	16.2	B

**Intersection:** 1000 North (SR-112) & 250 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	5	4	80	9.9	A
	R	10	12	117	4.0	A
	Subtotal	15	16	107	5.5	A
EB	L	18	19	104	2.1	A
	T	427	433	101	0.8	A
	Subtotal	445	452	102	0.9	A
WB	T	473	476	101	2.6	A
	R	7	7	100	1.6	A
	Subtotal	480	483	101	2.6	A
<b>Total</b>		940	951	101	1.8	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Future (2026) Background  
**Time Period:** Evening Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & South Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	49	100	5.6	A
	T	432	432	100	1.0	A
	Subtotal	481	481	100	1.5	A
SB	T	624	618	99	1.2	A
	R	14	15	105	0.5	A
	Subtotal	638	633	99	1.2	A
<b>EB</b>	<b>L</b>	<b>11</b>	<b>13</b>	<b>116</b>	<b>17.7</b>	<b>C</b>
	R	44	41	93	10.3	B
	Subtotal	55	54	98	12.1	B
<b>Total</b>		1,174	1,168	99	1.8	A

**Intersection:** 200 West & North Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	23	23	99	4.6	A
	T	419	422	101	0.2	A
	Subtotal	442	445	101	0.4	A
SB	T	620	615	99	2.0	A
	R	11	13	116	1.2	A
	Subtotal	631	628	100	2.0	A
<b>EB</b>	<b>L</b>	<b>12</b>	<b>11</b>	<b>90</b>	<b>15.0</b>	<b>B</b>
	R	18	17	93	7.2	A
	Subtotal	30	28	93	10.3	B
<b>Total</b>		1,104	1,101	100	1.5	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Future (2026) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & 1000 North (SR-112)  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	23	108	14.7	B
	T	179	180	101	14.0	B
	R	70	73	105	8.8	A
	Subtotal	270	276	102	12.7	B
SB	L	71	73	103	19.1	B
	T	72	71	98	10.4	B
	R	50	49	98	3.6	A
	Subtotal	193	193	100	12.0	B
EB	L	81	80	99	11.6	B
	T	162	166	103	7.7	A
	R	19	17	89	2.4	A
	Subtotal	262	263	100	8.5	A
WB	L	55	53	96	10.8	B
	T	175	166	95	9.3	A
	R	69	72	105	5.1	A
	Subtotal	299	291	97	8.5	A
<b>Total</b>		1,024	1,023	100	10.3	B

**Intersection:** 1000 North (SR-112) & 250 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	45	45	100	6.6	A
	R	20	20	99	3.5	A
	Subtotal	65	65	100	5.6	A
EB	L	21	21	99	1.1	A
	T	216	216	100	0.6	A
	Subtotal	237	237	100	0.6	A
WB	T	227	220	97	2.4	A
	R	19	19	100	1.7	A
	Subtotal	246	239	97	2.3	A
<b>Total</b>		549	541	99	2.0	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Future (2026) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & South Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	55	96	2.8	A
	T	272	276	101	1.2	A
	Subtotal	329	331	101	1.5	A
SB	T	134	132	99	0.3	A
	R	9	10	111	0.1	A
	Subtotal	143	142	99	0.3	A
<b>EB</b>	<b>L</b>	<b>18</b>	<b>18</b>	<b>100</b>	<b>7.1</b>	<b>A</b>
	R	60	61	102	3.5	A
	Subtotal	78	79	101	4.3	A
<b>Total</b>		550	552	100	1.5	A

**Intersection:** 200 West & North Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	24	86	2.1	A
	T	263	271	103	0.2	A
	Subtotal	291	295	101	0.4	A
SB	T	120	118	98	0.5	A
	R	16	16	102	0.3	A
	Subtotal	136	134	99	0.5	A
<b>EB</b>	<b>L</b>	<b>16</b>	<b>15</b>	<b>95</b>	<b>5.7</b>	<b>A</b>
	R	22	25	112	3.2	A
	Subtotal	38	40	105	4.1	A
<b>Total</b>		465	469	101	0.7	A



## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Future (2026) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & 1000 North (SR-112)  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	72	99	37.0	D
	T	222	216	97	17.4	B
	R	60	64	106	11.6	B
	Subtotal	355	352	99	20.4	C
SB	L	135	134	99	27.6	C
	T	373	369	99	17.7	B
	R	167	169	101	6.3	A
	Subtotal	675	672	100	16.8	B
EB	L	122	121	99	29.2	C
	T	270	262	97	13.4	B
	R	72	68	95	7.8	A
	Subtotal	464	451	97	16.8	B
WB	L	70	72	102	20.4	C
	T	268	267	100	17.5	B
	R	141	147	104	10.7	B
	Subtotal	479	486	101	15.9	B
<b>Total</b>		1,972	1,961	99	17.2	B

**Intersection:** 1000 North (SR-112) & 250 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	28	26	94	11.2	B
	R	16	17	105	4.7	A
	Subtotal	44	43	98	8.6	A
EB	L	27	27	101	2.4	A
	T	427	417	98	1.0	A
	Subtotal	454	444	98	1.1	A
WB	T	474	473	100	2.7	A
	R	46	46	100	1.9	A
	Subtotal	520	519	100	2.6	A
<b>Total</b>		1,018	1,006	99	2.2	A

## SimTraffic LOS Report

**Project:** Tooele Crossing Condos TIS  
**Analysis Period:** Future (2026) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT21-2002**

**Intersection:** 200 West & South Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	51	50	98	6.1	A
	T	434	433	100	1.1	A
	Subtotal	485	483	100	1.6	A
SB	T	628	629	100	1.3	A
	R	14	16	112	0.5	A
	Subtotal	642	645	100	1.3	A
<b>EB</b>	<b>L</b>	<b>12</b>	<b>12</b>	<b>98</b>	<b>19.5</b>	<b>C</b>
	R	46	43	93	11.2	B
	Subtotal	58	55	95	13.0	B
<b>Total</b>		1,186	1,183	100	2.0	A

**Intersection:** 200 West & North Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	24	101	4.7	A
	T	423	422	100	0.2	A
	Subtotal	447	446	100	0.4	A
SB	T	620	620	100	2.2	A
	R	20	24	119	1.4	A
	Subtotal	640	644	101	2.2	A
<b>EB</b>	<b>L</b>	<b>15</b>	<b>14</b>	<b>92</b>	<b>14.5</b>	<b>B</b>
	R	22	24	108	8.0	A
	Subtotal	37	38	103	10.4	B
<b>Total</b>		1,125	1,128	100	1.8	A

# **APPENDIX C**

## Site Plan

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# TOOELE CROSSING

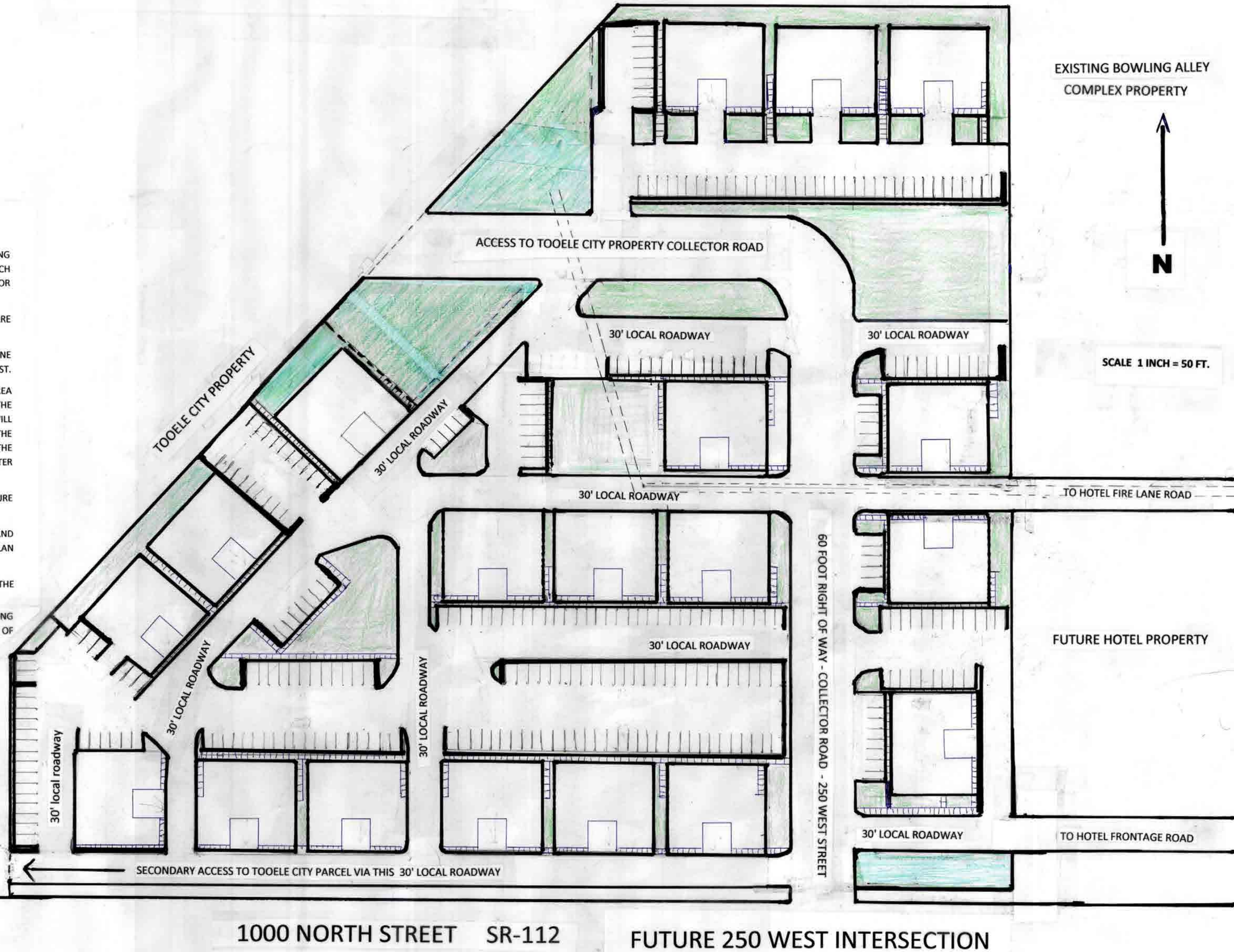
## 224 DELUXE CONDOMINIUMS

256 WEST 1000 NORTH TOOELE, UTAH

LOCATED IN THE SOUTHEAST & THE SOUTHWEST QUARTERS  
OF SECTION 16 TOWNSHIP 3 SOUTH, RANGE 4 WEST, SALT LAKE BASE AND MERIDIAN  
TOOELE CITY, TOOELE COUNTY

### PRELIMINARY LAYOUT NOTES

- 1- EACH SQUARE LOT OUTLINE FOR A 3-STORY, 12 DWELLING UNIT RESIDENTIAL BUILDING ALLOWS FOR SETBACKS AND SIDEWALKS FOR PEDESTRIANS TO ACCESS PARKING AREAS. EACH RESIDENTIAL BUILDING HOUSES 12 UNDERGROUND ASSIGNED PARKING STALLS WITH ONE FOR EACH RESIDENCE.
- 2- A SECOND PARKING STALL FOR EACH RESIDENCE PLUS 3 VISITOR PARKING STALLS ARE LOCATED NEARBY FOR EACH BUILDING.
- 3- LOCAL ROADWAYS WILL BE DESIGNED AS 30 FEET WIDE AS ALLOWED IN THE OVERLAY ZONE SWITH THE SOUTH, PROVIDING A SECOND ACCESS TO THE TOOELE CITY PARCEL ON THE WEST.
- 4 - THE NEW INTERSECIION OF SR 112 (J1000 NORTH) AT 250 WEST WILL ENTER THE AREA ACCORDING TO THE FINALUDOT APPROVED LOCATION APPROXIMATELY 148 FEET WEST OF THE EAST PROPERTY LINE. THIS COLLECTORROAD WILL HAVE A 60 FOOT RIGHT OF WAY AND WILL HAVE SIDEWALKS, PARK STRIPS, AND CURB AND GUTTER, TO BEDESIGNED AND DRAWN ON THE OFFICIAL CONCEPT PLAN WHEN SUBMITTED IN THE FUTURE, IN CONJUNCTION WITH THE MAGNUS HOTEL GROUP PLANS FOR A HOTEL ON THE EAST PARCEL TO BE SUBMITTED AFTER APPROVAL OF THE MINOR SUB-DIVISION CURENTLY IN THE PROCESS.
- 5- THE TWO LOCAL ROADWAYS ON THE EAST PROPERT LINE WILL CONNECT WITH THE FUTURE FIRE LANE AND FRONTAGE ROAD FROM THE HOTEL PROPERTY WHEN APPROVED.
- 6- DETAILED DRAWINGS OF THE COLLECTOR RAD SIDEWALKS, PARKSTRIPS AND CURB AND GUTTERS WILL BE DESIGNED AND SUBMITTED AS PART OF THE FORMAL CONCEPT PLAN FORTHIS PROJECT IN THE FUTURE.
- 7- TRASH DUMPSTERS AND RECYCLE BINS WILL ALSO BE DESIGNED AND INCLUDED ON THE FORMAL CONCEPT DESIGN WHEN SUBMITTED.
- 8- PROJECT BOUNDARY 6 FOOT PRIVACY FENCING IS PROPOSED FOR THE PROJECT ALONG EXTERIOR PROPERTY LINES. THE TYPE OF FENCING MATEERIAL WILL BE SELECTED AS PART OF THE FORMAL CONCEPT PLAN SUBMISSION.



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**TOOELE CROSSING**  
FAMILY CONDOMINIUMS  
224 - 2 & 3 BEDROOM UNITS  
PRELIMINARY CONCEPT DRAWINGS FOR MR. -16 ZONING

# APPENDIX D

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

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## SimTraffic Queueing Report

Project: Tooele Crossing Condos TIS

Analysis: Existing (2021) Background

Time Period: Morning Peak Hour

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



Project #: UT21-2002

Intersection	NB		SB			EB			WB	
	L	TR	L	LR	TR	L	LR	TR	L	TR
01: 200 West & 1000 North (SR-112)	50	125	75		100	75		75	50	100
02: 1000 North (SR-112) & 250 West				50		25				
03: 200 West & South Access	50				25		75			
04: 200 West & North Access	25						50			

## SimTraffic Queueing Report

Project: Tooele Crossing Condos 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 #: UT21-2002

Intersection	NB			SB			EB			WB	
	L	T	TR	L	LR	TR	L	LR	TR	L	TR
01: 200 West & 1000 North (SR-112)	100		150	150		225	125		150	75	175
02: 1000 North (SR-112) & 250 West					50		25				
03: 200 West & South Access	50					75		75			
04: 200 West & North Access	50	25				50		50			

# SimTraffic Queueing Report

Project: Tooele Crossing Condos TIS

Analysis: Existing (2021) Plus Project

Time Period: Morning Peak Hour

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



Project #: UT21-2002

Intersection	NB		SB			EB			WB	
	L	TR	L	LR	TR	L	LR	TR	L	TR
01: 200 West & 1000 North (SR-112)	50	125	75		100	75		75	50	100
02: 1000 North (SR-112) & 250 West				50		25				
03: 200 West & South Access	50						75			
04: 200 West & North Access	25				25		50			



## SimTraffic Queueing Report

Project: Tooele Crossing Condos 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 #: UT21-2002

Intersection	NB			SB			EB			WB		
	L	T	TR	L	LR	TR	L	LR	TR	L	R	TR
01: 200 West & 1000 North (SR-112)	100		150	175		225	100		150	75		175
02: 1000 North (SR-112) & 250 West					50		50				25	
03: 200 West & South Access	50	25				100		75				
04: 200 West & North Access	50					50		50				

Intersection	NB			SB				EB			WB	
	L	T	TR	L	LR	R	T	L	LR	TR	L	TR
01: 200 West & 1000 North (SR-112)	50		150	75		75	75	75		75	75	125
02: 1000 North (SR-112) & 250 West					50			25				
03: 200 West & South Access	50	25							75			
04: 200 West & North Access	25								50			

**SimTraffic Queueing Report**

**Project: Tooele Crossing Condos 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 #: UT21-2002**

Intersection	NB			SB					EB			WB	
	L	T	TR	L	LR	R	T	TR	L	LR	TR	L	TR
01: 200 West & 1000 North (SR-112)	100		175	175		150	225		125		150	75	200
02: 1000 North (SR-112) & 250 West					50				25				
03: 200 West & South Access	50	25						100		75			
04: 200 West & North Access	50							75		50			

## SimTraffic Queueing Report

Project: Tooele Crossing Condos TIS

Analysis: Future (2026) Plus Project

Time Period: Morning Peak Hour

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

**HALES**  **ENGINEERING**  
innovative transportation solutions

Project #: UT21-2002

Intersection	NB		SB				EB			WB	
	L	TR	L	LR	R	T	L	LR	TR	L	TR
01: 200 West & 1000 North (SR-112)	50	150	100		75	75	75		75	75	125
02: 1000 North (SR-112) & 250 West				50			25				
03: 200 West & South Access	50							75			
04: 200 West & North Access	25							50			

**SimTraffic Queueing Report**  
**Project: Tooele Crossing Condos 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

**HALES ENGINEERING**  
 innovative transportation solutions

**Project #: UT21-2002**

Intersection	NB			SB					EB			WB		
	L	T	TR	L	LR	R	T	TR	L	LR	TR	L	R	TR
01: 200 West & 1000 North (SR-112)	125		200	150		150	225		125		175	100		225
02: 1000 North (SR-112) & 250 West					50				50				25	
03: 200 West & South Access	50	25						100		75				
04: 200 West & North Access	50	25						100		50				